



# NOTICE OF MEETING

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## **CABINET MEMBER FOR TRANSPORT**

**WEDNESDAY, 20 MARCH 2024 AT 4.00 PM**

**COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH**

Telephone enquiries to Allison Harper, Local Democracy Officer - Tel: 023 9268 8014  
Email: Allison.Harper@portsmouthcc.gov.uk

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

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### **Membership**

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier  
Councillor Graham Heaney

Councillor Brian Madgwick

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(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 Interest**
- 3 Portsmouth International Port Business Update (Pages 7 - 14)**

Purpose of Report

An information report on the performance of Portsmouth International Port for the financial year of 2023/2024.

**4 Southern Railway (Govia Thameslink Railway) Timetable on West Coastway Line from June 2024 (Pages 15 - 20)**

Purpose of Report

The purpose of this report is to provide an update on the Southern Rail West Coastway timetable following completion of the consultation period.

**5 On-Street Residential Charge Point Scheme (Phase 3) (Pages 21 - 36)**

Purpose of Report

This report is seeking approval for Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS).

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport approves Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS) in line with procurement strategy and programme laid out in the report, developed in consultation with the Portsmouth City Council Procurement Team.**

**6 Portsmouth Parking Strategy (Pages 37 - 86)**

Purpose of Report

To provide an update on the results of the parking strategy consultation and to approve the Portsmouth Parking Strategy and adopt this strategy as a supplementary document of the Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)).

Please note: Appendix A - Portsmouth Parking Strategy to follow

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport:**

- 1. Notes the results of the Portsmouth Parking Strategy consultation;**
- 2. Approves the content of the Portsmouth Parking Strategy (Appendix A) to be adopted;**
- 3. Delegates authority to the Assistant Director for Economy, Planning and Transport in consultation with the Cabinet Member for Transport to enable any required updates to be made to the parking strategy actions, to ensure they remain effective for the delivery of the policies and objectives of the adopted strategy.**

**7 LTP4 Implementation Plan (Pages 87 - 120)**

### Purpose of Report

The purpose of this report is to seek approval for the updated Local Transport Plan (LTP4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2024/25 budget at the Full Council meeting on 13 February 2024.

This report notes the following funding allocations by Full Council on 13 February 2024 as part of the council's 2024/25 Capital Programme which contribute to the delivery of the adopted Portsmouth Transport Strategy (LTP4).

- £1,520,000 for the 2024/25 LTP4 implementation plan.
- £1,165,000 for the 2025/26 LTP4 implementation plan.
- £50,000 for Transport Junction Improvements.
- £60,000 for One Way Roads.
- £1,200,000 for the Eastern Road Active Travel Corridor - Harbourside Park Phase.
- £600,000 for the Wheelchair Accessible Taxis - Lease Rental Scheme.

A two-year funding allocation has been awarded for the LTP4 programme. This funding will allow for the forward planning of scheme delivery and ensure teams are sufficiently resourced to be able to successfully implement the future works.

This report details the proposed programme of LTP4 implementation plan funded transport schemes to be delivered with the 2024/25 funding year.

### **RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport:**

- 1. Approves and adopts the attached Local Transport Plan 4 (LTP4) funded schemes 2024/25 (Appendix A) as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**
- 2. Delegates authority to the Assistant Director of Transport in consultation with the Cabinet Member for Transport and the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A);**
- 3. Delegates authority to the Assistant Director of Transport in consultation with the Cabinet Member for Transport and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and relevant national policy guidance, including reprofiling of indicative scheme delivery timescales;**
- 4. Notes that the funded Transport Infrastructure Programme and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP 4 and the implementation plan 2022/23-2024/25 will be updated to include**

these;

**5. Notes the attached LTP4 Implementation Plan scheme reprofile 2022/25 (Appendix B).**

**8 TRO 148/2023 - Various Roads Waiting Restrictions (Pages 121 - 138)**

Purpose of Report

To consider the public response to the proposed parking restrictions in two locations in Portsmouth, and to determine whether or not the proposals should be brought into effect.

In this report, TRO means Traffic Regulation Order.

Appendix 1: The public proposal notice for TRO 148/2023

Appendix 2: Kimberley Road - Public views submitted

Appendix 3: Campbell Road - Public views submitted

Appendix 4: Site Plans for Kimberley Road and Campbell Road

Appendix 5: TRO 148 2023 - Various Roads - Integrated Impact Assessment

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport:**

- 1. Approves the proposed reduction of 2 metres length of the parking bay in Kimberley Road (MG Parking Zone) in order to install a dropped kerb;**
- 2. Approves the proposed removal of 5 metres of parking bay in Campbell Road (MD Parking Zone) in order to install a dropped kerb;**
- 3. Notes that the remainder of TRO 148/2023 is being brought into operation under TRO 148A/2023 and is in the process of being implemented;**
- 4. Notes any proposals approved following this report will be brought into operation under TRO 148B/2023.**

**9 TRO Hewett Road - Waiting Restrictions (Ref.PO14/24) (Pages 139 - 152)**

Purpose of Report

To consider the public response to the proposed waiting restriction (Double Yellow Lines) on Hewett Road opposite the properties Nos 103 - 109 and determine whether or not to introduce the restrictions as advertised.

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport approve the proposed "no waiting at any time" restriction (a length of 25 metres on Hewett Road opposite the properties Nos 103 - 109) as advertised.**

**10 Residents Parking Zones - Evaluation and Feedback (Information Only)**

(To Follow)

Report to follow.

**11 TRO 23B-24 Disabled Persons Parking Bays - Wadham Road (Pages 153 - 168)**

Purpose of Report

To consider the public response to the proposed disabled bay in Wadham Road, Portsmouth.

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport:**

- 1. Approves the implementation of a Disabled Person's Parking Bay in Wadham Road;**
- 2. Notes that the remainder of the TRO Ref PO23-24 came into operation as a Part A TRO on 18 March 2024. Therefore, any proposal approved following this report will be brought into operation as a Part B TRO Ref PO23-24.**

**12 Future Transport Zone - Portsmouth Micro-consolidation (Pages 169 - 188)**

Purpose of Report

This report provides an update on the Solent Transport Future Transport Zone (FTZ) Portsmouth micro consolidation project. It outlines the approach to appointing an operator and next steps for final site selection.

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport;**

- 1. Delegates authority to the Assistant Director of Economy, Planning and Transport, in consultation with the Assistant Director for Procurement and the Cabinet Member for Transport and Opposition Spokespersons for Transport, to award and enter into an operating agreement with the operator that the selection process outlined in this report, indicates will best meet the requirements of the FTZ micro consolidation project in Portsmouth;**
- 2. Delegates authority to the Assistant Director of Economy, Planning and Transport, in consultation with the Cabinet Member for Transport, and Opposition Spokespersons for Transport, to select one site for the operator to run the micro-consolidation project from, subject to receiving planning consent, noting that the two potential sites, namely Cascades Shopping Centre and The Bridge Shopping Centre, were shortlisted following a rigorous site selection process as detailed in this report.**

**13 Portsmouth Park & Ride Contract Re-tender (Pages 189 - 202)**

Purpose of Report

This report outlines the procurement strategy for re-tendering the Portsmouth Park & Ride service beyond September 2024.

**RECOMMENDATIONS**

**It is recommended that the Cabinet Member for Transport:**

- 1. Approves the implementation of the procurement strategy to re-tender the contract by the Transport Service, with support from Procurement, Finance and Legal Services;**
- 2. Agrees, in respect of the current service, an interim payment in agreement with the existing contractor for provision of the service from April 2024 until commencement of the new contract.**

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Date Not Specified

# Agenda Item 3



## **THIS ITEM IS FOR INFORMATION ONLY**

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|                          |                                                                |
|--------------------------|----------------------------------------------------------------|
| <b>Title of meeting:</b> | Cabinet Member for Transport                                   |
| <b>Subject:</b>          | Portsmouth International Port business update 2023/24          |
| <b>Date of meeting:</b>  | 20 March 2024                                                  |
| <b>Report by:</b>        | Port Director, Portsmouth International Port                   |
| <b>Report author:</b>    | Mike Sellers                                                   |
| <b>Cabinet Member:</b>   | Councillor Gerald Vernon-Jackson, Cabinet member for Transport |
| <b>Wards affected:</b>   | N/A                                                            |

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### **1. Requested by**

Cabinet Member for Transport.

### **2. Purpose**

An information report on the performance of Portsmouth International Port for the financial year of 2023/24.

### **3. Information Requested**

Portsmouth International Port (PIP) is the largest and most successful city owned port in the UK. The port is also the second largest cross channel port on passenger and freight volumes, with the most destinations to Europe that any other UK port. PIP is both the statutory and competent harbour authority for all commercial shipping into Portsmouth harbour covering the International Port and the Camber.

Like all ports and many businesses that carry out international trade, the port has had to overcome unprecedented impacts during the covid pandemic and Brexit.

This report outlines the performance of the PIP during the current financial year 2023/24 and provides an update on projects.

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### **4. Trade**

Due to the pandemic and its impact on the movement of passengers, the port has compared prior year performance to 2019 (pre-pandemic levels). 2023 has been the first full year when all borders with Europe have been open without covid restrictions on passengers. It has also been the first full year when we have been able to follow the trade trends post Brexit.

#### **4.1 Cross Channel passengers**

Passenger were at 95% pre-pandemic levels during the year. Car passenger levels were strong throughout the year. However, coach and short stay travel has not returned to the same level. This is mainly due to the overcapacity in the cross-channel ferry travel with cheaper budget travel on offer with other ferry operators. Both of PIP's main ferry operators, Brittany Ferries and Condor Shipping Ltd have signed the UK Government's Seafarers Charter, along with other responsible ferry operators, which ensures that their crew are paid a reasonable wage comparative with the UK National Minimum Wage. However, some operators crossing the channel have not signed the charter and are paying low wages allowing them to provide much cheaper crossings to France.

The Seafarers Wages Act 2023 will enable port authorities to deny access to services calling at UK ports who do not pay workers the National Minimum Wage. The laws will prevent firms undercutting fair pay for seafarers by using legal loopholes to pay low wages. A consultation is currently taking place between UK Government and UK ports on the enforcement and administration of the Bill. This should also help rebalance the cost of Channel crossings providing a level competitive trading environment.

Channel Island passenger numbers were reasonably strong for 2023 and back to pre-pandemic levels. The introduction of the third Channel Island ferry in September 2023, by Condor Shipping has allowed more passenger capacity from Portsmouth and we expect to see further growth.

#### **4.2 Cross Channel freight**

Freight levels (lorries and trailers) were significantly down during the year, overall, 20% down on pre-pandemic levels. The reason for the drop in trade is two-fold.

- 1) As with the passengers (above) budget ferry operators have distorted freight rates across the Channel, however we anticipate this will rebalance by the end of 2024 with the introduction of the Seafarers Wages Act 2023 and France introducing similar restrictions on activities referred to as 'social dumping'.





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- 2) With ferry operators back to similar sailing schedules, PIP have been able to track the full effects of Brexit. Overall, trade with the EU is down 20% and this is very similar to the trend we have seen at the port on cross channel freight trade.

Offsetting some of the downturn in EU freight trade, we have seen an increase in Channel Island trailers due to the introduction of the Islander by Condor Shipping in September 2023. Although this has been to detriment of Portico Shipping Ltd with Ferryspeed ceasing their lift on lift off container service in order to switch to ferries.

### **4.3 Cruise**

We continue to see exponential growth in cruise trade. PIP has established itself as popular for high end, expedition, and boutique cruise brands such as Saga, Virgin, Viking, Ponant, Noble Caledonian, Pheonix Reisen, Tui and Aida.

In 2023, we had 76 cruise calls, with 88 calls booked for 2024. We expect to exceed our initial target of 100 calls in 2025. This is slightly behind the business plan timeline; however this was produced before the pandemic. Cruise ships are now reporting bookings at capacity passenger levels which is extremely positive for the future growth.

Cruise has been essential to offset some of the impact we have seen on ferry passenger and freight trade post pandemic and post Brexit.

We took practical completion of our new, net zero, passenger terminal extension (part funded by the UK Government's levelling up grant) in October 2023. The new terminal has the most advanced technology from sea water, under floor heating and cooling systems, smart LED, solar and living walls to purify the air. It meets the expectations of the boutique cruise liners and, to date, has had 75,000 passengers pass through the terminal since it became operational.

With passenger and crew spend in the city, contractors working on the ships and local hotels providing pre-cruise accommodation, each call will generate up to £1.5 million to the city's economy.

### **4.4 Portico Shipping Ltd**

Portico Shipping's port activity has increased since it has developed its business plan to attract more than just fruit to their terminal. PIP income from Portico Shipping Ltd is generated from port dues and pilotage.

Portico has been impacted by Ferryspeed ceasing their container line calls and switching to ferries through Condor Shipping. Additionally, as the operator of the Border Control Post, Portico has also been negatively impacted by the delays to the implementation of the food inspections at the port.

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As the only shareholder of Portico Shipping Ltd, Portsmouth City Council, is using external consultants to carry out a review of Portico to ensure that it is best value for the city to continue to invest in the company. A report on the review will follow in due course.

### **5. Camber**

The Camber activities include fishing and leisure craft. PIP also provide all of the marine and pilotage services at the Camber. There has been some extensive investment in the Camber by port users in 2023, particularly Fish Portsmouth who are providing excellent facilities to attract fishing trawlers back to the Camber.

The port is exploring the feasibility of installing electric power for the trawlers to plug in during their stay in the Camber.

### **6. Hybrid Ferries, shore power and Seachange**

In 2023, the port and our partners were awarded a £19.8 million grant (£18.5 million specific to the port) from the Zero Emissions Vessels and Infrastructure competition (ZEVI), funded by UK Government, and delivered in partnership with Innovate UK. The grant has allowed us to embark on a groundbreaking decarbonisation project with Brittany Ferries, alongside the University of Portsmouth, MSE International, B4T, IOTICS and Swanbarton.

The **Seachange** project will design, build, and operate a 'shore power' system across the three busiest berths at PIP. This will allow visiting ferry or cruise ships to turn off their engines when in the port, as they will be able to 'plug-in' and use green electricity to run their onboard systems. The overall cost of the project is over £26 million and is part funded by Portsmouth City Council. It excludes the cost of the new ferries, part of Brittany Ferries fleet renewal estimated at €550 million.

Seachange has the potential to revolutionise the UK's maritime sector, and further establishes PIP's reputation as a living laboratory of green technology with industry-leading sustainability credentials. This project realises the full potential of two new LNG-electric hybrid ships from Brittany Ferries, which will begin sailing from Portsmouth starting in spring 2025 and will be shore-power ready.

Providing shore power will reduce harmful emissions and improve air quality around the port. It is estimated that the system will save over 20,000 tonnes of CO<sub>2</sub>e per annum from 2027. This is the equivalent to the annual carbon footprint of around 2,500 UK households.



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This is the single largest project in the port's history and reaffirms the port's commitment to reduce the impact of operations on neighbouring communities and assist with the wider city's ambition to reach net carbon neutral by 2030.

Brittany Ferries is introducing two new LNG-electric hybrid ferries from 2025, which run on a combination of cleaner liquefied natural gas (LNG) and battery power. With shore power available at the port, they will be able to charge their batteries and run on battery power when manoeuvring through Portsmouth harbour, improving air quality, and supporting the industry-wide shift to zero-emission shipping. They have recently agreed terms for a new 20-year commercial agreement with PIP, which includes the provision of shore power subject to satisfactory commercial rates. A legal agreement is currently being drawn up.

A consortium of academics, marine specialists and some of the UK's most exciting technology SMEs have been brought together alongside PIP and Brittany Ferries to deliver the project.

ABB have recently been appointed as the electrical integrator for the port in order to be shore power ready by spring 2025.

Thanks to strategic planning, perseverance and capital support from Portsmouth City Council, additional grid capacity has also been secured to provide the power needs for the cruise and ferries. PIP will be the first UK port to provide multi-berth, multi-frequency, multiuser shore power facilities.

## **7. Border Controls and Infrastructure**

The Border Control Post (BCP) infrastructure constructed to provide government biosecurity checks on food products, remained mothballed during 2023. There were further delays to the border control, with five delays and changes since ports were required to build the infrastructure following the introduction of the Border Operating Model in 2020.

The changes to the import controls, initially on EU food imports and now on all international food imports, targeting controls on higher risk products, trusted trader status options and use of technology, significantly reduce the need and use of the infrastructure.

The latest Border Target Operating Model (BTOM), is expected to commence at the end of April 2024. There remains concern over this date with Port Health Authorities around the country being under resourced and many areas for clarity needed for importers. However, if this date does not change, PIP has now received formal designation for the use of the BCP, albeit much less than the infrastructure built.

Furthermore, ports continue to await details from Defra of the Common User Charge (CUC) for the government managed Inland Border Facilities (IBF). With increasing concern



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and like many ports, we are frustrated with the continued delay in its publication. Once this is published, we will attempt to use this to base our charges and remain competitive. We need a tariff for our customers and importers need sight of what these will be for their operations well in advance of the April deadline. The trade body that represents the port industry, the British Ports Association, has written to the Parliamentary Under Secretary of State for Defra expressing ports concerns and frustrations.

The Cabinet Office has relaxed conditions on the BCP use to give ports the ability to reduce their operating expenses and attempt to mitigate the cost of running the huge facility by looking for commercial income. However, these are highly bespoke buildings that would need further infrastructure changes in order to be attractive for commercial use. In addition, the port must have infrastructure to fulfil the requirements of the BTOM. PIP is working on options but need further clarity from the government before providing a proposal to the council.

### **8. Port Masterplan**

In 2022, Portsmouth City Council approved the port masterplan. The delivery of the masterplan is themed around four areas:

- 1) Environment and sustainability
- 2) Society and economy
- 3) Resilience and security
- 4) Innovation and technology

This 20 year masterplan has the potential to double employment from 5,590 to 11,333 jobs and provide £801 million to the national economy, half of which will be a local benefit.

We have achieved a great deal over the last 2 years despite the challenges with the pandemic and Brexit. However, trade patterns have been different to the original predictions. Therefore, we are contracting Royal Haskoning DHV, the authors of the original report, to carry out a light touch refresh of the masterplan. A report will follow in due course.

### **9. Financial**

Against the port's cash limit target of £8.02 million, the port is reporting a favourable variance of £0.25m.

This is due to the trade environment outlined in the report and there is strong management cost control at the port. Expenditure is forecast to be lower than budget.

2024/25 budget cash limit target is £9.185 million.



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Main capital schemes:

- Shore Power: £26.175 million
- Passenger Terminal: £17.5 million
- Port masterplan: £27.5 million allocated in the port’s capital programme.

**10. Summary**

I am pleased to report a positive financial forecast for the port, against a backdrop of a tough trading environment.

The Seachange project will be a big focus for us this year, in order to be shore power ready for spring 2025, when we look forward to welcoming the two new hybrid ferries from Brittany Ferries.

Cross channel passengers are almost back to pre-pandemic levels, but freight has been significantly down, and we expect a similar trend this year. This has been offset by our expanding cruise portfolio and strong management cost control.

Despite continuing cross channel trade challenges, the outlook for 2024 is positive and I am confident, with a fair wind, that we will meet the budgeted cash limit target of £9.185 million.

.....  
Signed by (Director)

**Appendices:**

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

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

| Title of document | Location |
|-------------------|----------|
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# Agenda Item 4



## **THIS ITEM IS FOR INFORMATION ONLY**

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|                          |                                                                      |
|--------------------------|----------------------------------------------------------------------|
| <b>Title of meeting:</b> | Cabinet Member for Transport decision meeting                        |
| <b>Subject:</b>          | Southern Rail West Coastway timetable                                |
| <b>Date of meeting:</b>  | 20 March 2024                                                        |
| <b>Report by:</b>        | Felicity Tidbury, Assistant Director Economy, Planning and Transport |
| <b>Report author:</b>    | Richard Pemberton, Transport Strategy Team Leader                    |
| <b>Cabinet Member:</b>   | Councillor Gerald Vernon-Jackson, Cabinet member for Transport       |
| <b>Wards affected:</b>   | All                                                                  |

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### **1. Requested by**

1.1. This report was requested by the Cabinet Member for Transport.

### **2. Purpose**

2.1. The purpose of this report is to provide an update on the Southern Rail West Coastway timetable following completion of the consultation period.

### **3. Information Requested**

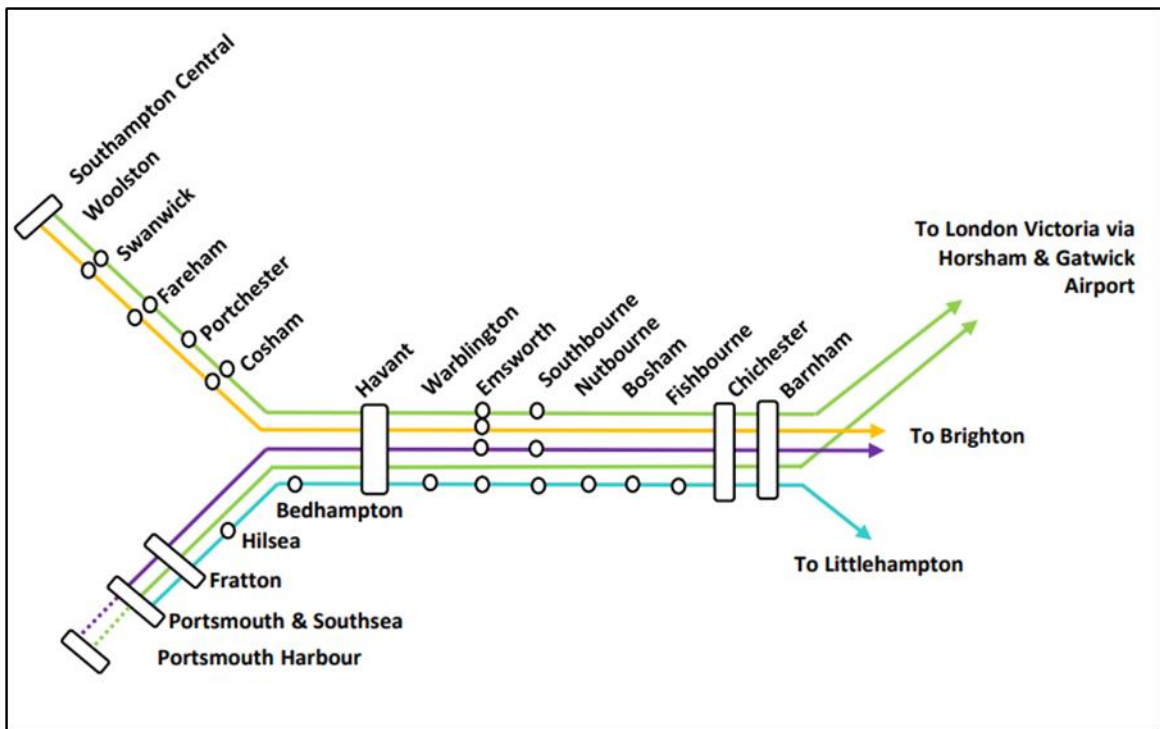
3.1. The train operator Govia Thameslink Railway, trading as Southern Railway, provides passenger services on the West Coastway routes which connect Portsmouth, Southampton and Havant with Littlehampton, Brighton, Gatwick Airport and London Victoria. Current routes are;

- Portsmouth - Chichester - Littlehampton
- Portsmouth - Chichester - Brighton
- Portsmouth - Chichester - Gatwick Airport - London Victoria
- Southampton - Cosham - Chichester - Brighton
- Southampton - Cosham - Chichester - Gatwick Airport - London Victoria

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3.2. A schematic diagram of the current service pattern is shown in Figure 1 below. Each line represents one train per hour.



**Figure 1: Current West Coastway services**

- 3.3. Whilst providing much needed east-west connectivity this timetable does have some disadvantages.
- 3.4. The services to Portsmouth and Southampton are not evenly spaced. For example, at Cosham there are intervals of 15 and 45 minutes between trains every hour to Southampton or Chichester. This arises from one train going to Brighton and the other to London Victoria.
- 3.5. The services from Brighton and London to Portsmouth/Southampton currently suffer from poor punctuality and reliability. This is partly due to the short turnaround times allowed at Portsmouth and Southampton. This has resulted in many late-running trains being terminated short of their destinations, usually at Fratton or Fareham forcing passengers to change trains to complete their journey.
- 3.6. Most Portsmouth services terminate at Portsmouth & Southsea. Portsmouth Harbour is served infrequently, which reduces connectivity to the visitor attractions of Gunwharf Quays and the Historic Dockyard, and to the ferry services to Gosport and the Isle of Wight.



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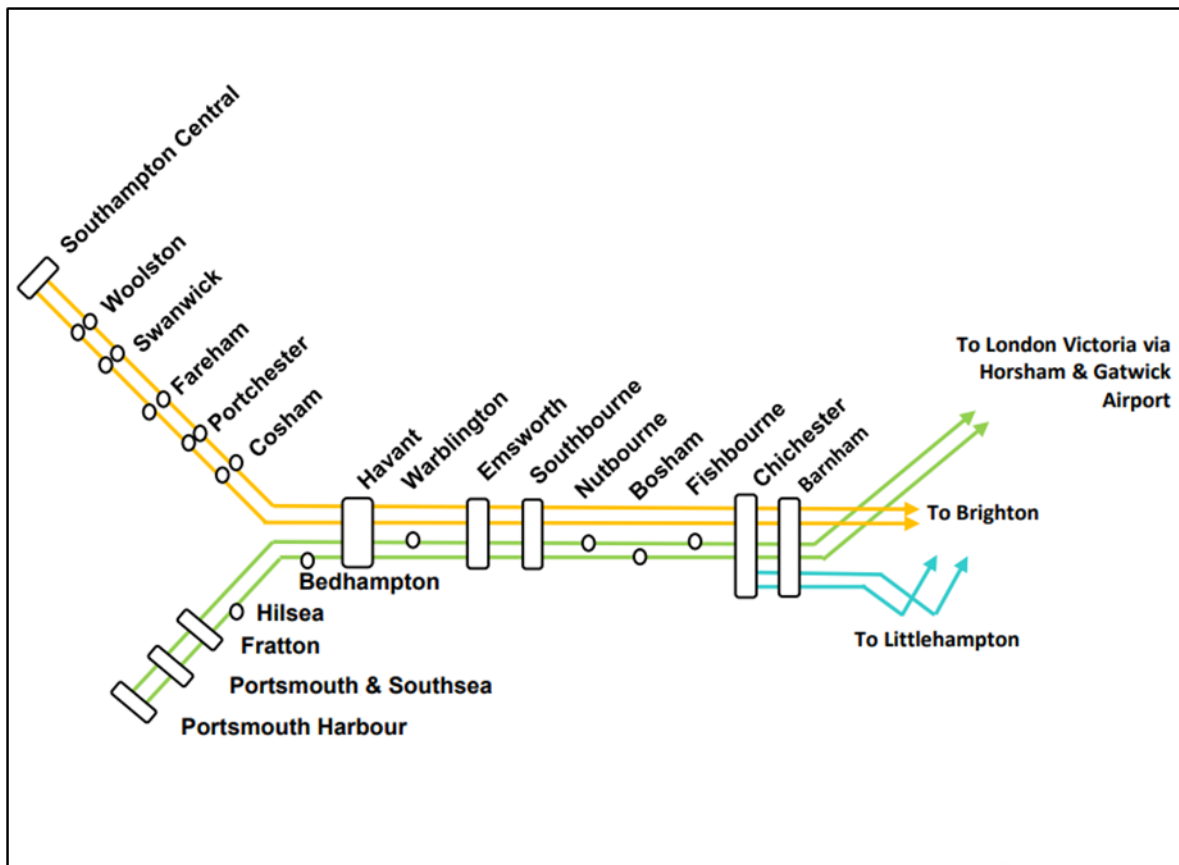
(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

3.7. An information report to the Cabinet Member of Transport 18<sup>th</sup> August 2023 outlined Portsmouth City Council’s response to the West Coastway timetable consultation.

3.8. The initially proposed changes included the following:

- Withdrawal of the Portsmouth – Littlehampton all stations hourly service;
- A Portsmouth Harbour – Gatwick Airport – London Victoria service every 30 minutes also calling at Hilsea; and
- A Southampton – Brighton service calling at Cosham and Havant every 30 minutes.

3.9. A schematic diagram of the original 2023 timetable proposal is shown in Figure 2 below.



**Figure 2 Originally proposed West Coastway changes**

3.10. This provided an even interval 30-minute service on both the Portsmouth and Southampton legs and extended all trains to Portsmouth Harbour including additional recovery time.

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3.11. However, there were also found to be some disadvantages to the proposals which were detailed in the council's consultation response;

- Longer travel times between Portsmouth – Gatwick Airport due to trains calling at local stations between Havant and Chichester, causing travel times to exceed those possible by car; and
- Loss of long-established direct Portsmouth – Brighton trains resulting in increased travel times as passengers would need to change at Chichester, again becoming longer than those possible by car.

3.12. These issues would be partly offset by the increased frequency of Portsmouth – Gatwick Airport trains and their running through to Portsmouth Harbour.

3.13. Following the completion of the consultation, Southern Railway have published the results on their website; [Southern - West Coastway timetable changes \(southernrailway.com\)](https://www.southernrailway.com)

3.14. Southern Railway have revised their planned services based on consultation responses from 460 stakeholders, including the City Council for services to be introduced on 2<sup>nd</sup> June 2024.

3.15. The planned service includes the following amendments which largely address the Council's concerns:

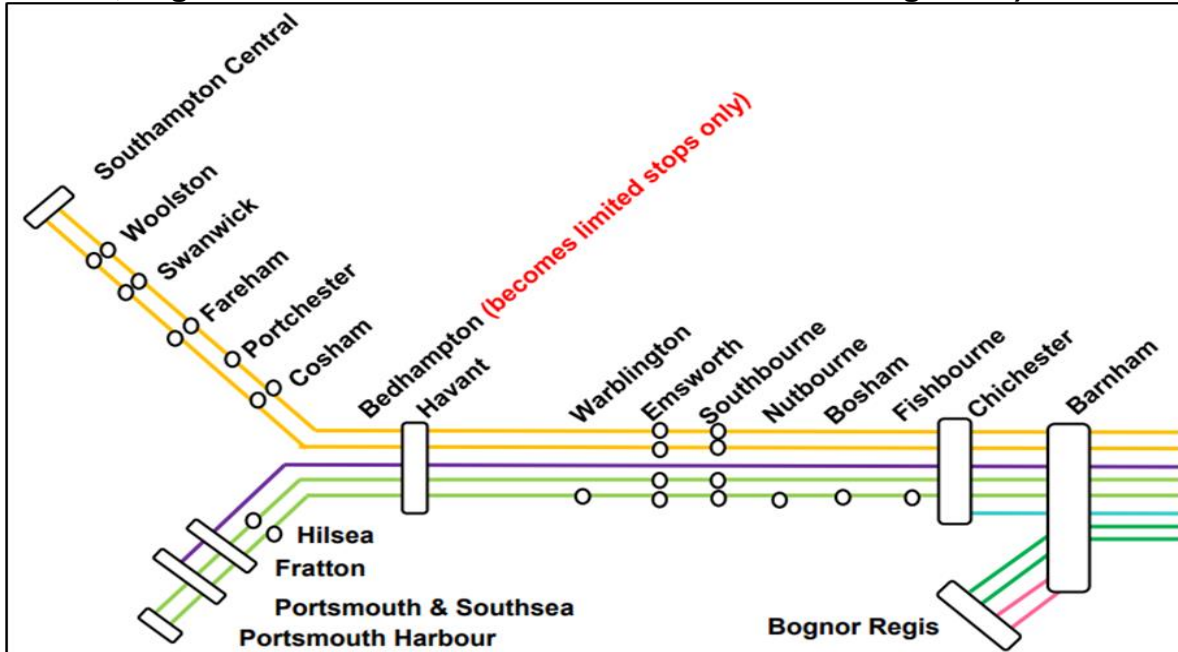
- An hourly Portsmouth & Southsea – Brighton direct service will continue;
- Portsmouth Harbour – Gatwick Airport – London Victoria services approximately every 30 minutes;
- One of the Portsmouth Harbour – London Victoria services will call at all stations between Havant and Chichester while the other will call at Emsworth and Southbourne only, to maintain the previous journey times; and
- Southampton – Cosham – Havant – Brighton services every 30 minutes.

3.16. Only limited Southern Railway services will call at Bedhampton. However, services to this station will continue to be provided by South Western Railway which are within a few minutes of the previous Southern trains.

3.17. A schematic diagram of the West Coastway timetable planned for June 2024 is shown in Figure 3.

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**Figure 3 – Post consultation final West Coastway services from June 2024**

3.18. The 2024 West Coastway timetable will have the following impacts on passengers travelling to/from Portsmouth:

- An hourly direct service from Portsmouth & Southsea to Brighton is retained;
- An hourly fast service from Portsmouth & Southsea to Chichester, running non-stop from Havant is retained;
- A Portsmouth Harbour – Gatwick Airport – London Victoria service approximately every 30 minutes, with one service each hour being 6 minutes faster than the other, keeping journey times to Gatwick competitive with car travel;
- More services calling at Hilsea where passenger numbers are growing with increased employment at local businesses;
- A Southampton – Cosham – Havant – Brighton service at regular 30-minute intervals; and
- Improved service reliability across the route due to a more resilient service plan.

.....  
Signed by (Director)

**THIS ITEM IS FOR INFORMATION ONLY**

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

**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>                                                                                                                                                                   | <b>Location</b>                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Cabinet Member for Transport, Friday 18 <sup>th</sup> August 2023, Supplementary Agenda, Details of Council response to Southern Railway West Coastway timetable consultation 2023 p90-92. | <a href="#">(Public Pack)Supplementary papers Agenda Supplement for Cabinet Member for Transport, 18/08/2023 10:00 (portsmouth.gov.uk)</a> |
| West Coastway Engagement Summary                                                                                                                                                           | <a href="#">West Coastway Engagement Document.pdf</a>                                                                                      |
| Southern Railway press release                                                                                                                                                             | <a href="#">Southern - West Coastway timetable changes (southernrailway.com)</a>                                                           |

# Agenda Item 5



**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 20<sup>th</sup> March 2024

**Subject:** On-Street Residential Chargepoint Scheme (Phase 3)

**Report by:** Felicity Tidbury, Assistant Director Economy, Planning and Transport

**Report Author:** Gemma White - Transport Strategy Team Leader

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. **This report is seeking approval for Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS).**

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1. **Approves Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS) in line with procurement strategy and programme laid out below, developed in consultation with the Portsmouth City Council Procurement Team.**

## 3. Background

- 3.1. Plug-in car ownership has been increasing in Portsmouth over a number of years. However, a sharp increase can be witnessed between 2021 - 2023, where the number of plug-in vehicles from Q3 2021 (7006) has doubled in 2 years with the latest figures showing an increase to 14,588 for Q3 2023. This an approximate 108.2% increase of plug-in vehicles in Portsmouth in those 2 recent years.
- 3.2. When comparing Portsmouth's plug-in car ownership nationally, currently, an approximate 12.8% of registered cars in Portsmouth are plug-in

vehicles (includes private & company). Conversely, approximately 4.1% of registered cars for the UK are plug-in vehicles (includes private & company) meaning Portsmouth's percentage of registered plug-in cars is more than four times higher than the UK national average.<sup>1</sup>

- 3.3. 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 29th November 2021. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.4. In the Portsmouth Transport Strategy 2021 - 2038 (LTP4), one of the strategic objectives is to deliver cleaner air. Policy B, Support infrastructure for alternative fuelled vehicles is among the policies within the strategy which support delivery of the strategic objectives. The scheme aligns with this policy and will encourage the uptake of electric vehicles (EVs) which in turn contribute to the achievement of the strategic objective.
- 3.5. A supplementary electric vehicle infrastructure (EVI) strategy that sets out our objectives, policies and action plan for the rollout of electric vehicle charging infrastructure in the city was consulted on in late 2023 and will be shortly brought forward for adoption. Furthermore, Transport for South East (TfSE) have developed a regional Electric Vehicle Charging Infrastructure Strategy, which incorporates Portsmouth's plans for Phase 3 and provides forecasts for further chargepoints, which indicate the need for continued roll out of charging infrastructure.
- 3.6. The Government released the '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 UK's 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.
- 3.7. The Transport Decarbonisation Plan outlines that Local Transport Plans (LTP's should set out how local areas will deliver quantifiable carbon reductions in transport, with further guidance on this expected in autumn

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<sup>1</sup> [Vehicle licensing statistics data tables - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/vehicle-licensing-statistics-data-tables)

2022. There is also a requirement for local authorities to produce an EV Strategy as part of this work.

- 3.8. The Office for Zero Emission Vehicles (OZEV) created the ORCS 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.
- 3.9. Following successfully receiving £229,860 for 75% of the costs for installation and infrastructure Portsmouth City Council installed 62 chargepoints as Phase 2 of ORCS between November 2021 and March 2022. This was following approval of the associated Traffic Regulation Order (TRO) at the meeting of the Cabinet Member for Traffic and Transportation on 29th October 2020.
- 3.10. 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 their vehicle however, prior to the switch off, there was an approximate average of 11.4kWh used each day across 6 months for each chargepoint.
- 3.11. In November 2023, the distribution network operator (DNO) Scottish and Southern Electricity Networks (SSEN) advised the council of some safety concerns and as public safety is of the utmost importance, we took the decision to switch off all 98 on-street charging points in the city. We have been working with SSEN and both chargepoint operators to investigate, and at the time of writing this report, we have been able to re-energise 34 charging points. It's hoped further chargepoints will be reactivated soon.
- 3.12. The situation experienced has enabled us to better understand the complexities with an ever evolving transport technology. Through this we are able to ensure future schemes and associated procurement processes will use experience to safeguard against similar situations in the future.
- 3.13. Portsmouth City Council recognises that there is an increased demand for on-street plug-in vehicle charging infrastructure from residents, without off-street parking, that needs to be met, and can be met through the Office for Zero Emission Vehicles (OZEV) ORCS funding.

- 3.14. In addition to ORCS Government have allocated all Tier 1 local authorities with Local Electric Vehicle Infrastructure funding (LEVI) as well as LEVI capability funding designed to fund the resources needed to achieve the scale of EVCI roll out LEVI attempts to deliver. Portsmouth were allocated £3.682 million pounds of LEVI funding and submitted a business case to OZEV in November.
- 3.15. As well as this the council have recently applied for further capability funding to support the team through delivery of this ambitious delivery plan ensuring that resource is available to answer the demand for more charging infrastructure with the required level of expertise and without further delays.

#### **4. Portsmouth ORCS Phase 3**

- 4.1. Portsmouth City Council bid to OZEV for £887,430, which was 60% for 320 chargepoints and this was awarded in December 2023. The remaining 40% will be provided by the private sector through the procurement approach.
- 4.2. All proposed sites are based on demand having received requests from residents for charging points near to their addresses. This approach mirrors the first and second phases of the On-Street Residential Chargepoint Scheme (ORCS) installed in Portsmouth in 2019 and 2021. The resident requests and usage of existing Portsmouth Phase 1 (36 no.) and Phase 2 (62 no.) chargepoints, some of which are over capacity demonstrate current demand levels. The requesting residents include both those who already own plug-in vehicles and those seeking to purchase one, many of which need the infrastructure in place before they do.
- 4.3. Each site will be subject to suitability assessment including:
- Load checks
  - Technical and site surveys
  - public consultation through the Traffic Regulation Order (TRO) process.
- 4.4. The proposed chargepoint technology is lamp column chargepoints and satellite bollards utilising spare lamp column capacity of up to 5.5kwh. This power output is considered suitable for overnight charging in residential areas and comes with a Type 2 connection at each location.



## **5. Proposed approach to procurement**

- 5.1. The council will seek to secure a partner operator on the basis of an open book mutually incentivised concession contract. The own and operate model has the potential to offer the greatest rewards, but it also exposes the council to the highest level of risk, particularly in the short to medium term, hence it was not taken forward as an option.
- 5.2. This commercial arrangement will allow the operator to set the tariff through a transparent process that reflects the underlying energy prices plus an uplift to cover overheads, depreciation and a revenue share contribution to the council. This commercial mechanism will set a fixed margin allowing the council some oversight of the tariff. The contract will also seek to establish a maximum bi-annual tariff review, to allow for summer/winter energy pricing, which will require a two month notice period to enact. Performance metrics will aim to ensure that the availability of charge points across the city remains high. The repair and maintenance of the charge points will be the financial and operational responsibility of the operator.
- 5.3. Following extensive market testing, peer review and consideration of sourcing options the council has decided to utilise Oxford City Council's Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle (EV) Charging Infrastructure and Associated Services.
- 5.4. The council has decided to use the Oxford DPS as it offers an established compliant sourcing route to the market on competitive rebate rates. The DPS documentation includes a toolkit of technical, commercial, legal and procurement documents which can be flexibly adapted to meet the specific objectives and deliverables required by both the council and the fund.
- 5.5. There was consideration for the council to run its own Concession Contracts Regulations (2016) procurement process, but a decision was taken to use the Oxford DPS instead, as it offers a number of key benefits such as fulfilling transparency requirements, market tested toolkit documents, established streamlined call off processes, etc. which would otherwise have to be developed and delivered by the council.
- 5.6. The Oxford DPS is preferred over other pre-existing sourcing arrangements as it aligns very well with the council's envisaged commercial and contractual model. Through soft market testing it was also apparent that DPS is favoured by operators who gave positive comments in respect of its market focus and flexibility.
- 5.7. The council is targeting to formally commence the mini-competition process in April 2024 and will provide tendering operators approximately 6

weeks in which to develop and submit their bid proposals. The council has allowed significant time within the procurement programme for robust evaluation of bid proposals, governance review and formal sign-off of recommendations in accordance with the council's constitutional requirements. It is expected on this basis that tenders will be due back in May 2024 and evaluation will complete over two weeks being supported by the electrical engineer who worked to write the technical specification.

- 5.8. The procurement process will also be subject to the council's procurement gateway process which ensures that additional assurance reviews are undertaken by senior procurement and legal officers at key procurement milestones.
- 5.9. Upon successful Evaluation the decision to award will be brought to the Cabinet Member for Transport, in June 2024.

## **6. Reasons for Recommendations**

- 6.1. The current on-street charging infrastructure and approach using lamp column charging has been well received and used serving as evidence of their suitability and the locations are based on resident requests demonstrating residents charging needs.
- 6.2. This type of slow charging technology specifically addresses a need for charging infrastructure for the majority of Portsmouth residents who do not have access to off street parking who would otherwise struggle to adopt the new technology.
- 6.3. Continuing to support residents in transitioning to EV is a key factor in achieving Cleaner Air Targets as set out in Policy B of the Portsmouth Transport Strategy. There is also significant strategic fit with the Government EV, TFSE's EV strategy both of which aim to deliver cleaner air and decarbonise transport in the UK by enabling EV uptake.
- 6.4. The environmental outcomes of EV uptake, requiring widespread installation of further EVCI, are also in-line with Portsmouth's declaration of a climate emergency which requires that further measures are taken to support initiatives that mitigate climate change and future proof our city.
- 6.5. Installation of further EVCI is required to keep up with the forecast rise In EV uptake in the city. It is essential that Portsmouth's EVCI network is expanded to future proof the city to enable our residents, fleet, and visitors to charge their vehicles in line with the objectives of the Portsmouth EVI strategy. This funding, as well as the LEVI funding, will enable PCC to deliver EVCI needed to ensure that we are able to meet demand from residents. Particularly since EV uptake in Portsmouth is already ahead of national average.

## **7. Integrated impact assessment**

- 7.1. An Integrated Impact Assessment (IIA) was carried out before the scheme's commencement. This has been updated as required and the latest version is appended to this report, incorporating the Equalities Impact Assessments.

## **8. Legal implications**

- 8.1. The council wishes to procure a contractor to design, install and operate a network of up to 320 lamp column electric chargepoints, partly funded by the DfT through the ORCS scheme.
- 8.2. The proposed arrangement, if approved, will be subject to the requirements set out in the Concession Contracts Regulations 2016 as well as the council's contract procedure rules and any procurement exercise, including an award utilising Oxford City Council's Dynamic Purchasing System (DPS) for the Supply of Electric Vehicle (EV) Charging Infrastructure and Associated Services, must comply with and be carried out in accordance the aforementioned together with general public sector duties.
- 8.3. As an alternative to using the Oxford's DPS, the council may also undertake its own procurement exercise. However, for the purposes set out in paragraph 5 it was deemed more appropriate to utilise the Oxford's DPS.
- 8.4. As the scheme will be partly funded by the Department for Transport, the council must also ensure that it complies with the terms of the grant funding. The failure to comply with the terms could result in the grant funding needing to be repaid.
- 8.5. Once the provider has been procured and the sites identified, the TRO statutory processes will need to be followed in order to accommodate the scheme.
- 8.6. Legal advice should be sought before proceeding to procurement to ensure that the process is compliant and the council's requirements are being met.

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

- 9.1. Following an application dated 24 November 2023 to the On-street Residential Charge point Scheme, The Department for Transport awarded Portsmouth City Council £887,430 for the purpose of installing on-street

charge points for local residents wishing to charge their plug-in electric vehicles.

- 9.2. This award is subject to satisfying the DfT that the installation can be achieved before the end of March 2025. A supplier will not be selected until the DfT confirm that they are satisfied.
- 9.3. In addition to this, there is a contribution of £40,000 made available as part of the LTP 4 Capital scheme. This is funded from the Parking Reserve.
- 9.4. The total funding will allow the installation of up to 320 lamp column chargers. The number of chargers installed will be scaled to fit the available funding, minimising the financial risk to the Council.
- 9.5. The commercial arrangement with the supplier will ensure that all liability for servicing, repair and maintenance will lie with the operator, thereby minimising the Council's exposure to future operating costs.

.....  
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>                                                        | <b>Location</b>                                                                                 |
|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Portsmouth Transport Strategy Policy B                                          | <a href="#">Portsmouth Transport Strategy 2021-2038</a>                                         |
| Electric Vehicle Charging Infrastructure Strategy                               | <a href="#">Transport for the South East Electric Vehicle Charging Infrastructure Strategy</a>  |
| Draft Electric Vehicle Infrastructure Strategy Consultation – Travel Portsmouth | <a href="#">Draft Electric Vehicle Infrastructure strategy consultation - Travel Portsmouth</a> |
|                                                                                 |                                                                                                 |
|                                                                                 |                                                                                                 |

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

.....  
Signed by:

|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA588875955                  |
| <b>Date</b>      | 23/02/2024                   |



## Policy details

|                                                                                |                                                                                                                 |
|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 23/02/2024 12:53                                                                                                |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                |
| <b>Service</b>                                                                 | Transport Planning                                                                                              |
| <b>Title of policy, service, function</b>                                      | On-Street Residential Chargepoint Scheme (ORCS) Phase 3                                                         |
| <b>Type of policy, service, function</b>                                       | Existing                                                                                                        |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | To provide electric vehicle charging infrastructure for residents who do not have access to off-street parking. |
| <b>Has any consultation been undertaken for this proposal?</b>                 | no                                                                                                              |

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

|                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</b> | <p>It will encompass accessibility to ensure users with a disability are able to use and benefit from the electric vehicle infrastructure network across Portsmouth. The scheme will also look to deliver equitable charging, wherever possible, across Portsmouth in all socioeconomic areas.</p> <p>The project is unlikely to have any dramatic negative impacts on any particular equalities groupings. The impacts are expected to be mostly positive and spread across.</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p> | <p>We will ensure all chargepoints are accessible to all users and equitable across the city, wherever possible.</p>                                                                                                                                                                                                                                                        |
| <p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>                               | <p>The project has considered all protected characteristics and will ensure it is accessible to all users by aligning with PAS 1899.</p>                                                                                                                                                                                                                                    |
| <p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>                    | <p>This project will form part of the delivery plan as part of our Electric Vehicle Infrastructure Strategy, which is currently in development and yet to be published.</p> <p>Residents and a wide range of business groups and other organisations have been consulted on the strategy. A communications strategy was prepared to guide the consultation methodology.</p> |
| <p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>                       | <p>ORCS Phase 3 will have monthly project reviews by the project and programme manager and will also be subject to gateway reviews.</p> <p>The monthly project reviews will feed into the Transport Delivery Sponsoring Group to review the projects progress as a whole.</p>                                                                                               |

### **Crime - Will it make our city safer?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

### **Housing - will it provide good quality homes?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

## Health - will this help promote healthy, safe and independent living?

|                                                                                                                          |                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | The project will help in carbon reduction for the city and help improve air quality across the city, ultimately having a positive effect on the physical health of those in Portsmouth. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Usage data from electric vehicle charging equipment. This can be used to measure carbon savings.<br><br>Ongoing measuring of NOx levels in the city.                                    |

## Income deprivation and poverty - will it consider income deprivation and reduce poverty?

|                                                                                                                          |                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | It will ensure equitable and fairly priced charging tariff's for all users.                                                                                       |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | The council will undertake reviews of the tariff price with the relevant supplier to ensure users have continued access to fairly priced charging infrastructure. |

## Carbon emissions - will it reduce carbon emissions?

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | By having more electric vehicle charging infrastructure it will meet the current needs of residents, workers and visitors, who own an EV, but will also encourage further uptake of EVs across the city.<br><br>The scheme will help reduce toxic tailpipe emissions in the city and help improve the surrounding air quality. |
|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                                                                                                                                                         |
|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | Usage data from electric vehicle charging equipment.<br>This can be used to measure carbon savings.<br><br>Ongoing measuring of NOx levels in the city. |
|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|

### Energy use - will it reduce energy use?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

### Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

|                                                                                                                          |                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | By providing more electric vehicle charging infrastructure this will meet the current demand for users in the city, and encourage a greater uptake in electric vehicles.<br><br>This will help improve the surrounding air quality and reduce greenhouse gases emitted from the city. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Ongoing measuring of NOx levels in the city.                                                                                                                                                                                                                                          |

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

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

### Air quality - will it improve air quality?



|                                                                                                                                 |                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>By increasing the amount of electric vehicle charging infrastructure across Portsmouth, it will encourage the uptake of EVs, which in turn will help reduce key pollutants and reduce toxic tailpipe emissions in the city and help improve the surrounding air quality.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Ongoing measuring of NOx levels in the city. Usage data of charging infrastructure.</p>                                                                                                                                                                                      |

**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Electric vehicles are personal vehicles and therefore not considered more or less safe to other road users. However, electric vehicles are noticeably quieter than Internal Combustion Engine (ICE) vehicles meaning drivers may need to made aware of this and extra cautious when driving around the city.</p> <p>The scheme is to be designed to have minimal impact on the streets of Portsmouth, whilst also being accessible for all users. The scheme will encourage EV uptake, which will increase the proportion of journeys in the city made using sustainable transport.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Collision data is monitored continually. NOx levels are continually monitored in the city.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Culture and heritage - will it promote, protect and enhance our culture and heritage?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                                                                                                                 |                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The scheme shows that Portsmouth is striving to be an innovative city, looking to utilise and embrace new and emerging technology to encourage sustainable development, growth and regeneration for the city.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Usage data from EV infrastructure</p>                                                                                                                                                                             |

**Social value**

|                                                                                                            |                                                                                                                                                                                                                                                                                      |
|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p> | <p>The scheme will help deliver social value for the current and future generation of those associated with Portsmouth. It will help reduce carbon emissions and improve air quality across the city, which will improve the physical health of residents, workers and visitors.</p> |
|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                              |                |
|--------------------------------------------------------------|----------------|
| <b>Who was involved in the Integrated impact assessment?</b> | Oliver Taviner |
| <b>Name of the person completing this form</b>               | Oliver Taviner |
| <b>Date of completion</b>                                    | 2024-02-23     |

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|                               |                                                                         |
|-------------------------------|-------------------------------------------------------------------------|
| <b>Title of meeting:</b>      | Cabinet Member for Transport Decision Meeting                           |
| <b>Date of meeting:</b>       | 20 <sup>th</sup> March 2024                                             |
| <b>Subject:</b>               | Portsmouth Parking Strategy                                             |
| <b>Report by:</b>             | Felicity Tidbury, Assistant Director Economy,<br>Planning and Transport |
| <b>Report author:</b>         | Richard Pemberton, Transport Strategy Team<br>Leader                    |
| <b>Cabinet Member:</b>        | Councillor Gerald Vernon-Jackson, Cabinet Member<br>for Transport       |
| <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 an update on the results of the parking strategy consultation and to approve the Portsmouth Parking Strategy and adopt this strategy as a supplementary document of the Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)).

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1. **Notes the results of the Portsmouth Parking Strategy consultation;**
- 2.2. **Approves the content of the Portsmouth Parking Strategy (Appendix A), to be adopted;**
- 2.3. **Delegates authority to the Assistant Director for Economy, Planning & Transport in consultation with the Cabinet Member for Transport to enable any required updates to be made to the parking strategy actions, to ensure they remain effective for the delivery of the policies and objectives of the adopted strategy.**

### **3. Background**

- 3.1. The parking strategy will support all those who travel in Portsmouth, ultimately supporting improved travel choices for all those seeking to travel into and move around the city, whether by private car or using alternative modes.
- 3.2. It includes measures to encourage sustainable travel options, particularly in areas of high parking congestion, seeking to make parking easier through encouraging fewer vehicles.
- 3.3. The parking strategy is an integral strategy document to support delivery of both the Portsmouth Transport Strategy and the Portsmouth Local Plan. The parking strategy aims to support the Local Plan strategic allocations where there are under-utilised car parks in the city centre that can be re-purposed to increase productivity and economic benefits.
- 3.4. The parking strategy will be an enabler of, and support, external funding bids, high profile PCC projects, and corporate and transport priorities, including:
  - Portsmouth Transport Hub
  - South East Hampshire Rapid Transit
  - City centre regeneration
  - Decarbonisation and climate change improvements
  - Air quality improvements and the Clean Air Zone
  - National Bus Strategy - Bus Service Improvement Plan (BSIP)
  - Portsmouth Local Plan, masterplans and Parking Supplementary Planning Document (SPD)
  - Proposals to expand the cruise sector from Portsmouth International Port
  - The Seafront Masterplan and Southsea coastal defence project
- 3.5. The Portsmouth Parking Strategy was outlined for delivery in the first year of the LTP4 Implementation Plan. This is following it being identified as a measure in the Portsmouth Transport Strategy. It supports the strategic objective of 'Deliver cleaner air' whilst also cutting across and being delivered alongside the other strategic objectives, particularly those measures to increase active and shared travel (such as cycle hangars, bike share, rental e-scooters and car clubs) as well as initiatives to transform public transport use.
- 3.6. Initially it is envisaged that these investments will still see many residents continue to own a car but use it less often, and keep it parked at home. However, as residents increase using alternative modes for journeys, some may decide that they no longer need to have a second car in their household or even at all.
- 3.7. Parking is a key issue in Portsmouth. The city is one of the most densely populated urban areas in the UK outside of London, with a population of approximately 217,000 that is expected to grow to 236,000 by 2041. The

unique geography and history of Portsmouth has resulted in the high density of local roads and terraced housing in the city, which exacerbate local parking pressures. Additionally, there are over 8,000 business located in the city and Portsmouth receives 9.3 million visitors a year, contributing to parking demand.

- 3.8. Car ownership has grown significantly in the city over the last decade or so. Between 2011 and 2021, the number of cars registered in the city increased by 16,800 vehicles. At the end of 2021, there were 107,400 cars registered in the city, compared to 90,600 at the end of 2011. The number of cars registered per person in the city (0.51) is now above the national average (0.48). This growth in ownership of cars is a key factor contributing to parking problems in some areas of the city.
- 3.9. Many streets in Portsmouth pre-date the mass adoption of motor vehicles so were never designed for current traffic levels or parking requirements. As of the 2021 Census, 69.7% of households had one or more vehicles and 20.8% of households in the city had two cars or vans, with a further 5.4% of households having three or more cars or vans. Conversely, 30.3% of households do not have access to a vehicle- this is a higher proportion of households without access to a car than any other non-London County/Unitary Authority in the south of England except Brighton or Oxford.

#### **4. Consultation**

- 4.1. An internal cross-departmental officer working group, including public health, planning, culture and leisure, housing, business development and licensing helped to shape the draft Portsmouth Parking Strategy objectives and policies.
- 4.2. All councillors were invited to workshop sessions to consider these draft objectives and policies in July 2023. Three workshops were also held with key stakeholders including businesses and transport operators.
- 4.3. Feedback received during these workshops was considered in finalising the draft objectives and policies for public consultation.
- 4.4. Approval for consultation was granted at the Cabinet Member for Transport Decision Meeting on 14 September 2023.
- 4.5. A six-week public consultation ran between 18 September and 29 October 2023. The consultation was promoted via digital means as well as in person events held. Individuals were encouraged to respond via an online form but the opportunity to provide written responses via a paper survey form was also available. A number of comments were made by other means (mostly by email and social media) and these have all been considered as part of the consultation findings.
- 4.6. Twelve face-to-face events took place, these consisted of:



- Four larger 'drop-in' events carried out in the North End, Cosham and Central Libraries, as well as outside in Commercial Road.
- Eight smaller 'pop-up' events which took place at Old Portsmouth; the Mountbatten Centre; Palmerston Road; Copnor; Somers Town; Baffins; the University Library and Bransbury Park.

4.7 Flyers and paper surveys were available to take away at all events, and staff were available to answer any questions. A count was made of the number of interactions at each venue with the team speaking to over 250 people in total.

## 5. Consultation results

5.1. A detailed report on the consultation has been independently prepared by the council's research team and can be found in Appendix B.

5.2. 2,086 survey responses were received, 94% of which were from Portsmouth residents. There was a fairly good representation from all age groups over the age of 25 but only 1% of responses were from under-25s. Overall, the consultation is judged as likely to have achieved a representative sample of opinion from the population.

5.3. The main findings are:

- Overall, the results indicate a generally high level of overall agreement with the draft objectives and policies, across a broad section of age groups, genders and parts of the city.
- Just over two thirds of respondents (68%) agreed with the draft objectives, whilst 12% disagreed with the objectives.
- The majority of respondents (over 60%) agreed that policies A to F would help achieve Objectives 1 and 2 set out in the draft strategy.
- 47% of respondents agreed that policies G to H were the right ones to achieve objective 3, although 17% of respondents disagreed with these policies.

5.4. The survey primarily sought further comments from respondents who disagreed with the objectives and/or policies, so the written comments tended to focus more on reasons why a minority of respondents (typically 5% to 10% of respondents for any given policy or objective) did not support parts of the draft strategy. These further comments tended to cite the following as reasons for disagreement:

- Need for a greater focus on the needs of residents, or more focus on specific issues in residents parking zones such as commercial vehicle parking
- Suggestions related to greater regulation of parking permits or changes to permit arrangements
- Need for a greater focus on/improvement to public transport



- Doubts about achievability of some of the aspirations, or concerns that the strategy had too much focus on the environmental agenda or that certain actions could impose more cost on drivers
- 5.5. The general conclusion drawn from the consultation exercise was that the content of the draft objectives and policies which were consulted on were generally supported.
- 5.6. There are some specific areas where minor improvements have been made based on feedback received. These include;
- Expanded explanatory text added for all policies, and expanded explanation of the challenges and opportunities that the strategy responds to.
  - Additional short-term actions to promote use of the park and ride have been identified.
  - The title and some of the wording for policy C has been changed to help clarify this policy in response to comments that the draft of this policy was confusing, and additional detail has been added regarding the proposed strategic approach to provision and charging for parking serving different destination areas.
  - Addition of an undertaking to review suggestions on possible measures to reduce commercial vehicle parking pressures and consider best practice from other similar areas in Policy F.
  - Also under Policy F, the council will seek to take forward as soon as is practicable changes to permit prices for lower emission vehicle / zero emission vehicles in permit parking areas.
  - Some of the wording supporting Policy H has been updated to clarify some matters relating to a potential Workplace Parking Levy.

## **6. Next Steps**

- 6.1. If approved for adoption this strategy and its action plan will be taken forward to be delivered with appropriate engagement and as resources are identified.
- 6.2. These actions will be brought forward through the Portsmouth Transport Strategy governance, with schemes being added to the LTP4 Implementation Plan.

## **7. Reasons for recommendations**

- 7.1. The Portsmouth Parking Strategy is being brought forward to support delivery of the Portsmouth Transport Strategy and has been identified as a key priority, being the first supplementary strategy of the Portsmouth Transport Strategy to be developed.
- 7.2. Having an adopted parking strategy will set in place a range of policies which will support and guide future decision making related to matters of importance to the

city and its residents. These include city centre regeneration, parking management, and active, shared and public transport, ensuring that decisions in these areas contribute towards achievement of the city's long term strategic objectives including regeneration, economic growth, and delivering cleaner air.

7.3. Portsmouth City Council has undertaken a public consultation to obtain the views of residents, visitors and businesses in line with normal strategy development. The consultation responses have been analysed, and an updated strategy has now been prepared.

## **8. Integrated Impact Assessment (IIA)**

8.1 An IIA has been undertaken, and is attached as Appendix C.

## **9. Legal Implications**

9.1 As set out in the body of the report, the draft Portsmouth Parking Strategy is being developed in accordance with the aims and objectives of the City Council's adopted statutory Local Transport Plan (LTP4) and its development is provided for in the Implementation Plan which forms part of that plan.

9.2 The LTP4 Implementation Plan specifically provides for the undertaking of stakeholder and wider public consultation on the further development of individual policies and strategies forming part of the plan and the process undertaken to arrive at the recommendations in this report was designed to fulfil that commitment.

9.3 As decision maker, the Cabinet Member needs to be satisfied that the consultation was conducted at a time when the proposals were at a sufficiently formative stage, with adequate information provided to consultees and sufficient time given to allow proper and informed responses, leading to an open-minded consideration of the responses.

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

10.1 The development, consultation and adoption of the strategy will be funded from the Bus Service Improvement Plan. This budget is funded entirely by external grant awarded by the Department of Transport.

10.2 Any specific initiatives considered following adoption of the strategy will be subjected to a financial appraisal as part of the process of engagement and consultation.

.....  
Signed by:



**Appendices:**

Appendix A - Portsmouth Parking Strategy

Appendix B - Report of the Portsmouth Parking Strategy consultation

Appendix C - 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 Transport Strategy (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> |
| LTP4 Implementation Plan                                  | <a href="#">Portsmouth Transport Strategy 2021-2036</a>                                                                                                                                                               |
| Portsmouth Parking Strategy draft Objectives and Policies | <a href="#">Draft parking strategy consultation - Travel Portsmouth</a>                                                                                                                                               |

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

.....  
Signed by:

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# Draft Parking Strategy: Online consultation report

Research and Engagement, Corporate Services





# Introduction

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# Background and objectives

## Background

Portsmouth is one of the mostly densely populated urban areas in the UK outside of London, with a population of approx. 217,000 that is expected to grow to 236,000 by 2041. Over 8,000 businesses are located in the city and Portsmouth receives 9.3m visitors a year. This means there is a high demand for parking for residents, businesses and visitors.

The Local Transport Plan also contains the vision that by 2038, Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.

There are a number of parking challenges to meet the parking needs of everyone. Three draft strategic objectives have been developed to meet these challenges head on. A public consultation was undertaken to gather the views of residents, visitors and businesses in Portsmouth about the draft parking strategy.

## Objectives

The main aims of the research are to:

- Assess levels of agreement with the draft strategic objectives
- Assess levels of agreement with the draft policies beneath each objective
- Understand disagreement with any of the objectives or policies
- Explore any elements considered missing from the draft strategy
- Collate all feedback about the draft strategy to feed into the next stages of review and publication

## Methodology

An online survey was launched on **18 September 2023** and closed on **29 October 2023**. The online survey was promoted through:

- A press release announcing the start of the consultation
- Social media promotion including boosted posts and paid advertising
- Website news story, banners and the 'Your Say' page
- Inclusions in news bulletins
- Inclusion in staff bulletins and all-staff emails
- Newsletter copy, social post/links, posters and flyers

This was complemented by several face-to-face events and the option to complete the survey on paper or by telephone

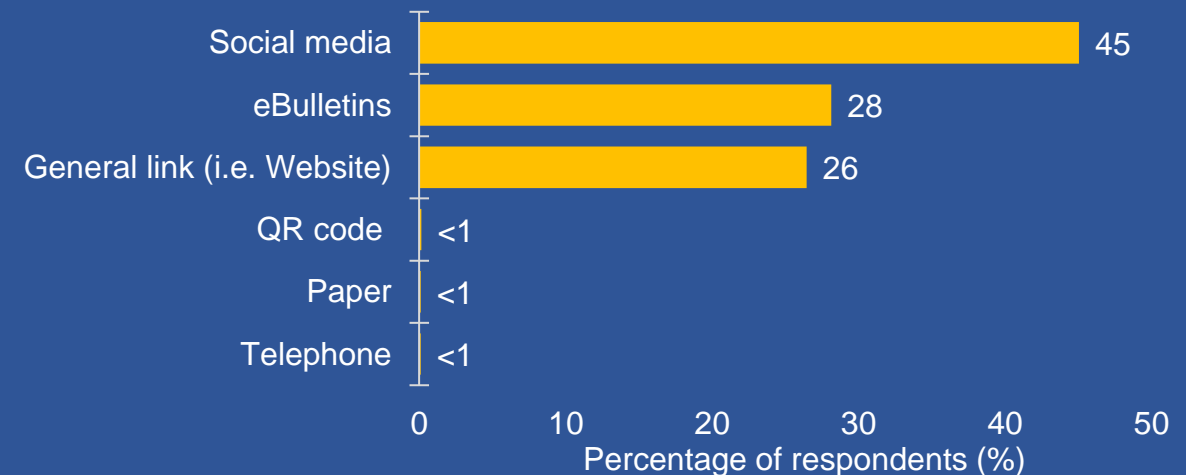
## Response rate

In total the online survey received **2,086 responses**.

Assuming a total population of 170,818 (the latest 2021 census data from the Office for National Statistics for people aged 16+ in Portsmouth), this volume of responses ensures a 95% confidence level with a margin of error of 2%, well within acceptable parameters.

**There were also three email responses from organisations/businesses and feedback was collected at the face-to-face events**

**Channel/method used to complete survey** | Base: Total sample (2,086)







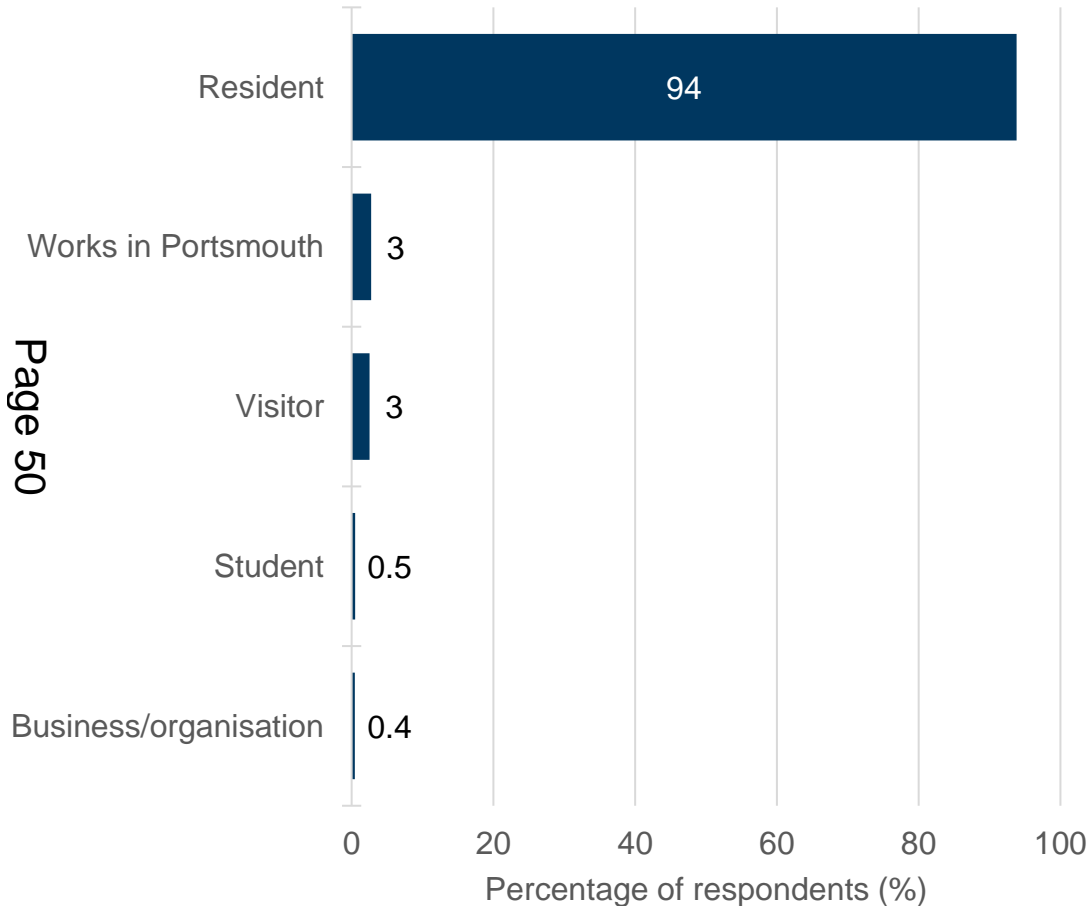
# Who we engaged with

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# Respondent type

Q: *'In what capacity are you responding to this consultation?'*

Base: Total sample (2,086)



Q: *'What is the name of the business/ organisation you are responding on behalf of?'*

Nine business/ organisations responded and six disclosed their name:

## Business/ organisation names

Milton Neighbourhood Forum

Portsmouth Friends of the Earth

Transport for the South East

Urban Metro Gym

Village Hotel Portsmouth

Wightlink Ltd

- The vast majority of people responding to the consultation are residents (94%)
- 3% are people who work in Portsmouth and 3% are Portsmouth visitors
- Less than 1% of respondents are students or businesses/ organisations



# Strategic objectives

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# The three strategic objectives

## Objective 1

Encourage sustainable development, regeneration and prosperity in Portsmouth through effective management of parking.

## Objective 2

Support the quality of life for residents, businesses and visitors through flexible and clear parking systems, using new technologies.

## Objective 3

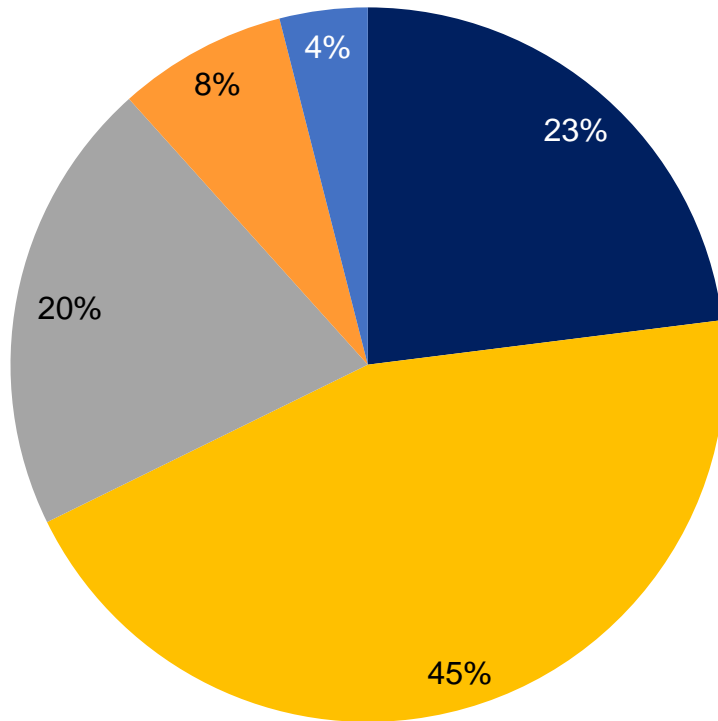
Improve air quality and reductions in carbon emissions through utilising parking to support development of sustainable travel as an attractive choice for residents, visitors and businesses.



# Objectives: Levels of agreement

Q: **'To what extent do you agree or disagree that these three objectives are the right ones?'** | Base: Total sample: 2,086

- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Page 53

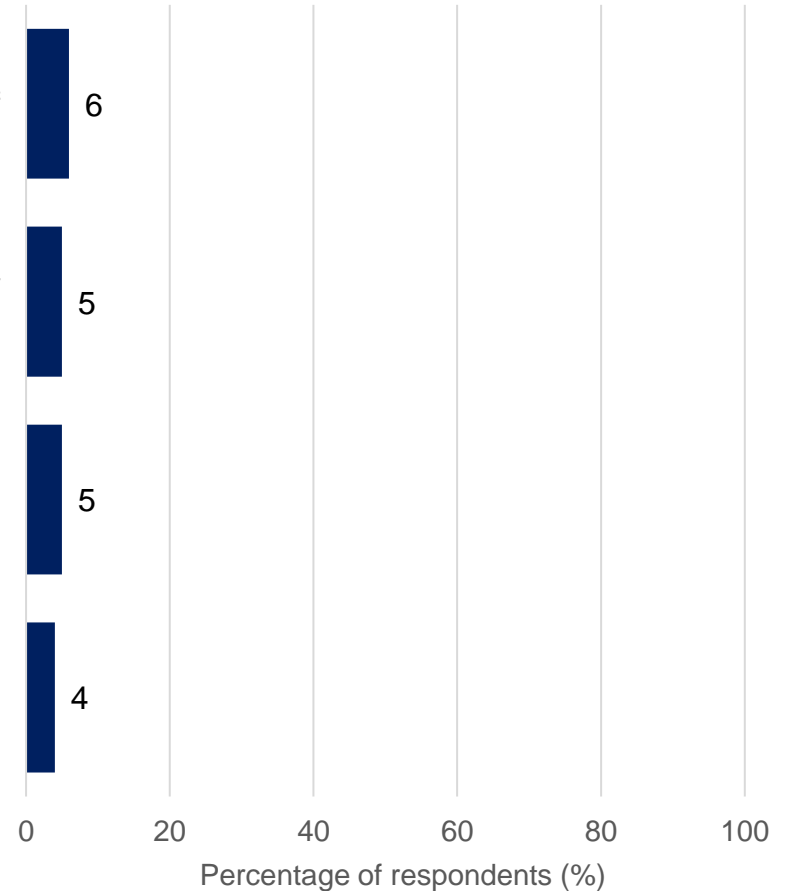
Q: **'Which of the objectives do you disagree with?'** | Base: Total sample: 2,086

Objective 3: Improve air quality and reductions in carbon emissions through utilising parking to support development of sustainable travel as an attractive choice for residents, visitors and businesses

Objective 1: Encourage sustainable development, regeneration and prosperity in Portsmouth through effective management of parking

Objective 2: Support the quality of life for residents, businesses and visitors through flexible and clear parking systems, using new technologies

I think something is missing



- Over two-thirds of respondents agree that the draft objectives are the right ones (68%) and 12% disagree
- When asked which objectives respondents disagree with, 6% selected objective 3, 5% each selected objectives 1 and 2
- 4% of respondents feel something is missing from the draft objectives



# Objective 1: policies

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# Objective 1: policies

**Objective 1: Encourage sustainable development, regeneration and prosperity in Portsmouth through effective management of parking.** Objective 1 will work towards supporting economic development in the city through effective parking management, striving to contribute to regeneration, considering the role that parking can play in improving the prosperity of the city.

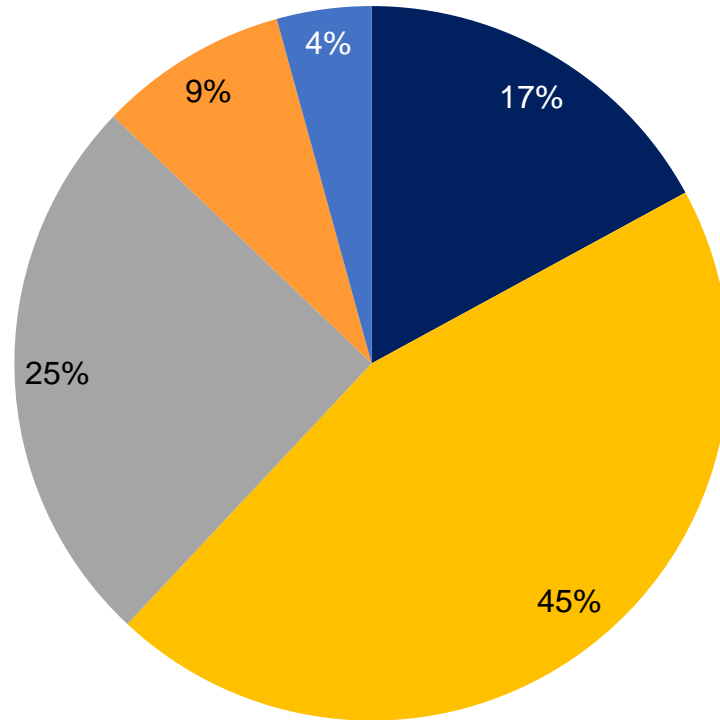
| Policy                                                                                                                           | Policy wording                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Explanation / key points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Policy A:</b> Expand the Portsmouth Park and Ride to create a transport hub</p>                                            | <p>The council will support the expansion of the Portsmouth Park and Ride to make it the primary parking choice for commuters, shoppers, and visitors, especially for medium and long-term parking needs.</p>                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• Designed to facilitate redevelopment and regeneration in the city centre as well as reducing pollution and congestion.</li> <li>• Development of a transport hub at the site to include a range of sustainable transport options, including shared bikes, rental e-scooters and car club vehicles.</li> <li>• Promotion of the hub to businesses, visitors and residents to encourage usage.</li> <li>• Consideration of potential expansion of park and ride routes in the future.</li> </ul> |
| <p><b>Policy B:</b> Explore and implement sustainable parking initiatives to enable city centre development</p>                  | <p>This policy will include:</p> <ul style="list-style-type: none"> <li>• A review of public car parks in city centre locations, to consider their costs, quality and location</li> <li>• Improved sustainable travel choices in the central area of the city.</li> </ul>                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>• Designed to complement city centre regeneration proposals, including the potential re-purposing some city centre car parks, for example to enable the redevelopment of the former Tricorn and Sainsbury's sites.</li> <li>• Supports greater provision of improved sustainable travel choices to the city centre.</li> <li>• Will involve collection of comprehensive data on the usage, quality and location of car parks.</li> </ul>                                                         |
| <p><b>Policy C:</b> Facilitate economic activity through tailored parking solutions for short- and medium-term parking needs</p> | <p>Parking provision will vary according to local needs:</p> <p><u>City Centre and Harbour:</u> Facilitate parking for short-stay shoppers and leisure visits in the City Centre and Harbour areas, both during the day and evening.</p> <p><u>Seafront:</u> Provide parking options for short to medium-stay visits related to leisure, tourism, and business purposes, whilst also supporting parking for travel to and from the Isle of Wight.</p> <p><u>District Centres:</u> Support parking for short to medium-stay visits by shoppers, leisure users, and commuters.</p> | <ul style="list-style-type: none"> <li>• Means policies will be tailored to reflect each area.</li> <li>• Local policies to be continually reviewed to reflect changes and developments.</li> </ul>                                                                                                                                                                                                                                                                                                                                     |

# Policies A to C: Levels of agreement

Q: **'To what extent do you agree or disagree that these three policies are the right ones to achieve objective 1?'**

Base: Total sample: 1,494

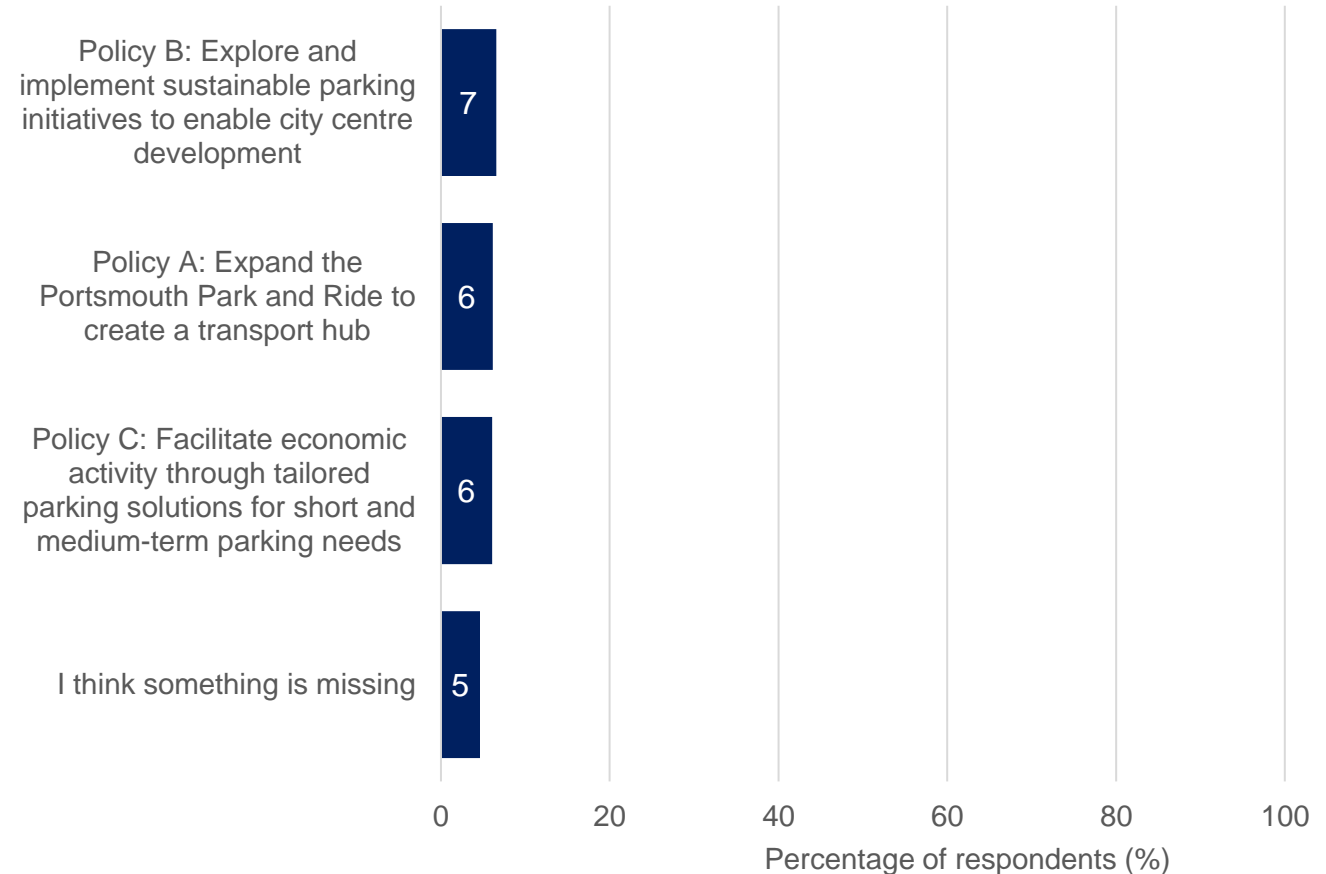
- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Page 56

Q: **'Which of the three policies do you disagree with for objective 1?'**

Base: Total sample: 1,494



Percentage of respondents (%)

- The majority of respondents agree that policies A-C are the right ones to achieve objective 1 (62%), regardless of subgroup
- There is little variation in the proportion of respondents disagreeing with the different policies – 7% disagree with policy B and 6% each disagree with policy A and policy C
- Disagreement with policy A is highest amongst respondents living outside of PO1-PO6 (14%), namely because they don't think it will work (i.e. they don't think people will use it)





# Objective 2: policies

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# Objective 2: Policies

**Objective 2: Support the quality of life for residents, businesses and visitors through flexible and clear parking systems, using new technologies.** Objective 2 will utilise new technologies to support improvements to parking, considering the needs of all who travel in the city, including residents, businesses and visitors, taking a range of travel modes into consideration.

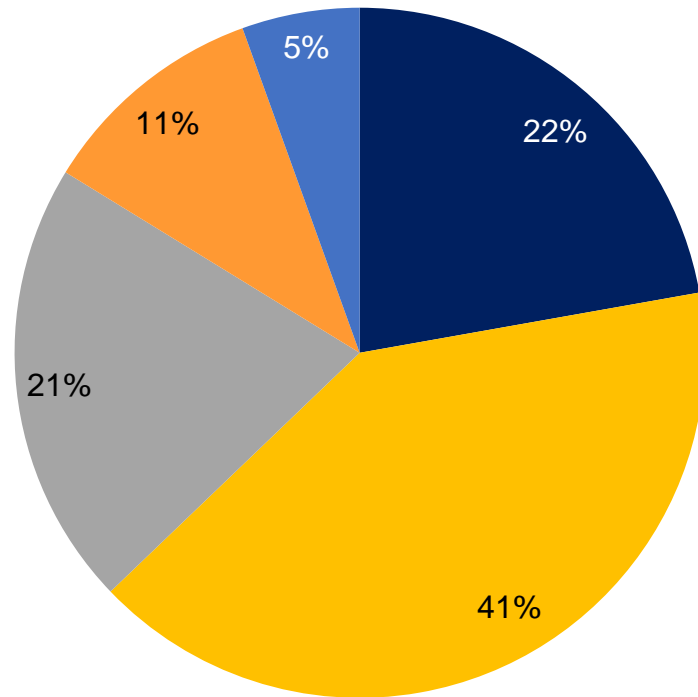
| Policy                                                                            | Policy wording                                                                                                                                                                                                                                                                                                                                                                                                     | Explanation / key points                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Policy D:</b> Utilise smart technologies and data<br><br>Page 5                | The council will investigate and utilise smart parking technologies, including the provision of information to drivers regarding car park space availability.                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>• Designed to improve the parking experience by using smart technology to help to reduce the time spent searching for a parking space.</li> <li>• Should help to reduce congestion, air pollution and carbon emissions.</li> </ul>                                             |
| <b>Policy E:</b> Continue to implement and promote flexible use of kerbside space | The council will review the priority uses for kerbside space in locations where there are competing needs. At certain locations this will need flexible use across the day which could include: <ul style="list-style-type: none"> <li>• Private vehicle parking (to include varying user groups at different times)</li> <li>• Drop off/pick up</li> <li>• Loading/unloading/ deliveries to businesses</li> </ul> | <ul style="list-style-type: none"> <li>• There are multiple demands for kerbside space</li> <li>• Greater consideration of changing requirements could improve efficiency and ease at key locations</li> </ul>                                                                                                        |
| <b>Policy F:</b> Ensure regular review of Residents Parking Zones across the city | The council will prioritise on-street parking in residential areas for local needs, and will keep permit arrangements, including the size and type of vehicle, the cost of permits, the size of the parking zone, and the number of permits allowed per household, under regular review.                                                                                                                           | <ul style="list-style-type: none"> <li>• The limited parking availability in many residential areas of the city can be a pressing concern to residents</li> <li>• The council will continue to consider residential parking zones where required</li> <li>• Permit arrangements will be kept under review.</li> </ul> |

# Policies D to F: Levels of agreement

Q: **'To what extent do you agree or disagree that these three policies are the right ones to achieve objective 2?'**

Base: Total sample: 1,324

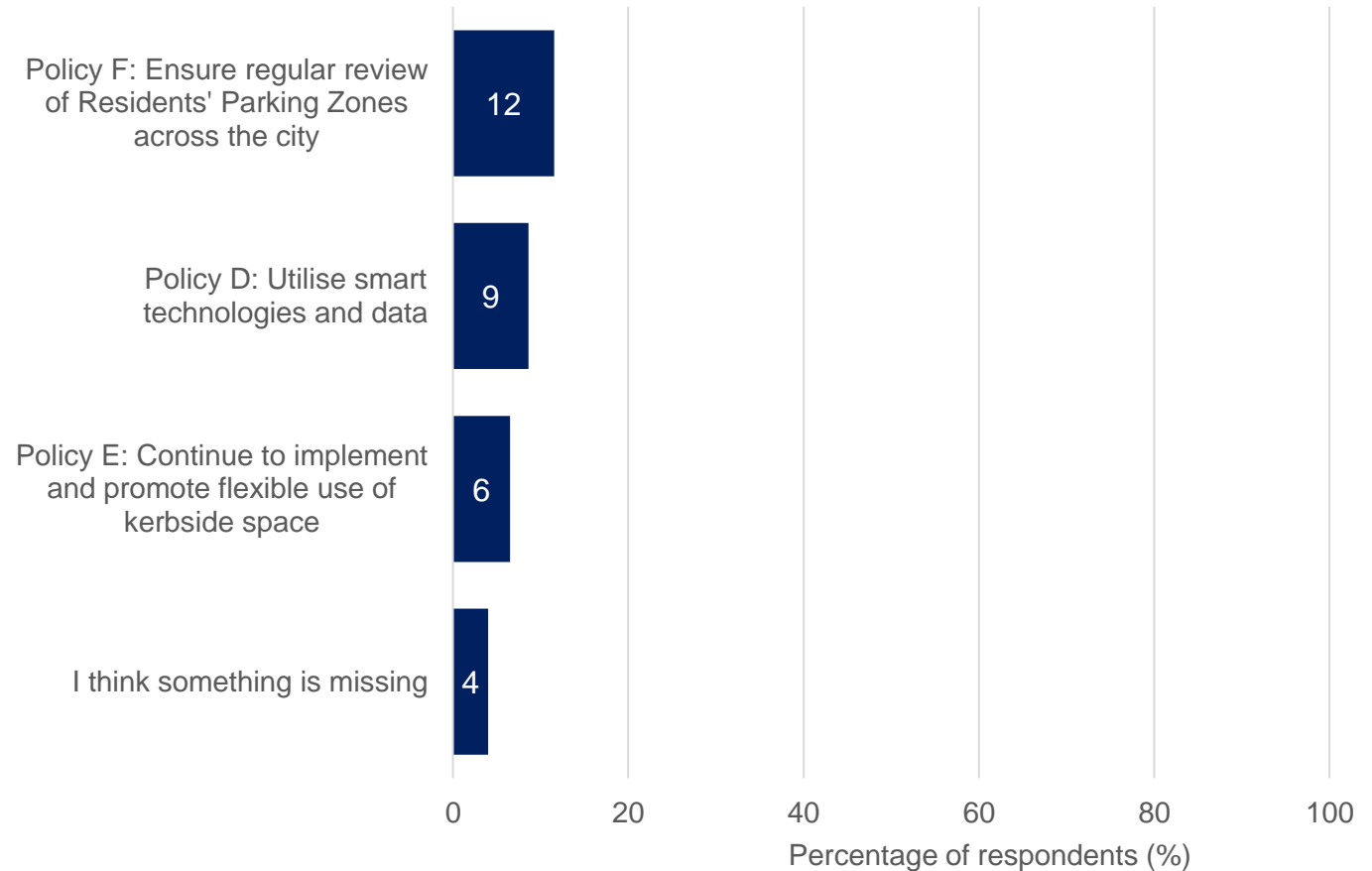
- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Page 59

Q: **'Which of the three policies do you disagree with for objective 2?'**

Base: Total sample: 1,324



- Almost two-thirds of respondents agree that policies D to F are the right ones to achieve objective 2 (63%)
- Policy F (ensure regular review of Residents' Parking Zones across the city) is the policy most respondents disagree with (12%), levels of disagreement are highest (13%-15%) amongst those aged 35-64, living in PO2, PO3 and outside of PO1-PO6
- Just under 1 in 10 respondents disagree with policy D (utilise smart technologies and data), those with a disability are most adverse (13%)
- 6% of respondents disagree with policy E (continue to implement and promote flexible use of kerbside space)

# Policy F: Reasons for disagreement

Q: **'Why do you disagree with policy F (Ensure regular review of Residents' Parking Zones across the city)?'**

Base: Respondents who disagree with policy F (153)

| Key themes                                                                                                                                                                                      | %         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Get rid of parking zones / scheme doesn't work / not solving parking problems / make parking zone city-wide                                                                                     | 35        |
| Money-making scheme / penalises residents                                                                                                                                                       | 34        |
| No guarantee of a space                                                                                                                                                                         | 13        |
| Displacement at edge of a zone is a problem                                                                                                                                                     | 12        |
| Restrict HMOs and students, ensure new developments have sufficient parking                                                                                                                     | 7         |
| Incentivise households to have fewer / smaller vehicles                                                                                                                                         | 7         |
| Generally negative                                                                                                                                                                              | 5         |
| Lack of enforcement                                                                                                                                                                             | 5         |
| Too vague e.g. how and when reviewed                                                                                                                                                            | 4         |
| No commercial vehicles, campervans and SUVs to park on street in residential areas                                                                                                              | 4         |
| Permits cause problems for people visiting relatives or friends and having to pay in a different zone                                                                                           | 3         |
| Not in line with green targets                                                                                                                                                                  | 3         |
| Other e.g. must be done in consultation with residents, enforce use of garages and driveways, leave it as it is, restrict football parking, use commercial areas overnight for resident parking | 5         |
| <b>No relevant comment / no comment</b>                                                                                                                                                         | <b>15</b> |

- 35% of respondents disagree with policy F because they don't think the residents parking zones work. Some want to get rid of the zones completely, whilst others want to make them universal and city-wide
- 34% feel that the resident parking zones are a money-making scheme for the council that penalises residents
- 13% complain that the permits are no guarantee of a space, and 12% mention displacement at the edges of zones as an issue



# Objective 3: policies

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# Objective 3: Policies

## Objective 3: Improve air quality and reductions in carbon emissions through utilising parking to support development of sustainable travel as an attractive choice for residents, visitors and businesses.

Objective 3 will have a focus on supporting sustainable travel options linked to parking, helping to make sustainable travel a more attractive and easy option.

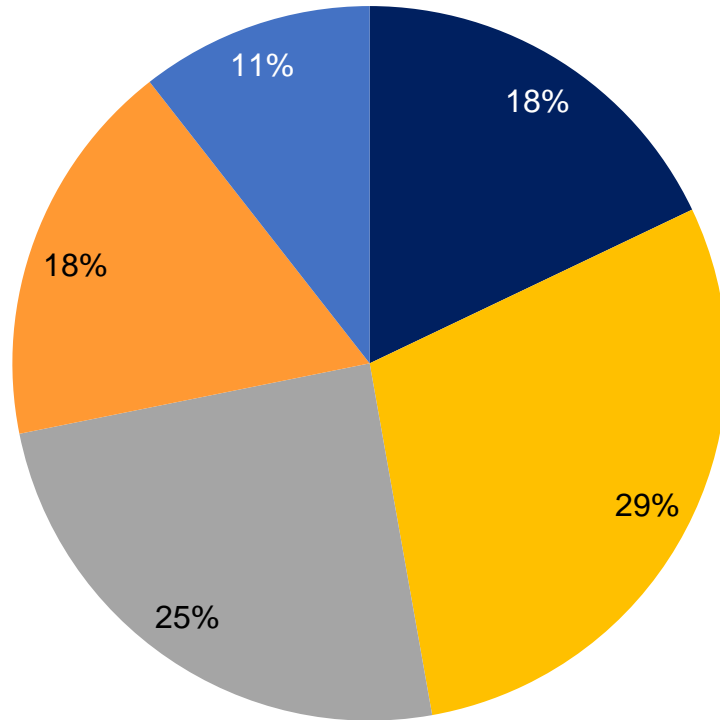
| Policy                                                                              | Policy wording                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Explanation / key points                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Policy G:</b> Develop an attractive package of sustainable travel options</p> | <p>The council will promote a package of attractive alternative travel modes, with a focus on areas of parking congestion. The package will include:</p> <ul style="list-style-type: none"> <li>• Prioritising road space for active travel such as walking and cycling, and public transport</li> <li>• Implement on-street and off-street parking provision (including at local sustainable transport mobility hubs) for shared transport options like car club vehicles, e-scooters and bike hire.</li> </ul>                          | <ul style="list-style-type: none"> <li>• The Council will provide more sustainable transport choices for residents, visitors and people who work in the city to reduce the number of private motor vehicles on the road</li> <li>• The council will look to expand multi-modal parking and transport options such as shared bikes, rental e-scooters and car clubs</li> <li>• The Council will also support improvements to walking, cycling and public transport.</li> </ul> |
| <p><b>Policy H:</b> Explore private non-residential parking restrictions</p>        | <p>The Council will investigate the potential for a workplace parking levy in Portsmouth from which any money raised would be put back directly into funding further improvements to public and sustainable transport. This would be undertaken in close consultation with businesses to ensure that it does not negatively impact the economy and offers benefits to businesses which could include reusing land more productively, ensuring a healthier more productive workforce, and providing more efficient transport networks.</p> | <ul style="list-style-type: none"> <li>• A workplace parking levy could help to reduce the congestion and air pollution generated by work related traffic.</li> <li>• The council will research the need for, and implementation of a levy in consultation with key stakeholders, including the business community and the other Local Transport Authorities in the Solent Transport partnership.</li> </ul>                                                                  |

# Policies G and H: Levels of agreement

Q: **'To what extent do you agree or disagree that these two policies are the right ones to achieve objective 3?'**

Base: Total sample: 1,250

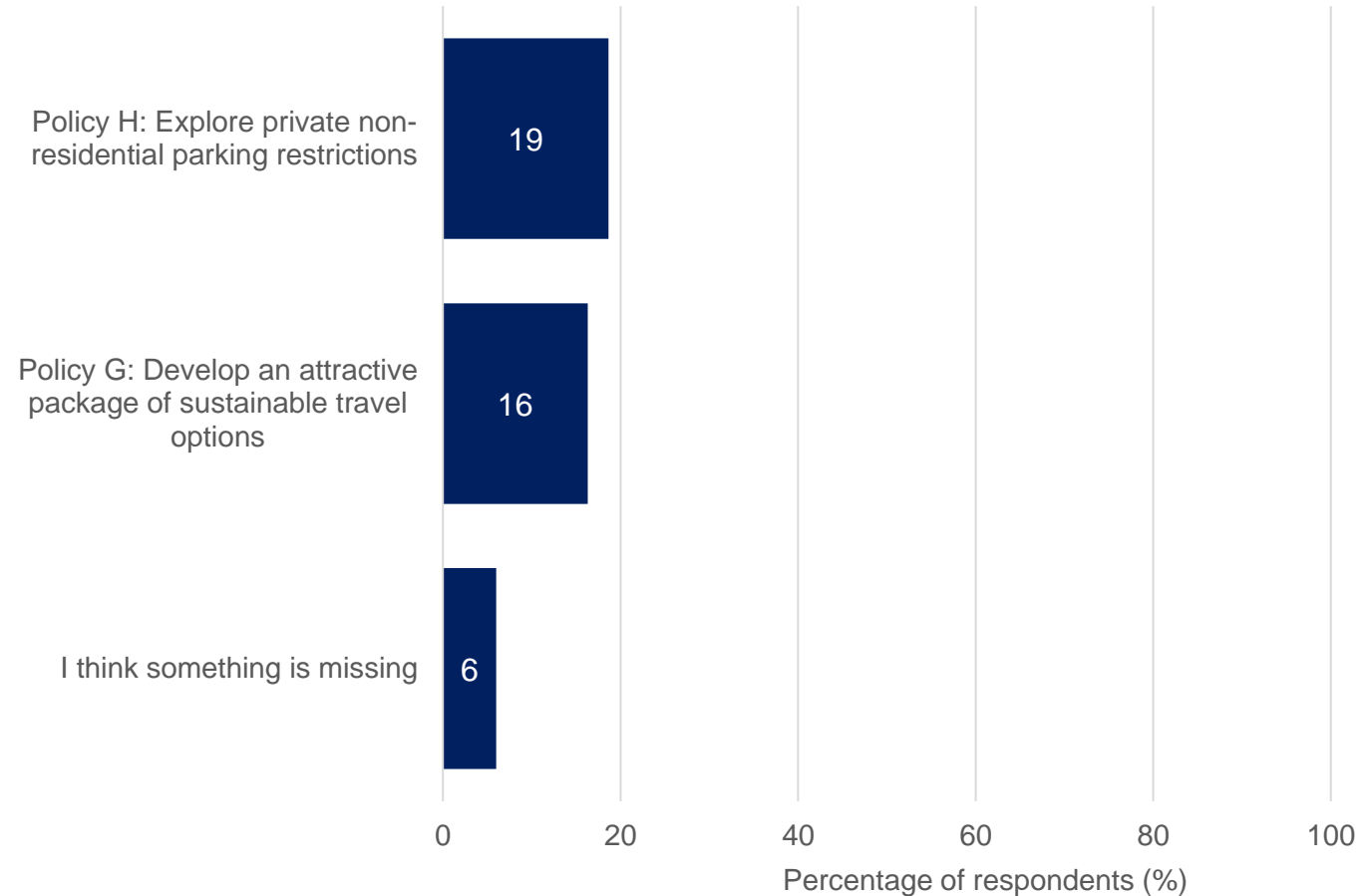
- Strongly agree
- Agree
- Neither
- Disagree
- Strongly disagree



Page 63

Q: **'Which of the three policies do you disagree with for objective 3?'**

Base: Total sample: 1,250



- There are lower levels of agreement that policies G and H are the right ones to achieve objective 3 – 47% agree and 29% disagree
- Almost a fifth of respondents disagree with policy H (19%) – disagreement is high amongst all sub-groups but in particular those aged 45-54, living in PO3, PO6 and outside of PO1-PO6 and those with a disability (22%-28%)
- 16% of respondents disagree with policy G, disagreement is elevated amongst most sub-groups in particular those aged 35-44 and living in PO6 (both 22%)

# Policy G: Reasons for disagreement

Q: *'Why do you disagree with policy G (Develop an attractive package of sustainable travel options)?'*

Base: Respondents who disagree with policy G (204)

| Key themes                                                                                                                                                                                                          | %  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| E-scooters, e-bikes and bikes are dangerous / should be banned / safe usage enforced                                                                                                                                | 25 |
| Public transport insufficient/ sustainable transport options not suitable in all situations                                                                                                                         | 20 |
| Won't work / unrealistic / no substance                                                                                                                                                                             | 14 |
| Anti-motorist / restrictive                                                                                                                                                                                         | 12 |
| Expensive / waste of money                                                                                                                                                                                          | 11 |
| Abolish / ageist approach                                                                                                                                                                                           | 11 |
| Shared spaces and changing road layouts causing a lot of the congestion / roads too narrow                                                                                                                          | 9  |
| Enough cycle lanes / shared spaces on the roads already / e-scooters are only a trial                                                                                                                               | 8  |
| Cyclists don't use the cycle lanes there are                                                                                                                                                                        | 5  |
| Sustainable travel (e.g. e-scooters) doesn't reduce car ownership                                                                                                                                                   | 4  |
| Free and available residential parking is what's needed                                                                                                                                                             | 3  |
| Other e.g. bring back the travel token that could be used on different modes including taxis, improve existing services (e.g. taxis, buses), ensure clear access to port for IOW through traffic, reduce bike theft | 11 |
| <b>No relevant comment / no comment</b>                                                                                                                                                                             | 16 |

*"I agree with developing public transport options but the emphasis' including E scooters causes greater problems for older residents who would not be able to use them & are put at risk by the irresponsible behaviour of some users when there doesn't seem to be any policing of rogue riders."*

*"Expanding the use of hire bikes etc doesn't work for the majority of the population, excludes people with disabilities and older people. Only really for seasonal/good weather usage."*

*"The focus should be on eliminating cars and the need for parking. This isn't strong enough in this policy."*

- The main reason given for disagreeing with policy G is a dislike of e-scooters, e-bikes and bikes; a quarter of those disagreeing consider them to be dangerous and would either like them to be banned completely (e-scooters) or safer usage enforced
- A fifth of respondents feel that public transport is not good enough for this to work and that sustainable transport options are not suitable for every situation



# Policy H: Reasons for disagreement

Q: **'Why do you disagree with policy H (Explore private non-residential parking restrictions)?'** | Base: Respondents who disagree with policy H (233)

| Key themes                                                                                                                                               | %  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| <b>Will damage businesses / put off visitors</b> e.g. recruitment harder, visitors will go elsewhere                                                     | 28 |
| <b>Penalising the workforce and employers</b>                                                                                                            | 22 |
| <b>People can't afford it / money-making scheme for the council</b>                                                                                      | 19 |
| <b>Sustainable transport insufficient / not suitable or convenient for all</b>                                                                           | 9  |
| <b>Won't work / not clear / contradictory</b>                                                                                                            | 9  |
| <b>Anti-motorist / restrictive</b>                                                                                                                       | 9  |
| <b>Won't help with resident parking</b>                                                                                                                  | 8  |
| <b>Will displace parking to surrounding streets</b>                                                                                                      | 5  |
| <b>Generally negative</b>                                                                                                                                | 4  |
| <b>Have public transport incentives</b> e.g. discounted passes, dedicated P&R commuting route                                                            | 3  |
| <b>Encourage businesses to let residents use their car parks out of office hours instead</b>                                                             | 2  |
| <b>Other</b> e.g. not needed, not in the council's remit, ban student vehicles/more housing, lobby the government for funding, stealth congestion charge | 6  |
| <b>No relevant comment / no comment</b>                                                                                                                  | 23 |

Page 6 of 6

- Of those disagreeing with policy H, 28% do so because they feel a workplace parking levy will damage business and put off visitors
- Just over a fifth (22%) disagree with the policy because it penalises the workforce and employers
- Just under a fifth (19%) disagree because they think people cannot afford to pay such a levy and that it is a money-making scheme for the council
- 9% think sustainable transport is insufficient or unsuitable, that the policy won't work, and that it is anti-motorist and restrictive



# Further comments: general

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# Further comments

Q: **'Do you have any further comments to make about Portsmouth's draft parking strategy?'** | Base: Total sample (1,250)

| Key themes – showing comments made by at least 50 people                                                                                                                                                                                                                                                                                                                                                                                    | %  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| <b>Generally negative</b> e.g. unachievable, too much focus on climate agenda, vague, confused, council / planners incompetent and don't listen, money-making scheme                                                                                                                                                                                                                                                                        | 10 |
| <b>Residents parking should be top priority</b> e.g. have to drive round to find a space, scared to go out and move vehicle as space won't be there on their return, too many commercial vehicles / campervans, vehicles parked illegally or inconsiderately, displacement at edge of zones, permits too expensive, gaps between cars (add marked bays), difficult for visitors, hospital staff blocking resident parking, football traffic | 8  |
| <b>Improve public transport</b> e.g. rapid transport system, direct bus routes, easier to use timetables, more reliable buses, evening service for buses, trams, cheaper Gosport ferry, Oyster style ticketing, expanded Park & Ride, subsidised travel                                                                                                                                                                                     | 7  |
| <b>Regulate parking permits</b> e.g. 1 per household, look again at hours of operation, additional charges for other types/size of vehicles, people with driveways must use them, get rid of permits completely, one permit for whole city                                                                                                                                                                                                  | 5  |
| <b>Target car reduction</b> e.g. no more HMOs, students leave cars at home, new developments to have sufficient allocated parking, educate on high cost of car ownership                                                                                                                                                                                                                                                                    | 4  |
| <b>Generally positive</b>                                                                                                                                                                                                                                                                                                                                                                                                                   | 4  |
| <b>Off road allocated parking sites for commercial vehicles / camper vans / untaxed cars / taxis overnight or longer term</b>                                                                                                                                                                                                                                                                                                               | 4  |
| <b>Enforce existing restrictions and rules of the road properly</b> e.g. cars on pavements/blocking cycle paths, parking on corners/double yellows, e-scooters/bikes on pavements, bikes jumping lights                                                                                                                                                                                                                                     | 3  |
| <b>Free / cheap and easy to use parking in shopping areas and on the seafront to encourage economic activity</b>                                                                                                                                                                                                                                                                                                                            | 3  |

Page 57

- 10% of respondents making a further comment are generally negative towards the council and criticise the content of the consultation itself, the difficult language used in the survey and supporting documents, and the parking costs to residents
- 8% again mention the lack of focus on the residents and highlight the issues they face such as difficulties finding a parking space, resentment towards HMOs and the number of commercial or other large vehicles taking up valuable spaces
- 7% mention the need to significantly improve public transport and suggest evening services, oyster style ticketing and subsidised pricing



# Additional responses

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Page 68

- Friends of Old Portsmouth Association
- Portsmouth Cycling Forum
- Sustrans
- Hampshire County Council (HCC)
- Solent Transport
- Transport for the South East
- Feedback from in person engagement events
- Social media comments

# Key stakeholder responses

| Key points                                    | Detailed response                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Friends of Old Portsmouth Association (FOOPA) | <ul style="list-style-type: none"> <li>• Feel that PCC need to lead the way in terms of implementing radical change and public opinion</li> <li>• Overwhelming feeling that strategy does not emphasise the need to reduce the number of motor vehicles enough. Talked in depth about the parking issues facing Portsmouth’s residents, businesses and visitors and made suggestions on how these might be overcome</li> </ul> |
| Portsmouth Cycling Forum                      | <ul style="list-style-type: none"> <li>• Generally supportive of the objectives and policies</li> <li>• Made suggestions about how objectives and policies could be expanded or approached, and pointed out areas of focus when implementing the policies</li> </ul>                                                                                                                                                           |
| Sustrans                                      | <ul style="list-style-type: none"> <li>• Generally supportive of the strategy</li> <li>• Made suggestions about how objectives and policies could be expanded or approached, and pointed out areas of focus when implementing the policies – particularly keeping the promotion of active and sustainable travel at the forefront of implementation</li> </ul>                                                                 |
| Hampshire County Council (HCC)                | <ul style="list-style-type: none"> <li>• Generally supportive of the strategy</li> <li>• Mention some areas of focus when implementing the policies</li> <li>• Support the collaborative work being undertaken with PCC and would like to continue this to support some areas of the strategy</li> </ul>                                                                                                                       |
| Solent Transport                              | <ul style="list-style-type: none"> <li>• Talked about the potential for the Breeze app to do more</li> <li>• Expressed concerns about the thought that has been put into the Workplace Parking Levy</li> <li>• Particularly supportive of car clubs and ZEBRA buses</li> </ul>                                                                                                                                                 |
| Transport for the South East (TfSE)           | <ul style="list-style-type: none"> <li>• In general, welcomed the content and were happy to see the alignment with their work</li> <li>• Would be happy to discuss their feedback and any opportunities for further collaboration</li> </ul>                                                                                                                                                                                   |

# Feedback from the public (i.e. outside the online consultation)

| Key points                  | Detailed response                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| In-person engagement events | <ul style="list-style-type: none"><li>• Drop-in / pop-up engagement events took place at 12 locations across the city</li><li>• Comments were in line with those received via the online survey</li><li>• The main themes and comments focused around improving public transport, residential parking, sustainable travel and car reduction</li></ul> |
| Social media                | <ul style="list-style-type: none"><li>• Comments were in line with those received via the online survey</li><li>• The main themes and comments focused around improving public transport, residential parking, sustainable travel and car reduction and parking in general</li></ul>                                                                  |



# Sample profile

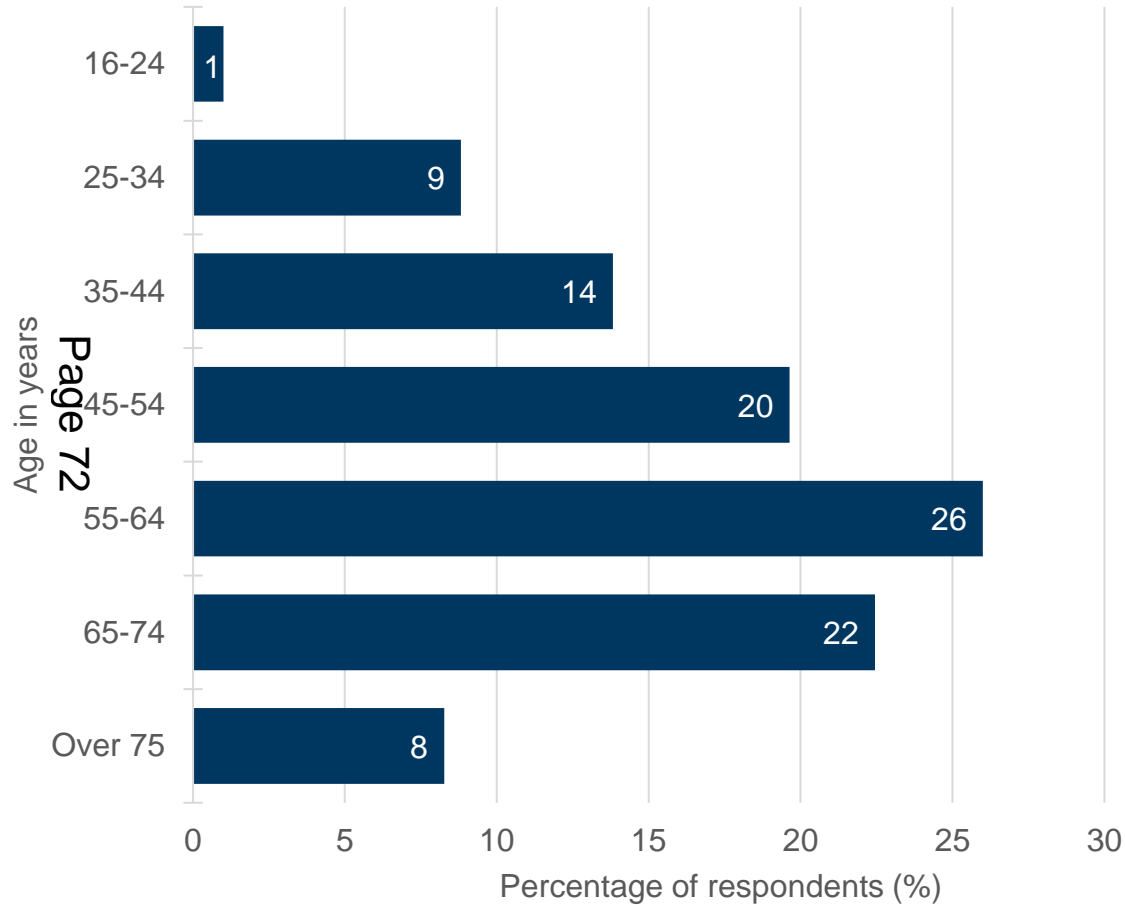
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*50%-56% of respondents responded to the demographics questions therefore the following slides represent their profile, not that of all consultation respondents*

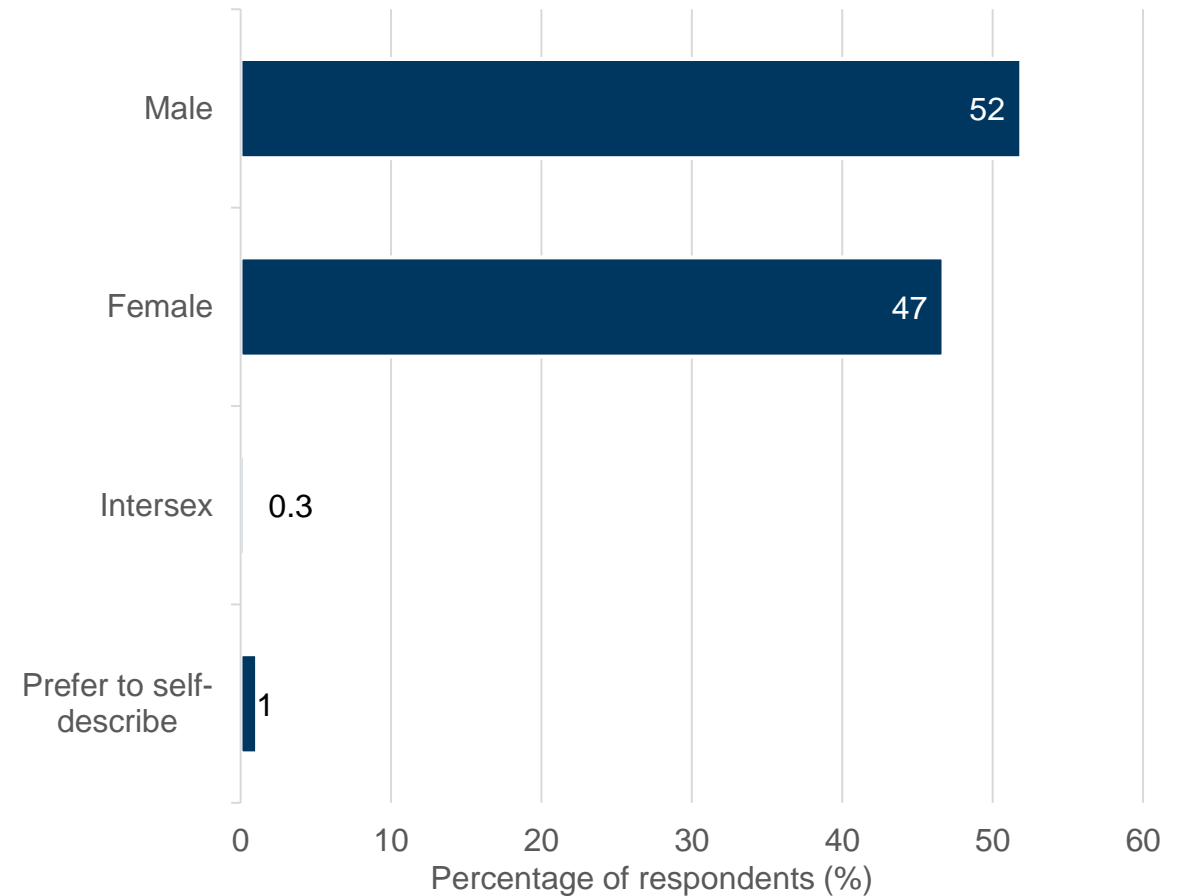
# Age and sex

- Official -

Q: **'What is your age group?'** | Base: Total sample (1,100)



Q: **'What is your sex?'** | Base: Total sample (1,085)



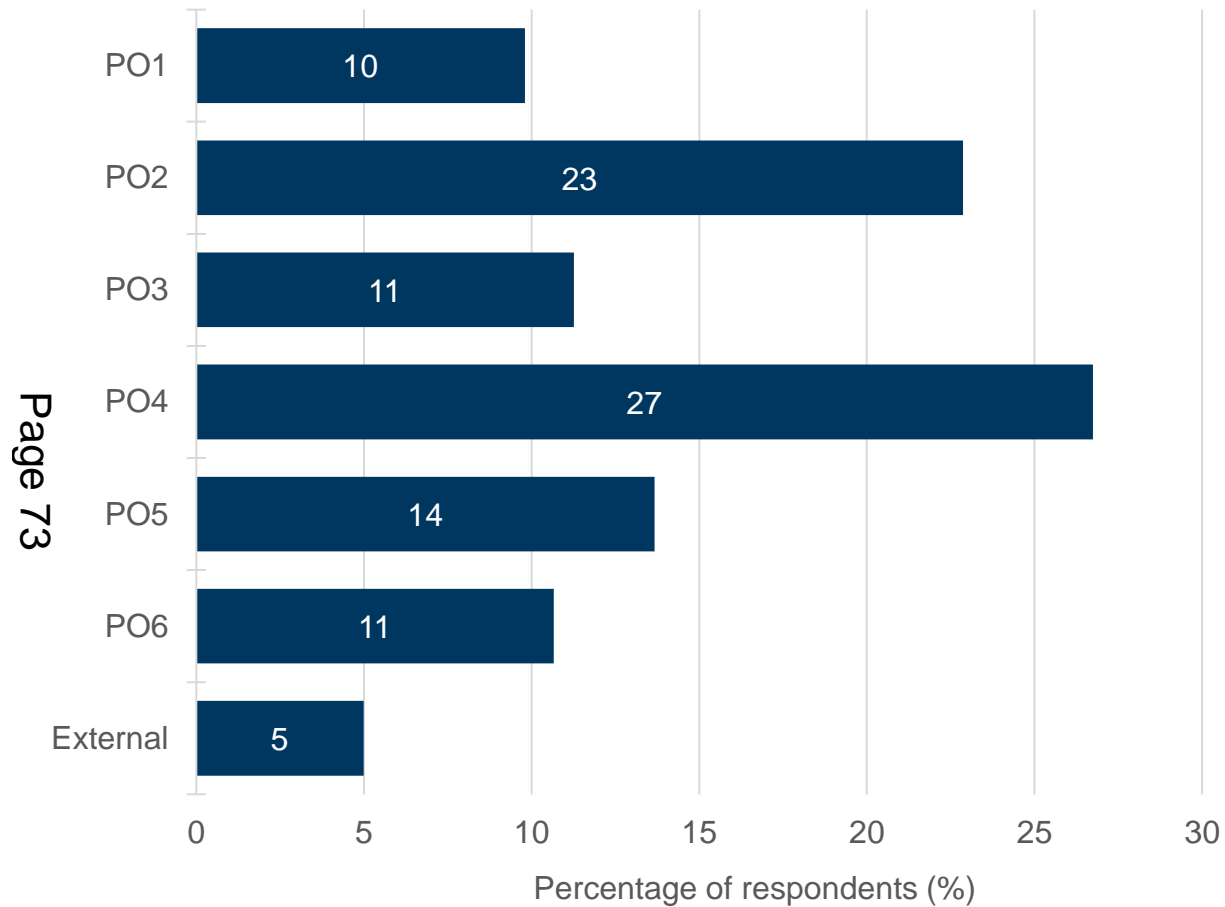
- There is good representation from all age groups except 16-24 year olds, who only account for 1% of the sample
- Over three-quarters of respondents are aged 45+ (76%) which fits within expected levels, research shows that individuals aged 45+ are more likely to interact with public consultations
- Just over half of respondents are male (52%) which goes against usual trends in social research, and 47% are female



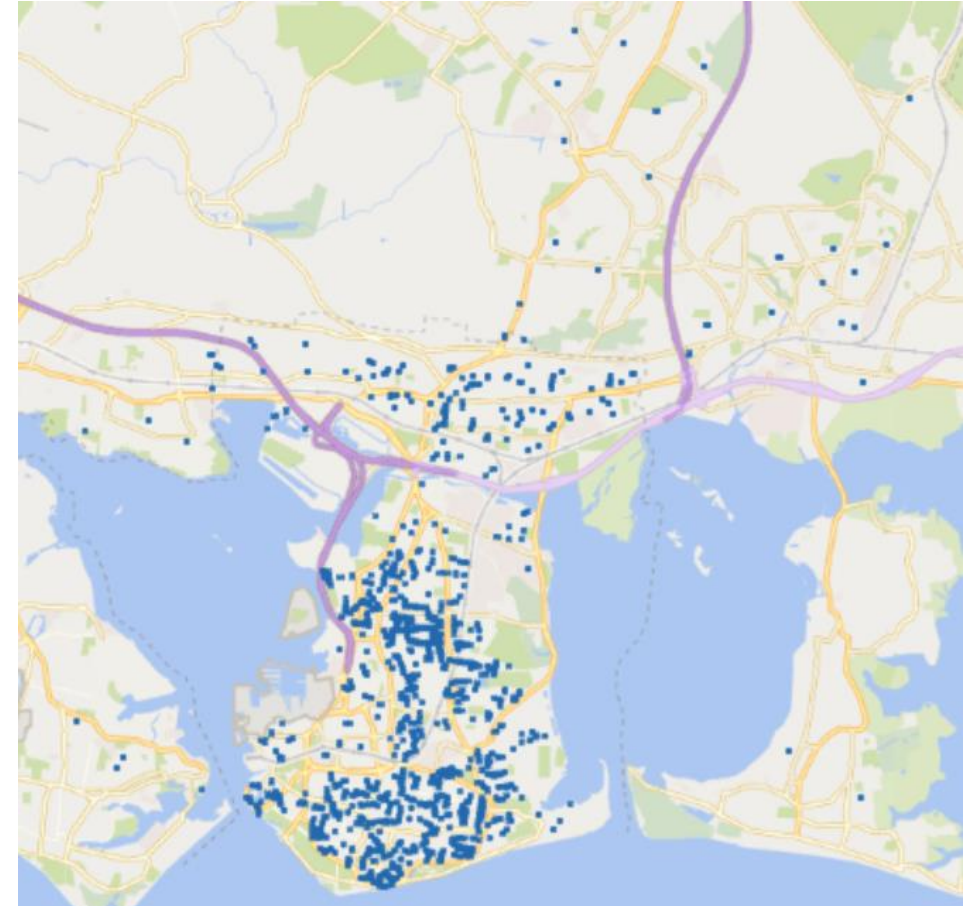
# Postcode

- Official -

Q: **'What is your home postcode?'** | Base: Total sample (1,163)



Q: **'Postcode map of respondents?'** | Base: Total sample (1,163)



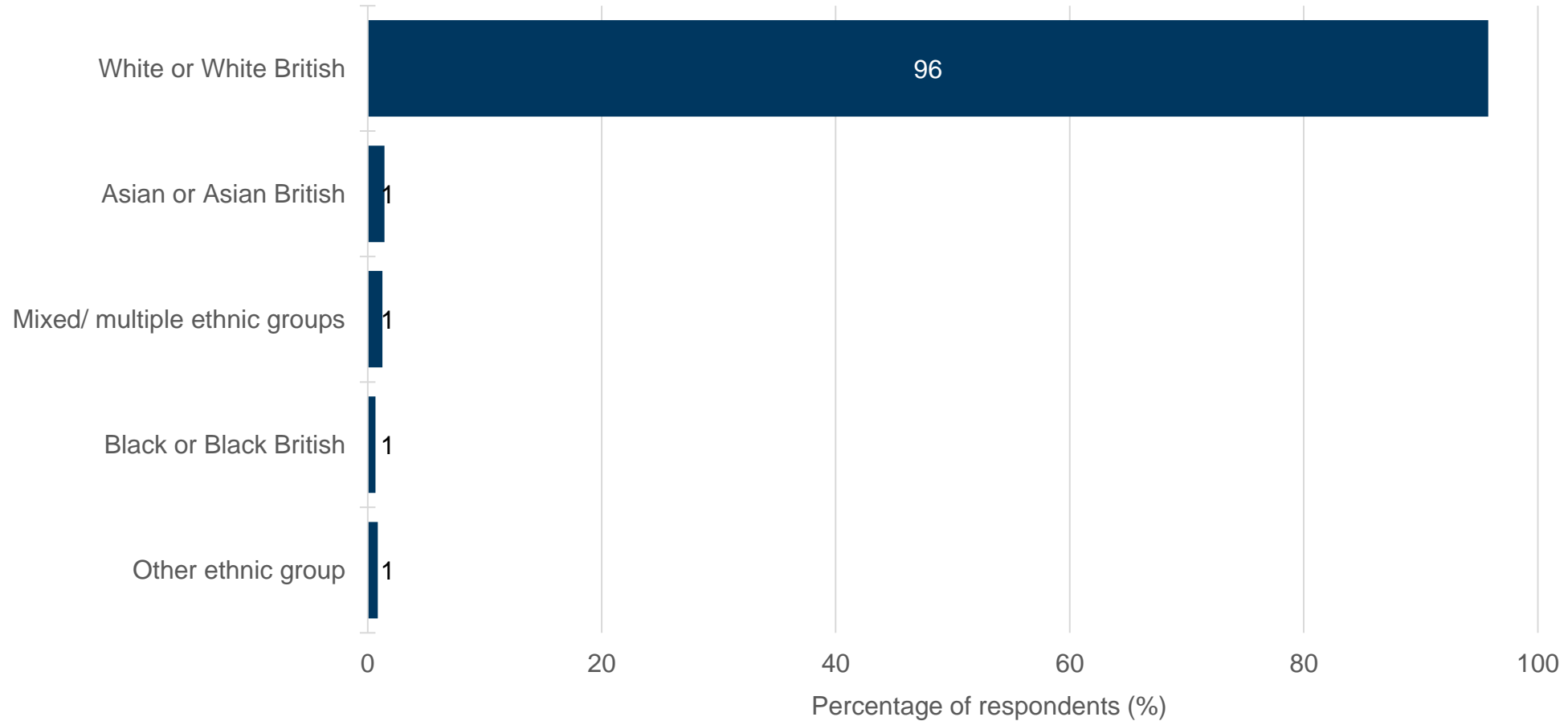
- Just over half of respondents left their postcode (57%), of those that did, the vast majority live within the City boundary (95%)
- The largest proportion of responses come from the PO4 (27%) and PO2 (23%) postcode districts

# Ethnicity

- Official -

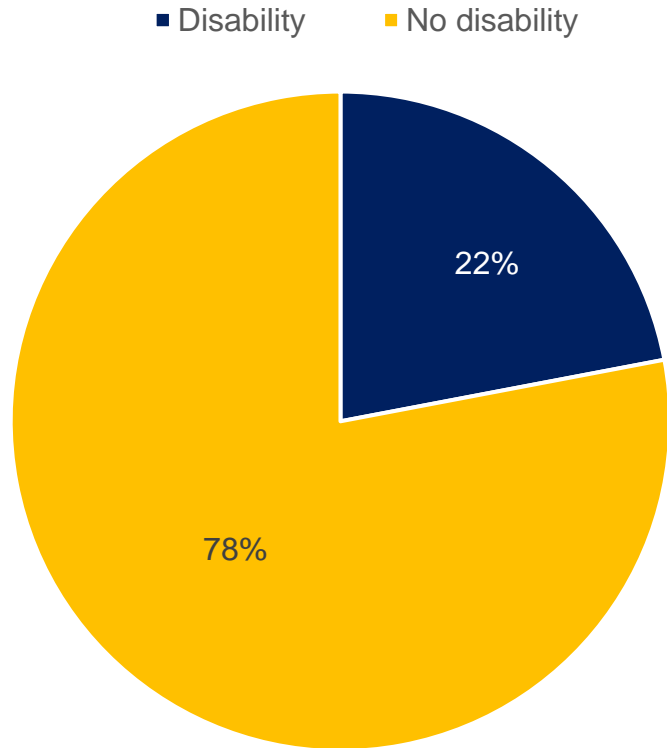
Q: **'What is your ethnic group?'** | Base: Total sample (1,041)

Page 74

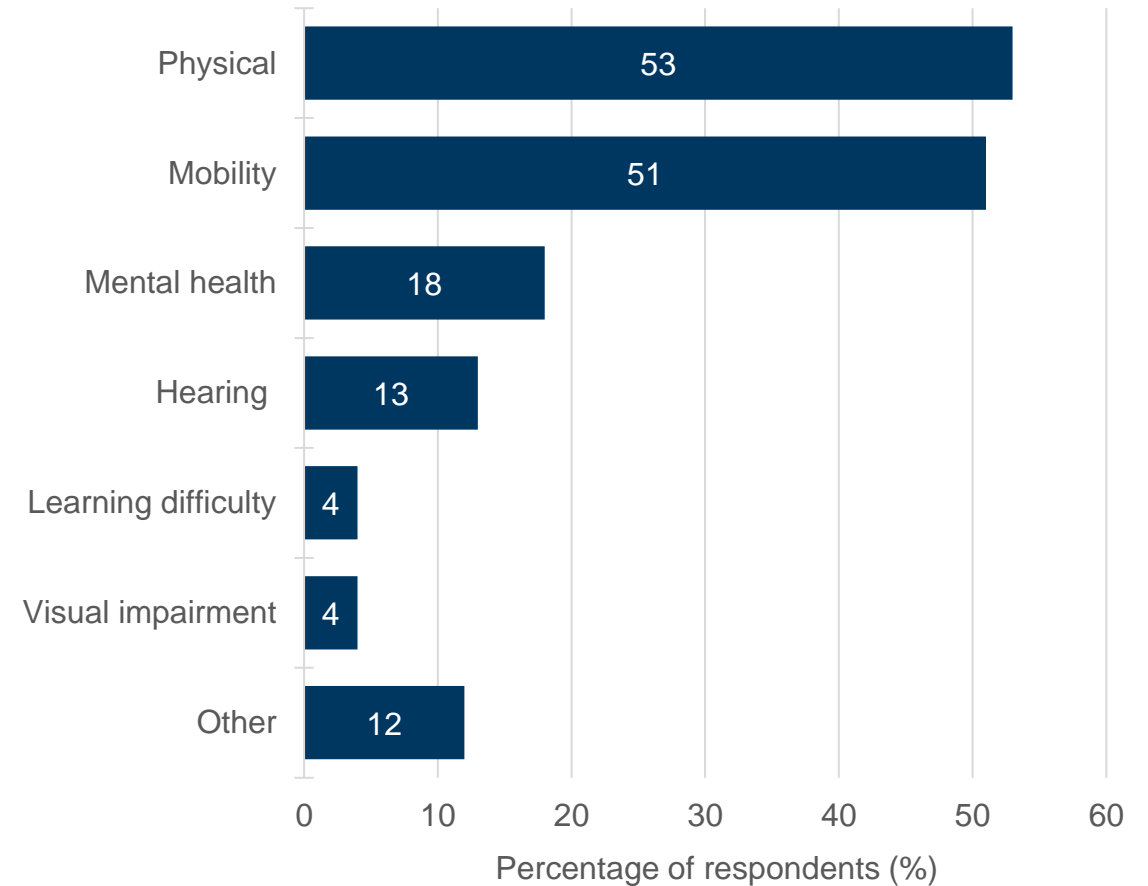


- The vast majority of respondents who left information about their ethnicity were white or white British (96%)
- There is 1% representation from each of the ethnic minority groups (Asian or Asian British, mixed/ multiple, Black or Black British and other ethnic groups)

Q: 'Do you consider yourself to have a disability, a long-term illness, physical or mental health condition that reduces your ability to carry our day-to-day activities?' | Base: Total sample (1,045)



Q: 'What type of disability, long-term illness, physical or mental health condition do you have?' | Base: Those with a disability (230)



- Just over a fifth of respondents leaving disability information told us they have a disability, long-term illness, physical or mental health condition (22%)
- Physical and mobility disabilities are the most popular disabilities, long-term illness or physical conditions reported

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|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA562316573                  |
| <b>Date</b>      | 22/12/2023                   |



## Policy details

|                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 22/12/2023 10:24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Service</b>                                                                 | Transport Planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Title of policy, service, function</b>                                      | Parking Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Type of policy, service, function</b>                                       | New                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | The delivery of a high quality parking strategy that helps to deliver the objectives set out in the Portsmouth Transport Strategy (LTP4). The strategy will become a policy document which is used to help to shape and inform schemes and decisions relating to parking in future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Has any consultation been undertaken for this proposal?</b>                 | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>What were the outcomes of the consultations?</b>                            | <p>There were 2086 responses to the public consultation. Just over two thirds of respondents agreed that the draft objectives are the right ones (68%), whilst 12% disagreed.</p> <p>When asked to indicate which objectives they disagreed with, 6% selected objective 3, 5% of respondents selected objective 1, and 5% selected objective 2. 4% of respondents feel that something is missing from the draft objectives.</p> <p>One of the most common reasons respondents disagree with any of the draft objectives is cost (in terms of direct parking charges, penalty notices and implementing new technology).</p> <p>The most common themes respondents think are missing from the draft objectives are residential parking not being the main focus and sufficient improvements to public transport.</p> |

|                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Has anything changed because of the consultation?</b> | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Please provide details</b>                            | As indicated in the text below we will be amending a number of Policies and supporting text to factor in the consultation feedback                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Did this inform your proposal?</b>                    | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Please provide details</b>                            | <p>The main changes made following the public consultation are:</p> <p>In light of comments made on many sections, the Council will consider commissioning a piece of work to see what can be done to reduce the impact of parking for large commercial vehicles and campervans in residential areas</p> <p>In Policy A, there will be some additional explanation and suggestions related to park and ride. In particular:</p> <ul style="list-style-type: none"> <li>* Additional clarification will be included as to which park and ride improvements require the Transport Hub to go ahead, and which do not, and</li> <li>* Some new suggestions will be added into the policy to be investigated, including developing additional incentives to encourage use, more engagement with large employers to promote the scheme, and a Pompey matchday P+R service</li> </ul> <p>Responses on Policy B indicated that the public awareness of city centre redevelopment proposals was not high. The transport strategy team will therefore actively consider including an image, and accompanying text, to explain the city centre regeneration that is proposed. This will provide more context and supporting explanation to Policy B.</p> <p>The wording of Policy C will be reviewed, as will some of the text in the policy to make it clearer, as some residents suggested the current text was confusing</p> <p>The wording in Policy H will be clarified to make it clear that any Workplace Parking Levy would only apply to employers/workplace land owners, and it would then be for these entities to determine how to deal with the levy and whether/how to pass on the costs or not (and that this would not be for PCC to specify).</p> |

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

|                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</b></p> | <p>The overall impacts of the parking strategy are expected to be positive and spread across society. The parking strategy is not expected to have any dramatic impacts (positive or negative) on any particular group with protected characteristics.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>                                      | <p>We have not identified any instances where one group would be treated differently to others as a direct result of the content of this strategy.</p> <p>We have tried to consider the needs of all groups when developing each policy, and have reviewed and in some cases revised policies on the basis of consultation responses.</p> <p>For example, in the policy (D) that relates to utilising smart technologies and data, the strategy seeks to ensure those groups who are likely to be less capable with apps and digital payment methods are still able to use traditional forms of communication, payment (including card and cash), planning and mapping.</p>                                                          |
| <p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>                                                                    | <p>The strategy has considered the protected characteristics. However, as a strategic document, the direct impact will be relatively limited. The strategy is being developed to provide a policy basis which is used to inform development of and decisions regarding schemes which affect parking in future, and to help to ensure that such decisions support the objectives of the Portsmouth Transport Plan.</p> <p>The greatest impact on the protected characteristics will come from the projects and schemes delivered as part of the strategy. Therefore, subsequent projects and schemes will be subject to their own Integrated Impact Assessment, which will consider the protected characteristics in more detail.</p> |

|                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p> | <p>Residents and a wide range of business groups and other organisations have been consulted on the strategy. A communications strategy was prepared to guide the consultation methodology.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>    | <p>The Parking Strategy has been designed with a lifespan of approximately 10 years. The contents will be kept under review by the Transport Strategy team.</p> <p>The strategy will be reviewed earlier than the 10 years if Government policy, or any other factor, necessitates an earlier review.</p> <p>Additionally, individual actions and projects identified in the strategy will be brought forward in the Council's three year LTP Implementation plan, which is updated approximately annually. If actions identified in this strategy need to be prioritised or de-prioritised, the LTP Implementation Plan process will be the primary vehicle through which this is done.</p> |

**Crime - Will it make our city safer?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Housing - will it provide good quality homes?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Health - will this help promote healthy, safe and independent living?**



|                                                                                                                                 |                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>It is hoped that the parking strategy, once adopted, will start to deliver improved travel choices, including better active travel options. This will encourage healthier travel and reduced air pollution.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Monitoring and evaluation measures are being finalised to accompany the strategy</p>                                                                                                                            |

**Income deprivation and poverty - will it consider income deprivation and reduce poverty?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The parking strategy, and other LTP4 initiatives, aim to reduce some of the congestion in the city by improving travel options. Reducing congestion and enhanced alternatives should help local residents wanting to access work, education or training.</p> <p>The needs of low income households have been taken into account in the strategy, in particular in the parts of the strategy that relate to parking costs, financial matters and supporting alternative modes of travel (policy G) which are likely to offer more affordable options for lower income groups.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Monitoring and evaluation measures are being finalised to accompany the strategy</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

**Carbon emissions - will it reduce carbon emissions?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The parking strategy supports parking measures that facilitate alternative travel choices (such as bike hangars, car clubs, and parking for micro-mobility) thereby reducing reliance on the private car, and promoting lower/zero emission modes of travel. The strategy should therefore support decisions and schemes which will have a positive impact on this policy area.</p> |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                                                                                  |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | Monitoring and evaluation measures are being finalised to accompany the strategy |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------|

**Energy use - will it reduce energy use?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

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

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | It is hoped that the parking strategy will ultimately help to deliver less congested streets. It is intended to provide a policy basis to support potential decisions to change use of space- for example where space currently used for parking could be put to other uses, including greening, parklets etc- as is identified in Policy E. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Monitoring and evaluation measures are being finalised to accompany the strategy.                                                                                                                                                                                                                                                            |

**Air quality - will it improve air quality?**

|                                                                                                                                 |                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The parking strategy is intended to support a range of other policies and plans PCC have which aim to reduce reliance on private motor vehicles, and the use of these vehicles, by improving alternatives.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Monitoring and evaluation measures are being finalised to accompany the strategy</p>                                                                                                                           |

**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The parking strategy is a daughter document of LTP4, designed to help deliver the four strategic objectives in LTP4, with a particular emphasis on delivering cleaner air. Collectively the four LTP4 objectives aim to improve the sustainability, safety and effectiveness of transport for all who live in or visit Portsmouth.</p> <p>The strategy is also intended to support schemes which may propose to change the allocation of street space (Policy E) , including to support alternatives to the private car (where appropriate), supporting the outcomes set out above.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Monitoring and evaluation measures are being finalised to accompany the strategy</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Culture and heritage - will it promote, protect and enhance our culture**

and heritage?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | <p>The quality of life, or liveability, of a city is increasingly important to businesses and workers. This has been compounded by the growing number of people working remotely since the Covid-19 pandemic. Consequently, businesses and workers have a broader choice in deciding where to work or base their business. Cities like Portsmouth offer a range of amenities and attractions which attract workers and businesses.</p> <p>The Parking Strategy will therefore support sustainable growth by pursuing policies that enhance the amenities and the liveability of the city. The parking strategy will seek to reduce congestion, air pollution and carbon emissions by providing a range of transport options. The strategy will also create a policy foundation from which decisions to support local businesses can be made- for example by providing additional multimodal parking which will facilitate a greater number of customers' journeys by sustainable modes; or changes to parking in key areas to create a more pleasant shopping environment.</p> |
|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                                                                                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | <p>The projects and schemes delivered as part of the parking strategy will be reviewed to ensure they improve the liveability of the city and support sustainable growth. As each project will be specific to its locations, we will use a range of tools to ensure this. For example, this could include using the Healthy Streets Index to ensure the urban environment is improved.</p> |
|------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## Social value

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

## Involvement

|                                                              |                 |
|--------------------------------------------------------------|-----------------|
| <b>Who was involved in the Integrated impact assessment?</b> | James Silvester |
| <b>Name of the person completing this form</b>               | James Silvester |
| <b>Date of completion</b>                                    | 2023-12-22      |

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# Agenda Item 7



**Title of meeting:** Cabinet Member for Transport Decision Meeting

**Date of meeting:** 20 March 2024

**Subject:** Local Transport Plan 4 - Implementation Plan 2024 to 2025

**Report by:** Felicity Tidbury, Assistant Director for Economy, Planning and Transport Directorate

**Report author:** Joanne Eldridge, Transport Delivery Lead

**Cabinet Member:** Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1 The purpose of this report is to seek approval for the updated Local Transport Plan 4 (LTP4) Implementation Plan 2022/23 - 2024/25 following the approval of the 2024/25 budget at the Full Council meeting on 13 February 2024.
- 1.2 This report notes the following funding allocations by Full Council on 13 February 2024 as part of the council's 2024/25 Capital Programme which contribute to the delivery of the adopted Portsmouth Transport Strategy (LTP4).
- £1,520,000 for the 2024/25 LTP4 implementation plan
  - £1,165,000 for the 2025/26 LTP4 implementation plan
  - £50,000 for Transport Junction Improvements
  - £60,000 for One Way Roads
  - £1,200,000 for the Eastern Road Active Travel Corridor - Harbourside Park Phase
  - £600,000 for the Wheelchair Accessible Taxis - Lease Rental Scheme
- 1.3 A two-year funding allocation has been awarded for the LTP4 programme. This funding will allow for the forward planning of scheme delivery and ensure teams are sufficiently resourced to be able to successfully implement the future works.
- 1.4 This report details the proposed programme of LTP4 implementation plan funded transport schemes to be delivered with the 2024/25 funding year.

## **2. Recommendations**

**It is recommended that the Cabinet Member for Transport:**

- 2.1 Approves and adopts the attached Local Transport Plan 4 (LTP4) funded schemes 2024/25 (Appendix A) as part of Portsmouth's LTP4 Implementation Plan 2022/23 - 2024/25;**
- 2.2 Delegates authority to the Assistant Director of Transport in consultation with the Cabinet Member for Transport and the Section 151 Officer to update the Local Transport Plan 4 Implementation Plan with the attached proposed Local Transport Plan funded scheme list (Appendix A);**
- 2.3 Delegates authority to the Assistant Director of Transport in consultation with the Cabinet Member for Transport and the Section 151 Officer to agree any minor amendments to the Implementation Plan that may be required to take account of future funding changes and relevant national policy guidance, including reprofiling of indicative scheme delivery timescales;**
- 2.4 Notes that the funded Transport Infrastructure Programme and other revenue and externally funded highways and transport work programmes contribute to the delivery of the LTP4 and the implementation plan 2022/23-2024/25 will be updated to include these.**
- 2.5 Notes the attached LTP4 Implementation Plan scheme reprofile 2022/25 (Appendix B).**

## **3. Background**

- 3.1** The adoption of a Local Transport Plan (LTP) is a statutory requirement under the Transport Act 2000, as amended by the Local Transport Act 2008. The amendments to the 2000 Act awarded Local Authorities greater flexibility in the development of their Local Transport Plans and the LTP should consist of two key elements:
  - A strategy (containing a set of policies)
  - An implementation plan (containing the proposals for delivery of the policies outlined within the strategy).
- 3.2** In response to the challenges facing transport related activities and their outcomes, Portsmouth City Council produced the current Local Transport Plan (LTP4) which was adopted by Full Council on 13th October 2021. The LTP4 strategy sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and covers the period 2021-2038.



3.3 The Portsmouth Transport Strategy (LTP4) not only provides the overarching direction for all transport and highways (including maintenance), but it also supports wider council work streams and sits within a framework of national, sub-regional and local policy guidance as illustrated in Figure 1. To support the Portsmouth Transport Strategy there are a wide number of more detailed transport and highways strategies and plans, (some already existing and many to be developed), which will deliver its vision, strategic objectives and policies.

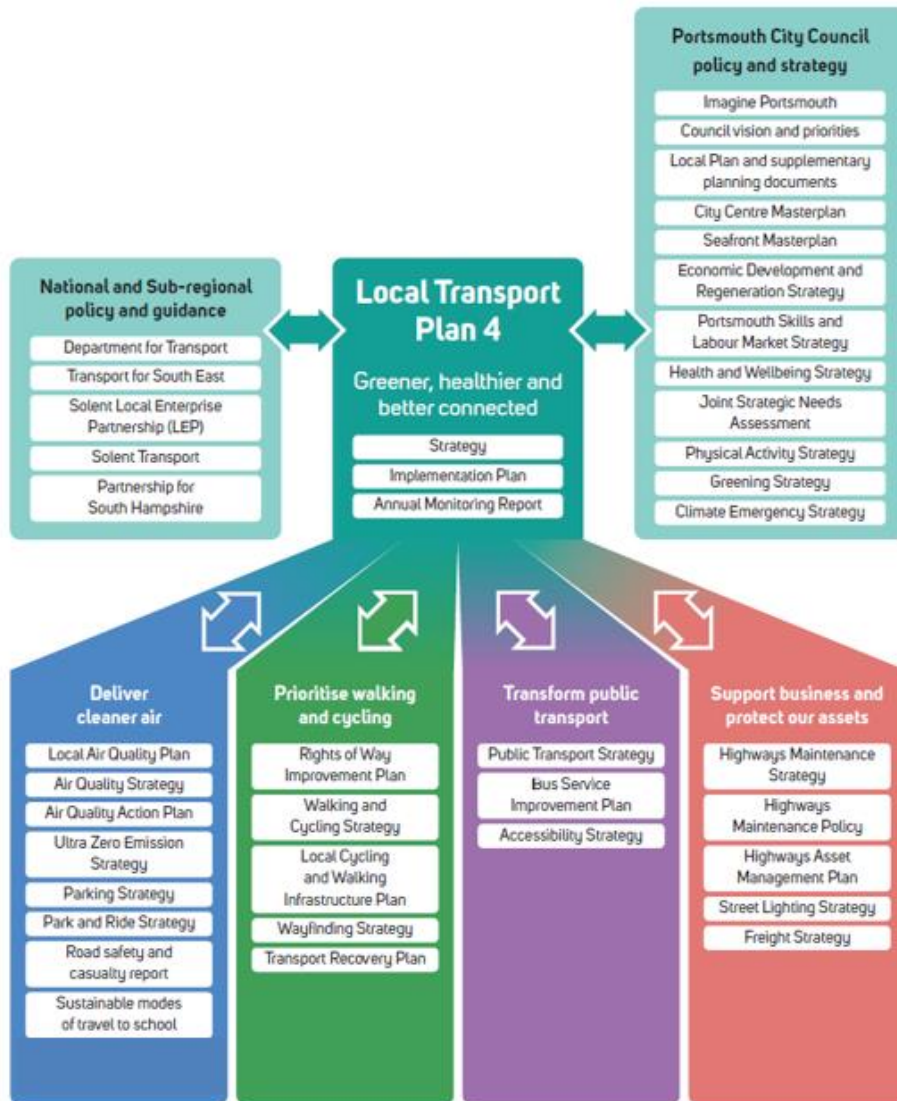


Figure 1 – Portsmouth Transport Strategy strategic fit

**Portsmouth Transport Strategy (LTP4)**

3.4 The Portsmouth Transport Strategy has been written to ensure that all residents and visitors can get into, out of and through the city safely and efficiently on all modes of transport, whilst prioritising a travel network that addresses the challenges currently faced.

As such it includes the following vision and strategic objectives:

**Vision:**

*By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.*

**Strategic Objectives:**

- **Deliver cleaner air:** Everyone who lives in, works or visits the city should be able to breathe air that will not damage their health – there need to be fewer and cleaner vehicles in the city.
- **Prioritise walking and cycling:** Most trips within the city are short but despite this the car is too often the default choice – more space is needed to safely walk and cycle in the city.
- **Transform public transport:** Public transport connections are poor in some parts of the city with buses slowed by traffic congestion – we need to prioritise rapid and reliable public transport.
- **Support business and protect our assets:** Portsmouth’s ports and other businesses are central to the success of the city – we need to ensure the transport network allows business to prosper.

3.5 The strategic objectives delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

3.6 The Portsmouth Transport Strategy is people-centred to meet the needs of all residents, and considers all modes of transport, prioritising sustainable modes of travel where it is possible.

#### 4. LTP4 Implementation Plan

4.1 The Portsmouth LTP4 Implementation Plan prioritises schemes to be delivered over a three-year period, with the first rolling programme running from 2022/23 to 2024/25. Portsmouth City Council has determined a three-year implementation plan period to allow for schemes to deliver across financial years and to demonstrate those complementary schemes delivered over a slightly longer period.

4.2 The implementation plan will be reviewed on an annual basis to ensure we continue making improvements that support the delivery of our ambitious transport vision set out in our long-term transport strategy.

- 4.3 The implementation plan covers all transport and highways schemes and initiatives, with all playing a part to deliver against LTP4 and working towards its vision and objectives. This includes capital and revenue schemes, initiatives and strategy development.
- 4.4 Given the level of financial uncertainty and the fact that the LTP Capital allocation funded by central government is not ring-fenced, the implementation plan is reviewed on an annual basis within its three-year timespan alongside national policy updates and developments.
- 4.5 A transport infrastructure scheme prioritisation and selection process has been developed through which schemes are assessed by officers against their contribution to locally agreed priorities (Portsmouth Transport Strategy and the Portsmouth City Council Corporate Priorities), before being assessed for their deliverability. Professional expertise and judgement are used to ensure an appropriate package of schemes is established, ensuring contribution to each of the strategic objectives and policy areas, whilst also considering a balanced geographical spread. It is also worth noting that a similar prioritisation method has been used to ensure that proposed schemes are aligned to the transport strategy and progressed following the recently devised feasibility prioritisation process.
- 4.6 The implementation plan includes six schemes which Portsmouth City Council has a statutory duty to deliver, and as such are not subject to prioritisation:
- Access for people with disabilities,
  - Traveline,
  - Rights of Way,
  - Road markings and directional signage,
  - Casualty and Speed Reductions; and
  - Traffic signal reconfiguration.
- 4.7 The delivery of a number of LTP workstreams are longer-term, with some supported by external funding and also spanning two or more years over the three-year programme with some examples detailed below:

#### **Deliver Cleaner Air**

- Behavioural change events and campaigns to highlight engine idling and encourage alternatives to car travel to launch in the summer.
- The Class B charging Clean Air Zone (CAZ) continues to charge the most polluting buses, coaches, taxis, private hire vehicles and heavy goods vehicles (HGV's) to drive within the zone following its launch in November 2021.
- Portsmouth Parking Strategy, as one of several supplementary strategies to Portsmouth Transport Strategy

- Continued development of the rental e-scooter trial that launched in March 2021, which the council has since approved to run until May 2026, and of the bike share scheme that launched in October 2022.
- Continuation of the Workplace Sustainable Travel Fund, with Round 3 open to applicants in early 2024
- Continued development of the Portsmouth Car Club that launched in September 2023, with eight bays added to the two that had previously operated in the city, and two EV bays scheduled to be added in 2024.
- The addition of 62 electric buses that will serve 4 of the city's 5 AQMAs. Funded through the DfT's Zero Emission Bus Regional Areas fund, ZEBRA as part of the Government's National Bus Strategy.

### **Prioritise Walking and Cycling**

- Further trials of school streets have taken place, limiting the amount of non-essential traffic from entering the roads near schools during drop-off and pick-up times. The scheme is also looking at installing permanent infrastructure following the success of previous trials.
- The East-West Active Travel Corridor is successfully delivering cycle and pedestrian improvements along this key route connecting Fratton to The Hard, with a 500m stretch currently being completed as Phase 2 of the works. The route includes key features such as continuous segregated cycle lanes, a tiger crossing, a continuous pavement crossing, a bus stop bypass, widening of existing shared footways, improved lighting, CCTV, micro-mobility stations, planting including 23 new trees, seating and bins with further improvements planned in future phases.
- Portsmouth's first Active Pompey Neighbourhood trial is to be installed in the Central Southsea ward. This high-density residential area close to a major traffic carrying route will have temporary road closures, modal filters and community-maintained planters to encourage traffic to travel more slowly through the area.
- Casualty and Speed reduction measures are currently being designed to address the high speeds on Lower Farlington Road, help direct HGVs serving the local area along better routes and improving pedestrian facilities between Fitzherbert Spur and Havant Road with opportunities for greening.
- The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) was formally adopted in February 2022 and feasibility work is underway looking at improvements to walking and cycling to create an active travel network that encourages city-wide use.

### **Transform Public Transport**

- The Bus Service Improvement Plan (BSIP) is a living document and is reviewed on a twice-yearly basis. As part of informing the programme, the Portsmouth Travel Publication Survey 2023 was delivered door to

door and produced responses from 700 residents who reaffirmed the following priorities:

- Buses are the most frequently used mode of public transport (37% of users using them 1-2 days a week or more)
- Residents want more routes that are reliable, frequent, more direct and cheaper
- The increased cost of living has impacted travel habits for 54% of respondents.
- From February 2024, a range of timetable improvements to make services more attractive will be introduced, building on the early morning journeys and Friday/Saturday late evening journeys.
- Christmas Day services, introduced in 2022 will be joined by more comprehensive New Years Day services from 2023.
- Following a network review in summer 2023 and the creation of an "assured network" to March 2025 and agreed with operators, two 24 hour a day services for the city and additional evening, Saturday and Sunday services are guaranteed to operate until December 2026.
- The programme of fares initiatives continues, building on what has been achieved in 2023 including Free Fares weekends and discounts for under 19s with multi operator group tickets, Evening tickets and 90-minute hopper tickets launched in February 2024. In addition, First introduced Tap on Tap off ticketing in late 2023 and added a commercial jobseekers discount – complementing the existing offer from Stagecoach.

### **Support Business and Protect Our Assets**

- Sustainable last mile logistics and micro consolidation points
- Small-scale signing and lining works have been installed around the city to address minor issues and improve information to users of the highway network.
- The traffic signals and variable message signing (VMS) budget supports the modernisation and upgrade of existing traffic signal sites and the installation of new technology at crossing points at key locations throughout the city. These measures improve the efficiency of the network, reducing delays for all modes, and improving safety of the users of the network. Better information is provided to drivers across the city via the installation of replacement and new variable message signs (VMS) at key locations.
- Improved technology at new and upgraded signalised pedestrian crossing facilities to allow for touchless and Bluetooth remote activation, allowing safer/easier crossing for both abled and less-abled people.

4.8 The three-year LTP4 Implementation Plan adopted in October 2021 included lists of schemes to be delivered over each of the three years, and future years. These scheme lists have been reviewed and reprofiled where necessary to reflect where works have been undertaken or reprioritised (Appendix B). Within this appendix, the scheme reprofiling for years one, two and three, and future years are detailed, with comments where amendments are being made. These



amendments will be updated within the published Implementation Plan, providing details on the schemes being delivered to support its vision and objectives.

- 4.9 Further details of the progress will be included in the 23/24 LTP4 Annual Monitoring Report which is to be presented after completion of the monitoring period, in summer 2024.

### **Governance and Monitoring**

- 4.10 A quarterly Transport Strategy Board meeting, which includes the Cabinet Member for Traffic and Transportation, oversees the progress of delivery against the Portsmouth Transport Strategy vision, strategic objectives and policies. One of the functions of the board is to review progress within the three-year Implementation Plan, ensuring that schemes being implemented deliver against the four objectives, and the overarching vision, set out in the Portsmouth Transport Strategy. Another Transport Strategy Board function is to determine if any updates to the LTP4 Strategy are required (in line with national or local policy changes) and also to consider the next iteration of the three-year Implementation Plan.
- 4.11 The Transport Strategy Board reports to the Cabinet member's quarterly update meetings, with formal reports taken to Traffic and Transportation meetings on an annual basis including an Annual Monitoring Report which focuses on all schemes, strategies and initiatives which help to deliver the LTP4 vision and objectives, including all revenue and capital schemes.

## **5. Next Steps**

- 5.1 As detailed in Appendix B, the scheme lists within the current LTP4 Implementation Plan are currently being updated to reflect the amendments that have occurred due to work undertaken, reprioritisation and linking in with national strategies. These amendments will be made to the published LTP4 Implementation plan, along with minor updates to the LTP4 Implementation Plan document where required.
- 5.2 Following approval of the funded programme detailed in Appendix A, engagement and consultation will be initiated on a scheme-by-scheme basis, as required, to ensure that stakeholder buy-in is achieved for the programme.
- 5.3 All infrastructure schemes will be aligned as much as reasonably practicable with the PFI contractor's (Ensign) Life Cycle Replacement (LCR) programme. This will reduce the cost to the council and reduce disruption for road users.



## **6. Reasons for recommendations**

- 6.1 The LTP4 Implementation Plan sets out the schemes, initiatives and transport strategies which will work towards the delivery of the LTP4 strategy vision and objectives.
- 6.2 Following the recent allocation of funding for the 2024/25 LTP4 Implementation Plan by Full Council, the programme of schemes, initiatives and transport strategies to be delivered can now be proposed for the 2024/25 Implementation Plan.
- 6.3 The adopted three-year 2022/23 - 2024/25 LTP4 Implementation Plan can be updated to include the specific deliverables following the 2024/25 funding allocation approved at Full Council 13 February 2024.

## **7. Integrated impact assessment**

- 7.1 An integrated impact assessment (IIA) has been produced and included in Appendix C. Individual IIAs and Equalities Impact Assessments relating to the projects to be delivered will be brought forward on a scheme-by-scheme basis as required.

## **8. Legal implications**

- 8.1 The Council has a statutory duty under sections 108 and 109 of the Transport Act 2000 (as amended by the Local Transport Act 2008) as local transport authority for the City of Portsmouth to ensure that the Council has an up to date LTP policy for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area.
- 8.2 Each local transport authority must prepare a document to be known as the local transport plan containing the policy as set out above and their proposals for the implementation of those policies.
- 8.3 There is a duty to keep the local transport plan under review and in doing so to consult as appropriate with the Secretary of State, operators of any network or station, or any railway services, operators or providers of other transport services in their area and any other persons who the authority considers it appropriate to consult.
- 8.4 The recommendations in this report are consistent with the requirements of the relevant legislation.

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

- 9.1 The Capital Programme 2024/25 was approved by Full Council on 13<sup>th</sup> February 2024 and sets out the corporate resources to be allocated to the Local Transport Plan for the forthcoming year. The Council approved a two-year allocation of £2,685,000 to the LTP4 Implementation Plan, £1,520,000 for 2024/25 and £1,165,000 for 2025/26 (Line 34 in the Transport Capital Programme). This report is concerned only with the 2024/25 allocation.
- 9.2 The Council approved a further £1,310,000 for the delivery of Transport Schemes, made up of the following:
- Junction Improvements (Line 50 in the Transport Capital Programme)
  - One Way Roads (Line 51)
  - Eastern Road Active Travel (Line 49)
- 9.3 This report seeks approval to allocate the £2,830,000 to the schemes detailed in Appendix A.
- 9.4 For completeness, £600,000 was allocated for the Wheel Chair Accessible Taxis - Lease Rental Scheme. This will be subject to a separate full business case demonstrating the affordability of borrowing.
- 9.5 All relevant funding has been approved as per financial rules and may be released as highlighted in this report.

.....  
Signed by:

**Appendices:**

Appendix A: Funded LTP4 Scheme List 2024/2025

Appendix B: LTP4 Implementation Plan Scheme Reprofile 2022-2025

Appendix C: LTP Implementation Plan 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:



| <b>Title of document</b>                             | <b>Location</b>                                                                                           |
|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| Annual Monitoring Report Year 2 - 2023/2024          | Report to be presented Summer 2024                                                                        |
| Full Council 13 February 2024 (Budget approval)      | <a href="#">Agenda for Full Council on Tuesday, 13th February, 2024, 2.00 pm Portsmouth City Council</a>  |
| Local Transport Plan 4 - Implementation Plan 2022/23 | <a href="#">LTP4 202223 Implementation Plan.pdf (portsmouth.gov.uk)</a>                                   |
| Full Council 13 October 2021 (LTP4 adoption)         | <a href="#">Agenda for Full Council on Wednesday, 13th October, 2021, 2.00 pm Portsmouth City Council</a> |
| Portsmouth Transport Strategy                        | <a href="#">Portsmouth Transport Strategy 2021-2038</a>                                                   |

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

.....  
Signed by:

**Appendix A: Funded LTP4 Scheme List 2024/2025**

| Scheme name                                                     | Scheme overview                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Ward                                   |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| <b>Prioritise walking and cycling</b>                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                        |
| <b>Access for People with Disabilities (Statutory Scheme)</b>   | To provide low-cost measures citywide where improvements to small scale infrastructure for example the kerb lines, signing and street furniture will aid accessibility for those with particular mobility requirements. This includes both resolving requests put forward and proactive priority works.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | All wards                              |
| <b>Rights of Way (Statutory Scheme)</b>                         | PCC has a statutory requirement to sign Rights of Way (paths which the public have a legally protected right to pass on) across the city and to investigate and resolve all Public Rights Of Way (PROW) claims put forward.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | All wards                              |
| <b>Casualty and Speed Reduction Measures (Statutory Scheme)</b> | <p>The aims of this programme address, where possible, the patterns of accidents and casualties identified in the Portsmouth City Council Accident and Casualty report for the year in order to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and support the objective to increase the use of active travel modes. Speed reduction measures may take the form of raised tables, speed cushions and junction treatments including buildouts and coloured markings/hatching.</p> <p>The high priority locations will be considered and delivered within the limits of the available funding. These include:</p> <ul style="list-style-type: none"> <li>• Leominster Road (eastern end) traffic calming</li> <li>• Hayling Ave - Improve safety for pedestrians and pedal cycles</li> <li>• Kent Road - Improve the visibility issue at existing zebra crossing</li> <li>• Penhale Road - Improve safety for pedestrians and pedal cycles</li> </ul> | Paulsgrove, Baffins, St Judes, Fratton |
| <b>Active Travel Improvements incl. Quieter Routes</b>          | Installation of improved cycle parking across the city to encourage new and existing cyclists, with further improvements to the 'Quieter Routes' to help increase the modal shift set out in government targets which are shared by the city council                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | All wards                              |

|                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                 |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
|                                                    | (Cycling and Walking Investment Strategy (CWIS) aims to double numbers of people cycling by 2025).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                 |
| <b>Active Travel Improvements - Infrastructure</b> | <p>Cycle infrastructure improvements at locations within the city following requests from residents - sites being considered and prioritised include:</p> <ul style="list-style-type: none"> <li>• Havant Road Cycle Lane</li> <li>• Moorings Way Cycle Lane</li> <li>• Guildford Road Contraflow</li> </ul>                                                                                                                                                                                                                                                                                                                 | Drayton & Farlington, Baffins, Fratton                          |
| <b>Pedestrian Crossings</b>                        | <p>To install or improve formalised pedestrian crossing points at locations around the city where pedestrian safety is a concern following requests, accidents or fatalities, though are not direct instructions from the coroner. Priority locations include the following and will be addressed in line with available budget:</p> <ul style="list-style-type: none"> <li>• Vectis Way, Cosham</li> <li>• Locksway Rd/Shelford Rd zebra crossing safety improvements</li> <li>• The Hard</li> <li>• Gunwharf Rd</li> </ul>                                                                                                 | Cosham, Milton, Charles Dickens, St Thomas                      |
| <b>School Streets</b>                              | <p>Promotional campaign to discourage crowding outside schools for social distancing and safety and where appropriate removal of through traffic in school and other residential streets. The scheme will also consider the installation of permanent solutions following successful trials through signage, bollards and lining to support these changes. Schools being considered include:</p> <ul style="list-style-type: none"> <li>• Arundel Court Primary Academy</li> <li>• Meon Infant School</li> <li>• Southsea Infants</li> <li>• Bramble/ St Jude's (changes/ upgrades to existing works if required)</li> </ul> | Milton, Charles Dickens, St Jude's, Central Southsea, St Thomas |
| <b>School Crossing Patrol Infrastructure</b>       | <p>There is a rolling program of risk assessments carried out to assess SCP sites and whether or not additional infrastructure would make the crossing point safer and more visible. These are then prioritised by the volume of pedestrian movement through the site. Highest priority locations include:</p>                                                                                                                                                                                                                                                                                                               | Charles Dickens, Nelson, Copnor                                 |

|                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |
|---------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
|                                                                     | <ul style="list-style-type: none"> <li>• Turner Rd/Gamble Rd</li> <li>• Chichester Rd/Drayton Rd</li> <li>• Mayfield Rd</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |
| <b>Eastern Road Active Travel Corridor - Harbourside Park Phase</b> | <p>This funding will focus on works at the section of the Eastern Rd adjacent to the caravan park and include a new acoustic fence and the removal of existing hedgerow.</p> <p>Future phases will include widening the new footway, the greening of the fence, relocating all the lighting columns and other street furniture, any utility diversions and any further connectivity improvements.</p>                                                                                                                                                                                                                               | Copnor    |
| <b>Transform public transport</b>                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |
| <b>Traveline (Statutory Scheme)</b>                                 | <p>Through a partnership with other local authorities, PCC supports Traveline (<a href="http://www.travelinesw.com">www.travelinesw.com</a>) to promote the use of public transport. Unlike individual operator apps, which don't cover all areas or services, Traveline provides an impartial travel information service which shows all services and all modes - bus, coach, ferry and train - irrespective of operator, via website, mobile apps and call centre. Traveline data is also used by over 500 third party apps and websites, from small independent developers to major providers such as BusChecker and Google.</p> | All wards |
| <b>Junction Improvements</b>                                        | <p>Changes to improve traffic flow and ease congestion at busy junctions. This scheme will work to deliver measures at high priority locations.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |
| <b>Support businesses and protect our assets</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |
| <b>Road Markings and Directional Signage (Statutory Scheme)</b>     | <p>Remediation of minor issues on the city's highway network as and when identified and assessed. Improvements can be made by utilising signing and lining to slow traffic speeds, improve visible presence or provide direction assistance.</p>                                                                                                                                                                                                                                                                                                                                                                                    | All wards |
| <b>Traffic Signal / Variable Message Sign (VMS) Reconfiguration</b> | <p>To protect and enhance the council's road network assets, specifically traffic signals and variable message signs (VMS) with specific works to include:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | All wards |

|                                                                                |                                                                                                                                                                                                                                                                                                                                                                        |           |
|--------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>(Statutory Scheme)</b>                                                      | <ul style="list-style-type: none"> <li>• continuation of the VMS rollout programme - replacing existing non-operational VMS and installing new VMS at key locations around the city,</li> <li>• maintaining the efficiency and enhancing the functionality of traffic signals in the city to match changing demands from pedestrians, cyclists and drivers.</li> </ul> |           |
| Miscellaneous: Resident requests, non-aligned to Portsmouth Transport Strategy |                                                                                                                                                                                                                                                                                                                                                                        |           |
| One Way Roads                                                                  | One Way Roads have been proposed through the feasibility process following issues identified by residents and councillors. Scoping and investigative works have been carried out to better understand the issues and measures required specific to the location. Those deemed as the highest priority will be delivered with this funding.                             | All wards |

**Appendix B - Portsmouth LTP4 Implementation Plan Scheme Reprofile 2022 - 2025**  
**Reprofiled scheme list - Years 1 - 3 and Future Years**
**Table 1: Deliver Cleaner Air**

| Year 1                                                   | Year 2                                                                              | Year 3                                                   | Longer Term                                              | Comments                                                                                                                  |
|----------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| Communications and behaviour change campaigns and events | Communications and behaviour change campaigns and events                            | Communications and behaviour change campaigns and events | Communications and behaviour change campaigns and events |                                                                                                                           |
| Road Safety and Casualty Report                          | Road Safety and Casualty Report                                                     | Road Safety and Casualty Report                          | Road Safety and Casualty Report                          |                                                                                                                           |
| Workplace Travel Planning                                | Workplace travel planning                                                           | Workplace travel planning                                | Workplace travel planning                                |                                                                                                                           |
| Resident parking zones programme                         | Resident parking zones programme                                                    | Resident parking zones programme                         | Resident parking zones programme                         |                                                                                                                           |
|                                                          |                                                                                     |                                                          | Car-free development                                     | To be included in 'Future Years' only. Removed from years 1 -3                                                            |
| Workplace-Sustainable Travel Fund                        | Workplace Sustainable Travel Fund                                                   | Workplace Sustainable Travel Fund                        | Workplace Sustainable Travel Fund                        |                                                                                                                           |
| On-street residential charge point scheme                | On-street residential charge point scheme and Local Electric Vehicle Infrastructure | Local Electric Vehicle Infrastructure                    | Local Electric Vehicle Infrastructure                    | This will change to solely Local Electric Vehicle Infrastructure after next year - additional text added to reflect this. |
| Parking Strategy                                         | Parking Strategy                                                                    |                                                          |                                                          | Development underway, aimed to be completed during year 2 (so added to year 2)                                            |
|                                                          |                                                                                     | Explore private non-residential parking restrictions     |                                                          |                                                                                                                           |

|                                       |                                                                  |                                                                  |                                                                                 |                                                                                                                                                           |
|---------------------------------------|------------------------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Car clubs                             | Car club                                                         | Car club                                                         | Car club                                                                        | Scheme developed during year 1, launched during year 2, will be continuing into year 3 with possible expansion. Extend to years 2 and 3, and Future Years |
| Shared bike/e-bike project            | Shared bike/e-bike project                                       | Shared bike/e-bike project                                       |                                                                                 | Launched in Year 1 - add to year 1                                                                                                                        |
| Independent Travel Training           | Independent Travel Training                                      | Independent Travel Training                                      | Independent Travel Training                                                     | Moved to 'Air Quality' from 'Public Transport'                                                                                                            |
|                                       |                                                                  | Park & Ride expansion and transport hub business case            |                                                                                 | Removed from years 1 and 2. Added to year 3                                                                                                               |
| City Centre Clean Air Zone            | City Centre Clean Air Zone                                       | City Centre Clean Air Zone                                       |                                                                                 | Began Nov 2021, added to years 2 and 3                                                                                                                    |
|                                       | Electric Vehicle Infrastructure (EVI) Strategy and delivery plan | Electric Vehicle Infrastructure (EVI) Strategy and delivery plan |                                                                                 | Beginning to be developed, aimed to be completed during year 2/3. Removed from year 1, added to years 2 and 3, minor rename.                              |
| Rental e-scooter trial                | Rental e-scooter trial                                           | Rental e-scooter trial                                           | Rental e-scooter trial                                                          | Trial extended until May 2026. Added to years 2 and 3 and Future Years                                                                                    |
| Rapid chargepoints for taxis and PHVs | Rapid chargepoints for taxis and PHVs                            |                                                                  |                                                                                 | New addition, to years 1 and 2                                                                                                                            |
|                                       |                                                                  |                                                                  | Supporting infrastructure for alternative fuels and ultra low emission vehicles |                                                                                                                                                           |
|                                       |                                                                  |                                                                  | Sustainable modes of travel strategy for schools                                |                                                                                                                                                           |
|                                       |                                                                  |                                                                  | Council staff travel plan                                                       |                                                                                                                                                           |
|                                       |                                                                  |                                                                  | Park and Ride Strategy                                                          |                                                                                                                                                           |
|                                       |                                                                  |                                                                  | Liftshare                                                                       |                                                                                                                                                           |

**Table 2: Prioritise Walking and Cycling**

| Year 1                                                           | Year 2                                                           | Year 3                                                           | Longer Term                                                      | Comments                                                                                                              |
|------------------------------------------------------------------|------------------------------------------------------------------|------------------------------------------------------------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| City-wide early release low level cycle signals                  | City-wide early release low level cycle signals                  | Early release low level cycle signals                            | Early release low level cycle signals                            | Any future schemes would need to be co-ordinated with cycle lane provision                                            |
| Access for people with disabilities                              | Access for people with disabilities                              | Access for people with disabilities                              | Access for people with disabilities                              |                                                                                                                       |
| Play and school streets                                          | Play & School Streets                                            | Play & School Streets                                            | Play & School Streets                                            |                                                                                                                       |
| Active travel improvements including Quieter Routes improvements | Active travel improvements including Quieter Routes improvements | Active travel improvements including Quieter Routes improvements | Active travel improvements including quieter routes improvements |                                                                                                                       |
| Casualty and speed reduction measures                            | Casualty and speed reduction measures                            | Casualty and speed reduction measures                            | Casualty and speed reduction measures                            |                                                                                                                       |
| Safer routes improvements                                        | Safer routes improvements                                        | Safer routes improvements                                        | Safer routes improvements                                        |                                                                                                                       |
| Rights of Way                                                    | Rights of Way                                                    | Rights of Way                                                    | Rights of Way                                                    |                                                                                                                       |
|                                                                  | Accessibility Audit                                              | Accessibility Audit                                              | Accessibility Audit                                              | Removed 'Clutter free streets' from all years, replaced with 'Accessibility Audit' for years 2 and 3 and Future Years |
| Eastern corridor transport improvements                          | Eastern corridor transport improvements                          | Eastern corridor transport improvements                          |                                                                  | Added 'transport' to description and added to year 3                                                                  |
|                                                                  |                                                                  | Western corridor transport improvements                          | Western corridor transport improvements                          | New scheme incorporating previous Wharf Road Tiger Crossing which is undergoing feasibility.                          |
|                                                                  |                                                                  |                                                                  | Walking and Cycling Strategy                                     | Development of this strategy is now due to be undertaken in 2025/26. Removed from year 1 and added to future years    |



|               |                                    |                                    |                                                      |                                                                |
|---------------|------------------------------------|------------------------------------|------------------------------------------------------|----------------------------------------------------------------|
| Cycle Hangars | Cycle Hangars                      | Cycle Hangars                      |                                                      | Scheme continuing. Added to years 2 and 3                      |
|               | Active Pompey Neighbourhoods (APN) | Active Pompey Neighbourhoods (APN) | Active Pompey Neighbourhoods (APN)                   | Newly added to years 2 and 3. Amended wording for Future Years |
|               |                                    |                                    | Kings Road roundabout - Cycle segregation            |                                                                |
|               |                                    |                                    | Pembroke Rd calming/ crossing                        |                                                                |
|               |                                    |                                    | Salisbury Rd/Magdala Rd junction improvements        |                                                                |
|               |                                    |                                    | Portsmouth and Southsea station cycle hub            |                                                                |
|               |                                    |                                    | Broad St/Feltham Row crossing                        |                                                                |
|               |                                    |                                    | LCWIP 2                                              |                                                                |
|               |                                    |                                    | Gunwharf Road puffin crossing                        |                                                                |
|               |                                    |                                    | High Street/Peacock Lane crossing                    |                                                                |
|               |                                    |                                    | High Street traffic calming                          |                                                                |
|               |                                    |                                    | Allaway Ave cycle route                              |                                                                |
|               |                                    |                                    | Prioritise access to local district and city centres |                                                                |
|               |                                    |                                    | Crossing facilities                                  |                                                                |

**Table 3: Transform Public Transport**

| Year 1                                                     | Year 2                                                     | Year 3                                                     | Longer Term                                         | Comments                                                                                                                              |
|------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Improved transport interchanges and hubs                   | Improved transport interchanges and hubs                   | Improved transport interchanges and hubs                   | Improved transport interchanges and hubs            |                                                                                                                                       |
| Growing Solent Go                                          | Growing Solent Go                                          | Growing Solent Go                                          |                                                     | Added to year 3                                                                                                                       |
| Solent Rail Connectivity                                   | Solent Rail Connectivity                                   | Solent Rail Connectivity                                   | Solent Rail Connectivity                            | Solent Continuous Modular Strategic Plan' renamed to 'Solent Rail Connectivity' - to be included in years 1-3 and Future Years        |
|                                                            | Bus Service Improvement Plan (BSIP) delivery               | Bus Service Improvement Plan (BSIP) delivery               | Bus Service Improvement Plan (BSIP) delivery        | National Bus Strategy' renamed to show this is referring to BSIP, and removed from year 1 and added to Future Years, as up until 2026 |
| Trial of dynamic demand responsive transport (DDRT)        | Trial of dynamic demand responsive transport (DDRT)        | Trial of dynamic demand responsive transport (DDRT)        |                                                     |                                                                                                                                       |
|                                                            | Public Transport Strategy                                  | Public Transport Strategy                                  |                                                     | Slipped from year 1 to years 2 and 3                                                                                                  |
| SEHRT                                                      | SEHRT                                                      | SEHRT Strategy for future phases                           | SEHRT Strategy for future phases                    |                                                                                                                                       |
| Mobility as a Service (MaaS) platform and mobility credits | Mobility as a Service (MaaS) platform and mobility credits | Mobility as a Service (MaaS) platform and mobility credits |                                                     |                                                                                                                                       |
| Bus depot                                                  | Bus depot                                                  | Bus depot                                                  |                                                     | Add to year 1 as early prep work took place during this time                                                                          |
| Traveline                                                  | Traveline                                                  | Traveline                                                  | Traveline                                           |                                                                                                                                       |
|                                                            | Dynamic bus priority at signal-controlled junctions        | Dynamic bus priority at signal-controlled junctions        | Dynamic bus priority at signal-controlled junctions | Change from 'Dynamic bus priority' to read "Dynamic bus priority at signal-controlled junctions"                                      |

|                                                   |                                                   | Bus connectivity and communications               | Bus connectivity and communications                                                    |                                |
|---------------------------------------------------|---------------------------------------------------|---------------------------------------------------|----------------------------------------------------------------------------------------|--------------------------------|
| Southsea Park and Ride summer service (PR3 route) | Southsea Park and Ride summer service (PR3 route) | Southsea Park and Ride summer service (PR3 route) |                                                                                        | Service PR3 added to years 1-3 |
|                                                   | Park and ride marketing and engagement plan       | Park and ride marketing and engagement plan       |                                                                                        | New addition to years 2 and 3  |
|                                                   |                                                   |                                                   | Further rollout of a bus priority system to other junctions after SEHRT phases 1 and 2 |                                |
|                                                   |                                                   |                                                   | Integrated ticketing                                                                   |                                |
|                                                   |                                                   |                                                   | Horsea link bridge                                                                     |                                |
|                                                   |                                                   |                                                   | Bus lane review                                                                        |                                |
|                                                   |                                                   |                                                   | Public transport infrastructure improvements                                           |                                |
|                                                   |                                                   |                                                   | Portsmouth and Southsea station improvements                                           |                                |
|                                                   |                                                   |                                                   | Improved rail journey times to Southampton and London                                  |                                |
|                                                   |                                                   |                                                   | Investigate possibilities for improved rail connections                                |                                |
|                                                   |                                                   |                                                   | Investigate connectivity to water borne transport                                      | Newly added                    |

**Table 4: Support business and protect our assets**

| Year 1                                     | Year 2                                            | Year 3                                            | Longer Term                                       | Comments                                                             |
|--------------------------------------------|---------------------------------------------------|---------------------------------------------------|---------------------------------------------------|----------------------------------------------------------------------|
| Zebrites                                   | Zebrites                                          | Zebrites                                          |                                                   | Removed from Future Years                                            |
|                                            |                                                   | Smart Cities                                      |                                                   |                                                                      |
|                                            | Micro-consolidation pilot                         | Micro consolidation pilot                         |                                                   | Removed from year 1. Slight re-word and added to year 3              |
|                                            |                                                   | Adaptive road space                               | Adaptive road space                               |                                                                      |
| Road markings and directional signage      | Road markings and directional signage             | Road markings and directional signage             |                                                   |                                                                      |
|                                            | Enforcement of moving traffic offences            | Enforcement of moving traffic offences            | Enforcement of moving traffic offences            | Removed from Year 1 as powers are yet to be granted                  |
| Traffic signal/VMS reconfiguration         | Traffic signal/VMS reconfiguration                | Traffic signal/VMS reconfiguration                | Traffic signal/VMS reconfiguration                |                                                                      |
| Highways maintenance contract and strategy | Highways maintenance contract and strategy        | Highways maintenance contract and strategy        |                                                   |                                                                      |
|                                            | City centre and road development                  | City centre and road development                  | City Centre and road development                  | Added 'and road', and removed from year 1                            |
| PHV in bus lane trial                      | PHV in bus lane trial                             |                                                   |                                                   | New additions to years 1 and 2                                       |
|                                            |                                                   | Lane rental                                       | Lane rental                                       | Lane rental new additions to Year 3 and Future Years.                |
|                                            |                                                   |                                                   |                                                   | New additions to years 2 and 3                                       |
|                                            | Display of additional car park counts on VMS      | Display of additional car park counts on VMS      |                                                   |                                                                      |
|                                            | Preparation for connected and autonomous vehicles | Preparation for connected and autonomous vehicles | Preparation for connected and autonomous vehicles | New additions to years 2 and 3, slight re-word in Future Years       |
|                                            | Replacement/new VMS around the city               | Replacement/new VMS around the city               | Replacement/new VMS around the city               | New additions to years 2 and 3 and Future Years (slightly re-worded) |
|                                            | New control system for M275 gantry VMS            | New control system for M275 gantry VMS            | New control system for M275 gantry VMS            | New additions to years 2 and 3 and Future Years (slightly re-worded) |

|  |                                             |                                             |                                                     |                                                                |
|--|---------------------------------------------|---------------------------------------------|-----------------------------------------------------|----------------------------------------------------------------|
|  | C-ITS and smart cities trials/pilots        | C-ITS and smart cities trials/pilots        | C-ITS and smart cities trials/pilots                | New additions to years 2 and 3, slight re-word in Future Years |
|  | Signal control junction review and upgrades | Signal control junction review and upgrades | Signal control junction review and upgrades         | New additions to years 2 and 3, slight re-word in Future Years |
|  |                                             |                                             | Independent travel training                         |                                                                |
|  |                                             |                                             | Asset Management Strategy                           |                                                                |
|  | Car park counter pilot (phase 2)            | Car park counter pilot (phase 2)            |                                                     | Moved from 'Future Years' to years 2 and 3                     |
|  |                                             |                                             | Access to ports feasibility study                   |                                                                |
|  |                                             |                                             | Road markings and directional signage               |                                                                |
|  |                                             |                                             | Drone logistics                                     |                                                                |
|  |                                             |                                             | Collaborative traffic management feasibility        |                                                                |
|  |                                             |                                             | Vehicle mitigation measures at the Hard Interchange |                                                                |
|  |                                             |                                             | Traffic count sites                                 |                                                                |
|  |                                             |                                             | Freight Strategy                                    |                                                                |

| Schemes/strategies removed from Implementation Plan            |                                                                |                                                                |                              |                                                                                                                        |                                         |
|----------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| Year 1                                                         | Year 2                                                         | Year 3                                                         | Future Years                 | Comments                                                                                                               | Strategic Objective                     |
| Air Quality Action Plan                                        | Air Quality Action Plan                                        | Air Quality Action Plan                                        | Air Quality Action Plan      | Removed from all years - this is a statutory requirement which is covered within the Air Quality Annual Status Reports | Deliver Cleaner Air                     |
|                                                                | Behaviour Change Strategy                                      |                                                                |                              | Behaviour change is to be picked up within each strategy, so a separate Strategy will not be produced - removed        | Deliver Cleaner Air                     |
|                                                                | Air Quality Strategy                                           | Air Quality Strategy                                           |                              | Removed as being led corporately                                                                                       | Deliver Cleaner Air                     |
|                                                                |                                                                |                                                                | Ultra Zero Emission Strategy | Removed as will be covered within the Electric Vehicle Infrastructure Strategy                                         | Deliver Cleaner Air                     |
| Sustainable last mile logistics and micro consolidation points | Sustainable last mile logistics and micro consolidation points | Sustainable last mile logistics and micro consolidation points |                              | Removed - already covered under Micro-consolidation                                                                    | Support Business and Protect Our Assets |
|                                                                |                                                                |                                                                | Lane permits for road works  | Removed, covered under 'Lane Rental'                                                                                   | Support Business and Protect Our Assets |

|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA586755925                  |
| <b>Date</b>      | 15/02/2024                   |



## Policy details

|                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 15/02/2024 18:38                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Service</b>                                                                 | Transport Delivery                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Title of policy, service, function</b>                                      | Local Transport Plan (LTP4) Implementation Plan 2022/25 Year 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Type of policy, service, function</b>                                       | Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | <p>As the Local Transport Authority, the council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce an LTP for the Portsmouth administrative area. The council makes the decision on the time period covered by the Plan and when it is refreshed. LTP4 consists of two parts, the overall strategy and the implementation plan. The strategy element of the Portsmouth LTP4 covers the period 2021-2038. The Implementation Plan prioritises schemes, strategies and initiatives, including capital and revenue schemes, to be delivered over a three-year period 2022-2025, with the third year commencing in April 2024 aligning with the allocated funding and an approved list of schemes. The Implementation Plan will be reviewed on an annual basis, with an indicative plan up to 2038.</p> |
| <b>Has any consultation been undertaken for this proposal?</b>                 | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>What were the outcomes of the consultations?</b></p>      | <p>Following the consultation undertaken on the draft Portsmouth Transport Strategy, further internal and external stakeholder workshops were held in March 2021 for the development of the Implementation Plan. This enabled cross-discipline, cross directorate working, as well as valuable input from our stakeholders. The purpose of these workshops were to discuss the principles and priorities of the supporting implementation plan.</p> <p>Workshop attendees were asked to review and comment on the long-list of schemes identified for inclusion within the Implementation Plan. This was specifically to determine:</p> <ul style="list-style-type: none"> <li>• whether there were any further initiatives that should be included;</li> <li>• to understand which initiatives should be prioritised;</li> <li>• if the overall list would meet the strategic objectives of the Transport Strategy.</li> </ul> <p>The results of both the strategy consultation and Implementation Plan stakeholder workshops were analysed and reviewed, and incorporated into the final Implementation Plan along with a prioritised list of schemes to take forward in 2022/23. The Implementation Plan prioritises schemes to be delivered over a three-year period, with the first of the three year rolling programmes commencing between 2022/23 and 2024/25. The Implementation Plan will be reviewed on an annual basis, taking into account previous stakeholder feedback provided.</p> |
| <p><b>Has anything changed because of the consultation?</b></p> | <p>yes</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Please provide details</b></p>                            | <p>The results of both the strategy consultation and Implementation Plan stakeholder workshops were analysed and reviewed, and incorporated into the final Implementation Plan along with a prioritised list of schemes to take forward in 2022/23. The Implementation Plan prioritises schemes to be delivered over a three-year period, with the first of the three year rolling programmes commencing between 2022/23 and 2024/25. The Implementation Plan will be reviewed on an annual basis, taking into account previous stakeholder feedback provided.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Did this inform your proposal?</b></p>                    | <p>yes</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



|                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please provide details</b> | The results of both the strategy consultation and Implementation Plan stakeholder workshops were analysed and reviewed, and incorporated into the final Implementation Plan along with a prioritised list of schemes to take forward in 2022/23. The Implementation Plan prioritises schemes to be delivered over a three-year period, with the first of the three year rolling programmes commencing between 2022/23 and 2024/25. The Implementation Plan will be reviewed on an annual basis, taking into account previous stakeholder feedback provided. |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

|                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</b> | The LTP has been subject to stakeholder engagement and public consultation in order to address its impact on protected characteristics and to integrate the perspectives of these groups. Schemes that come from the LTP will be subject to their own individual IIA's and EIA's where required, to ensure that impacts to protected characteristics are fully understood and mitigated. |
| <b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b>                                      | One of the LTP schemes, Access for People with Disabilities, seeks to improve walking routes and access to public transport for users with additional mobility needs - this could be through footway changes and enhancements such as dropped kerbs or tactile paving.                                                                                                                   |
| <b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b>                                                                    | Schemes that come from the LTP will be subject to their own individual IIA's and EIA's where required, to ensure that impacts to protected characteristics are fully understood and mitigated.                                                                                                                                                                                           |
| <b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b>                                                         | Schemes that come from the LTP will be subject to their own individual IIA's and EIA's where required, to ensure that impacts to protected characteristics are fully understood and mitigated.                                                                                                                                                                                           |

|                                                                                                                            |                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p> | <p>The Implementation Plan prioritises schemes to be delivered over a three-year period, with the last year of the first three year rolling programme being 2024/25.</p> <p>The Implementation Plan is reviewed on an annual basis, taking into account previous stakeholder feedback provided.</p> |
|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## Crime - Will it make our city safer?

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Schemes and strategies within the Implementation Plan seek to improve safety in a number of ways. It is recognised that cycle theft is an issue in the city, and as mentioned in the strategy, more secure cycle parking will be provided in the city centre, local centres and other areas of high demand, particularly focused along the new Local Cycling and Walking Infrastructure Plan (LCWIP) routes. It is recognised that public transport interchanges and stops must feel safe. To support this, the public realm at key transport interchanges will be enhanced to improve their quality, in conjunction with public transport operators. Through the Transport Strategy, a number of protected, continuous cycleways will be delivered, as well as improved high quality walking routes, as part of the emerging LCWIP Plan. Safety features such as improved lighting will be considered. Input from local police and wardens will be sought for individual schemes as required. Other schemes and strategies being to be developed as part of LTP4 will also support safety improvements.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Through the introduction of additional secure cycle parking, and improved walking and cycling routes delivered through the emerging LCWIP. The development of supporting LTP4 strategies, which would support improvements to safety.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## Housing - will it provide good quality homes?

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

## Health - will this help promote healthy, safe and independent living?

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>A key focus of the Local Transport Plan will be to reduce private car dependency. Encouraging modal shift to more sustainable options, including active travel, which in turn will have a positive impact on the health of Portsmouth residents. Reducing car dependency and supporting the shift to electric vehicles will also improve air quality through reduced trips and CO2 emissions within the Portsmouth boundary.</p> <p>The strategy will strive to create a people-centred, connected transport network that is accessible, safe and affordable, supporting people to be able to travel easily and sustainably, with less reliance on the private car. Schemes to improve walking infrastructure are included within the implementation plan, which would support this. Such improvements may particularly help people who have a disability or mobility difficulties.</p> <p>Active Travel has many known health benefits including positively impacting on mental health. Improvements to walking and cycling infrastructure will support more people to use this active travel mode, increasing mental health and fitness.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the effect of the changes made and the LTPs ongoing impact.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Income deprivation and poverty - will it consider income deprivation and reduce poverty?

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The strategy aims to identify and reduce inequalities in access to transport for excluded groups, with a focus on lower income households. The strategy will promote more affordable travel options. Reducing car dependency and improving accessibility to public transport should also help to reduce inequality.</p> <p>Other aspects of the transport strategy and specific schemes within this year's implementation plan will also work towards reducing financial exclusion, such as through improvements to cycling and walking routes, which are a low cost/free mode of travel. Also set out in the Transport Strategy are proposed measures to seek to develop a Mobility as a Service platform, which could cap fares for daily and weekly journeys, as well as investigating the offer of mobility credits to those not using their cars as an incentive to try alternative modes of travel. Additionally, we will work with transport operators to investigate potential ways to support those on low incomes. As an example, the operator of the mobility scooter trial, Voi, are offering discounts to students and people who hold a valid HC2 certificate.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

### **Carbon emissions - will it reduce carbon emissions?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The LTP will focus on reducing private car dependency through improvements to, and the promotion of, alternative transport modes such as walking, cycling and public transport, therefore helping to reduce carbon emissions within the city. Funding to support the use of electric vehicles is hoped to increase ownership which will also reduce emissions.</p> <p>The citywide availability of rental e-scooters offers a convenient mode of travel as an alternative to carrying out short journeys in a motorised vehicle.</p> |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                                                                                                                                                                                                                                                 |
|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the LTPs ongoing impact. |
|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### **Energy use - will it reduce energy use?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

### **Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

### **Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?**

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | The implementation plan includes schemes that will make places more attractive, through proposals to introduce schemes such as low traffic neighbourhoods and reallocating road space to make the street environment safer and more attractive to walk and cycle. Such schemes can help to create people centered spaces, enhancing the sense of place. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Whilst difficult to specifically measure, the successful introduction of schemes which help to improve the local environment will be an indicator of the impact on the natural environment.                                                                                                                                                             |

### **Air quality - will it improve air quality?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>One of the four strategic objectives is to 'Deliver cleaner air'. There are a number of schemes which deliver against this and focus on reducing dependence on the private car and encouraging modal shift in Portsmouth to more sustainable forms of travel - which will in turn improve air quality through a reduction in vehicle emissions. Measures to support and encourage active and sustainable travel modes will support reductions in local air pollution.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>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.</p>                                                                                                                                                                                                                                    |

**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Such LTP schemes as 'Casualty and Speed Reduction Measures', 'School Streets' and 'Zebrites' will deliver measures to improve road safety at prioritised locations identified through feedback and data such as speed surveys and accident data. Other schemes aim to make positive improvements through road markings, directional signage and upgrades to traffic signals.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>The LTP Implementation Plan identifies the schemes to be funded within the 3 year period. Each of these schemes will require an IIA specific to the project and proposed works and will therefore individually measure the effect of the changes delivered as well as the LTPs ongoing impact.</p>                                                                               |

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Culture and heritage - will it promote, protect and enhance our culture and heritage?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Through the LTP's focus on reducing private vehicle dependency and prioritising public transport and active travel, accessibility for events and attractions will be improved for visitors utilising these modes of transport.</p> <p>The reduction of congestion and subsequent pollution will make Portsmouth a safer and more appealing place for residents to live and work, and for people to visit.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>All schemes will be designed and delivered in a way that respects the location, keeping with the heritage and nature of the realm.</p> <p>Effectiveness of these changes will be through engagement with culture and leisure, feedback from event attendees and organisers, public transport operators and monitoring such as Park &amp; Ride usage.</p>                                                      |

**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                                                                                                                 |                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Improving connectivity and active and public transport access will enable lower income and isolated residents to access the wider employment market.</p>                                                                                          |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Whilst it is difficult to measure the direct impact on employment, schemes specific to improving public transport and active travel infrastructure will monitor use throughout the day which may indicate use by employees commuting to work.</p> |

**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Another LTP strategic objective is to 'Support business and protect our assets' - highlighting that businesses are central to the success of the city. Traffic congestion is a barrier to growth in the region, reducing this through modal shift will encourage development in the city. Improving connectivity and active and public transport access will enable residents (including those isolated or on a lower income) to access education and training establishments and the wider employment market.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Engagement with businesses and public transport operators will monitor issues and usage. Modal use monitoring as appropriate.</p>                                                                                                                                                                                                                                                                                                                                                                                  |

## Social value

|                                                                                                            |                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p> | <p>All infrastructure schemes will be aligned as much as reasonably practicable with the PFI contractor's (Ensign) Life Cycle Replacement (LCR) programme which involves updates to the network. This will reduce the cost to the council and reduce disruption for road users.</p> |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## Involvement

|                                                                     |                                                 |
|---------------------------------------------------------------------|-------------------------------------------------|
| <p><b>Who was involved in the Integrated impact assessment?</b></p> | <p>Joanne Eldridge, Transport Delivery Lead</p> |
| <p><b>Name of the person completing this form</b></p>               | <p>Joanne Eldridge</p>                          |
| <p><b>Date of completion</b></p>                                    | <p>2024-02-15</p>                               |



# Agenda Item 8



**Portsmouth**  
CITY COUNCIL

**Title of meeting:** Cabinet Member for Transport decision meeting

**Date of meeting:** 20 March 2024

**Subject:** TRO 148/2023- Various Roads Waiting Restrictions

**Report by:** Felicity Tidbury, Assistant Director for Economy, Planning and Transport

**Report author:** Aleksandra Malvern, Technical Transport Planner

**Cabinet Member:** Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

**Wards affected:** St Jude's Ward and Eastney & Craneswater Ward

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1 To consider the public response to the proposed parking restrictions in two locations in Portsmouth, and to determine whether or not the proposals should be brought into effect.
- 1.2 In this report, TRO means Traffic Regulation Order.
- 1.3 Appendix 1: The public proposal notice for TRO 148/2023  
Appendix 2: Kimberley Road - Public views submitted.  
Appendix 3: Campbell Road - Public views submitted  
Appendix 4: Site Plans for Kimberley Road and Campbell Road  
Appendix 5: TRO 148 2023 - Various Roads - Integrated Impact Assessment

## 2. Recommendations

**It is recommended that to the Cabinet Member for Transport that:**

- 2.1 **The proposed reduction of 2 metres length of the parking bay in Kimberley Road (MG Parking zone) in order to install a dropped kerb is approved;**
- 2.2 **The proposed removal of 5 metres of parking bay in Campbell Road (MD Parking zone) in order to install a dropped kerb is approved;**



2.3 It is noted that the remainder of TRO 148/2023 is being brought into operation under TRO 148A/2023 and is in the process of being implemented.

2.4 Any proposals approved following this report will be brought into operation under TRO 148B/2023.

### 3. Background

3.1 When residents apply for dropped kerbs in permit parking zones, Portsmouth City Council's (PCC) policy has been to permit the dropped kerb only if the parking bay in front of the dropped kerb is first removed. This enables PCC Civil Enforcement Officers to issue a penalty charge notice (at the resident's request) to any vehicle obstructing the dropped kerb. CEOs are not able to enforce against obstructed dropped kerbs within marked parking bays.

3.2 PCC's policy is that applications for dropped kerbs would generally be granted provided there is no net loss of parking space.

3.3 A TRO to introduce waiting and parking restrictions on various roads in the city was advertised on 24.11.2024. A copy of the Notice of Intent can be found in Appendix 1. One objection was received to the proposal to remove a parking space in Kimberley Road and four objections to the proposed removal of a parking space in Campbell Road. Several emails to support the proposal in Campbell Road were also received. One statement of support is received for 65 Festing Grove (Kimberley Road entrance).

3.4 In both cases the objections were on the basis that the removal of parking spaces would make it more difficult for residents to find parking spaces in the vicinity. The representations can be found in full in Appendices 3 and 4 (personal details redacted).

### 4. Reasons for recommendations

4.1 **Campbell Road** - it is recommended to remove 5 metres of parking bay on Campbell Road outside property number 56 in order to allow for the installation of a dropped kerb. Despite the removal of on-street parking space for one vehicle, the provision of off-street parking would accommodate one vehicle; there will be no net loss of parking space. The site where the dropped kerb needs to be installed is not close to any traffic lights, bend or junction and will not obstruct road users' visibility.

4.2 **Kimberley Road** - it is recommended to remove 2 metres of parking bay on Kimberley Road outside property number 65 Festing Grove. This will allow the dropped kerb to be extended to enable a vehicle to park off-street; there will be no net loss of parking space.



**5. Integrated impact assessment**

- 5.1** This report has undergone a Integrated Impact Assessment (IIA). There are no negative impacts associated with the proposal to introduce a traffic regulation orders
- 5.2** There is disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

**6. Legal implications**

- 6.1** The council, as traffic authority for the City of Portsmouth, may by Order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places. It may also provide off-street parking places on similar terms.
- 6.2** In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:
- (a) the need for maintaining the free flow of traffic
  - (b) the need for maintaining reasonable access to premises and
  - (c) the extent to which off-street parking accommodation is available in the neighbourhood
- 6.3** A local authority can by order under section 45 of the 1984 Act designate parking places on the highway (on-street parking), for vehicles or vehicles of any specified class in the order and may charge for such parking as prescribed under section 46.
- 6.4** Such Orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order and may specify that such charges or restrictions are to apply at specified times only. Any variations to such orders must be made by traffic order in the same way as the original order.
- 6.5** The local authority may modify an order before it is made, whether in consequence of any objection or otherwise. If in the opinion of the local authority the modifications make substantial changes to the order the authority should notify any persons likely to be affected by the modifications and give such persons an opportunity to make representations which should be considered before the order is made.
- 6.6** A proposed traffic order must be advertised, and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. 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

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

**7.1** All costs associated with the recommendations in this report are covered under the On Street Parking budget.

.....  
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>                                                 | <b>Location</b>            |
|--------------------------------------------------------------------------|----------------------------|
| Appendix 1 - TRO 148/2023 - NOI                                          | Page 5 within this report  |
| Appendix 2 - Kimberley Road Representation                               | Page 7 within this report  |
| Appendix 3 - Campbell Road Representation                                | Page 8 within this report  |
| Appendix 4 - Site Plans                                                  | Page 12 within this report |
| Appendix 5 - TRO 148 2023 - Various Roads - Integrated Impact Assessment |                            |

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

.....  
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

## APPENDIX 1

### THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO. 148) ORDER 2023

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effects of the Order would be as follows:

1. To introduce no waiting at any time restrictions in the following lengths of road:

**GRANT ROAD** - *at the western end* at the turning circle

**WATERMEAD ROAD** - *both sides* at its junctions with Binnes Way

**GREENWOOD AVENUE** - *at its western end*, and its junction with north and south arm of Greenwood Avenue

2. To reduce waiting restrictions on the following lengths of road

**GLOUCESTER PLACE** - *east side*, from a point 37 metres north of its junction with King's Road in a northerly direction for a distance of 21 metres (a reduction of 8 metres)

3. To amend waiting restrictions including parking bays on the following lengths of road :

**GRANADA ROAD** - *north side*, from a point 8 metres west from the junction with St Helen's Parade to a point 44 metres west of that junction.

**WHITSTABLE ROAD** - *south side*, to remove parking bay outside Nos. 41 for the installation of a dropped kerb

**ST MATTHEWS ROAD** - *south side*, to remove parking bay outside Nos. 46 for the installation of a dropped kerb

**CRANBORNE ROAD** - *south side*, to reduce the length of parking bay outside No.50 for the installation of a dropped kerb

**LAWSON ROAD**- *north side*, to extend the parking bay near to property No.2

**LIVINGSTONE ROAD**- *south side* to reduce the length of parking bay outside No.6 for the installation of a dropped kerb

**WINTER ROAD** - *west side*, to make changes to the bus stop clearway and extend residents parking near to No.1

**KIMBERLEY ROAD** - *east side*, to reduce the length of parking bay near with the junction with Festing Grove (No.65) to accommodate a dropped kerb.

**MABLETHORPE ROAD** - *north side*, to remove the parking bay outside of No.35 and to install no waiting at any time restriction to the same extent.

**CAMPBELL ROAD** - *south side* to remove the parking bay outside No.56 for the installation of a dropped kerb

4. Copies of the draft Order, plans and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2023" at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
5. Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 148/2023 within 21 days of the date of this Notice (i.e. by **14 December 2023**) stating the grounds for the objection. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

**24 November 2023**

Felicity Tidbury, Assistant Director of Regeneration (Transport)  
Portsmouth City Council

## APPENDIX 2

### Kimberley Road Objections

#### Objection 1

I would like to object to the reduction of car parking space and the lowering of the kerb on the intersection of Kimberley Road and Festing Grove for the following reasons:

1. 65 Festing Grove already has a kerb lower on Kimberley Road which already reduces the number of car parking spaces.
2. There are already limited car parking spaces as several cars park there from other streets, so it would create additional congestion on Kimberley Road making even more difficult to park cars, especially as there is a nursing home there were additional visitors park to visit their relatives and the staff.
3. From a safety point of view, there is a dropped kerb adjacent for wheelchair access and pram access there would further create compromised viewing of a car coming around the corner.
4. There is also a postbox where people may be standing and it could lead to more accidents as cars do come into that junction very fast anyway. If there is now a second dropped kerb it would encourage the cars to speed through the junction.
5. It would be even more difficult for ambulances or other large vehicles to access the nursing home on the corner.

I really hope these objections are taken into consideration before creating further parking issues on Kimberley Road.

### Kimberley Road Statement of Support

#### Statement of support

We would be very grateful if you could take into consideration this statement when chairing the cabinet transport meeting. We were disappointed to hear that there had been an objection to the extension to our dropped kerb that accesses our garage whilst we fully take on board concerns that residents might have, we feel that this will not impact on parking in the area. The dropped kerb we have now to our entrance can cause issues if cars are parked line to line as we're unable to access our garage safely. The turning from Kimberley Rd. is narrow and if cars are parked end to end of the current white line markings, we're taking a risk every time we access our garage of hitting a parked vehicle or our car. To grant us the extra 1.5 metres to the existing markings would mean we could safely access our garage and take a car off the road. We're far enough away from the end of the road not to cause an issue when pulling out from our garage. This will not change the safety of pedestrians crossing, the road or walking on the pavement. Currently the bay can park three cars. This extension, if granted, will not take a space away from the current parking bay and three cars will still be able to park easily. We understand that Portsmouth City Council must keep parking and roads to a safe standard to pedestrians and drivers. Taking this into consideration, we do feel that by permitting us, the extension of 1.5 metres to the existing parking bay as granted by a committee of three senior Council officers working in the development control, highways maintenance and road safety on the 10th of March 2023 that this will not impact residents, drivers or pedestrians. It will just mean a safe point of access can be made from Kimberly Road to our garage. We fully appreciate your time in dealing with this matter. Thank you for reading our statement.

## APPENDIX 3

### Campbell Road Objections

**Objection 1**

We are writing about the proposal to install a drop kerb at No 55 Campbell Road. This is completely unfair as it is already difficult to park in this road. This situation is more difficult as we are on the border of two parking zones. In the past we have been told that no one can now have a drop kerb so why is this now being considered.

We strongly protest against this proposal.

**Objection 2**

We oppose the application for creating a drop kerb outside this property. The main reason for opposing this drop kerb is with regard to the current lack of parking opportunities in Campbell Road, and the fact that we already struggle to park on our block.

We are a family of 4, including two young children, and we live pretty much opposite this house. Due to the number of cars parked on the street it is rare to find a parking space on our block of Campbell Rd, and often have to park on Wilson rd, Lorne Rd, Livingstone Rd, Havelock Rd or Inglis Rd. This is not ideal when bringing home bags of shopping, or with our young children, especially in the colder, darker, wetter months. Losing another parking space to another approved drop kerb would make parking in our street even harder. In addition, the increased lack of parking would also be a big concern to prospective homebuyers if we come to sell our property.

Drop kerbs change the aesthetic of Campbell Rd which is a shame as the more we have of these the more it will lose its appeal as being one of the more handsome streets in Southsea.

In summary, all the residents that are unable to have a drop kerb due to TPOs in place, already suffer because of all the approved drop kerbs on the opposite side of the road. So to have more of these being approved on that side of the road does not appear fair.

**Objection 3**

Firstly I am unsure as to the change in this proposal from that of 22/01105 which I was of the opinion had already been accepted. I will however further outline my objection below;

This proposal seeks to remove a public parking space suitable for two small cars for the sole benefit of one property.

With Campbell Road sitting on the border between MC and MD zones, residents who already pay for permits are only able to park in a reduced area surrounding our properties. I struggle to comprehend how the council could consider removing further potential spaces whilst continuing to increase the cost of permits year on year.

Considering only the area of Campbell Road between Lawrence Road and Lorne Rd / Wilson Grove Junction, of the 43 properties (not taking into account those which are multi occupancy), there are already 14 dropped kerbs (32.5%). That is without considering the large bus stop which also reduces the capacity for car parking spaces. Approving further drop kerbs is setting a dangerous precedent for more residents to submit applications for dropped kerbs thus removing the overall aesthetic and heritage of the road.

Though the creating of a EV charging point (if this is still proposed) for the applicant is a positive from an environmental perspective, the council only recently installed a



public charging point in Campbell Rd (outside no.5/ 7) which removed a public parking space which from my observations is vastly underutilised. This applicant can make use of this charging point without the need to remove a parking space for current residents. Though this proposal would take two vehicles off the road, a trend regularly observed by those with the luxury of a dropped kerb / parking space is to find an on road space for themselves at a quieter time and saving driveway spaces for visitors. This makes the problem of finding a parking space even more difficult for residents.

It should also be noted that prior to any approval of this application, the existing boundary wall has already been demolished.

If this proposal is approved at the expensive of sounding reactionary I for one will no longer feel bound to abide by the conservation and TPO restrictions within Campbell Road and will take it that we as residents are free to do what we like with our properties and boundary walls.

#### **Objection 4**

Please accept this email as a strong objection to removing street parking on Campbell road outside Number 56, allowing the creation of off street parking for this property.

Our street is a boundary road between two parking zones which creates a squeeze on available parking spaces for residents in the MD area.

Along Campbell road there are already a great many dropped curbs which decrease on street parking already.

EV charging points are available city wide (though I know currently they are out of service, awaiting servicing) which individuals can use. If the city could remedy this, options for EV charging would be available for car owners.

It seems that the council are allowing a precedence to be set by permitting residents to demolish front gardens to allow off for personal off street parking which leads to a degradation of the the aesthetic appeal to our attractive and historic road.

Set within the Thomas Owen's conservation area I do not accept that this decision is to be permitted as it unfairly disadvantages a great many more people that is acceptable. The benefit of a few should not negatively impact an entire road of residents.

Individuals purchase properties in an area such as this to act as custodians and should respect the history and legacy of our local area.

It is privilege to purchase a properly in an area like ours and I feel let down by the city council who appear to have no care for its residents. For a second car it costs £120 which is a huge amount of money to still not be able to park in a reasonable vicinity of our home.

I add to this that I expect to see an increase in double parking on our road which is a regular occurrence. This increases the risk to cyclists and pedestrians alike. How is it safe for children to have to peer out behind illegally parked/ waiting cars to cross a road on the way to school?

I wholeheartedly object to this application.

## Campbell Road Support

### Support 1

I am writing to support the above application for a dropped kerb.

The application will allow further vehicles to visit the property as well as 2 cars on the driveway. Many other properties have a dropped kerb and cannot see why this application would cause any issues.

Therefore I support this application.

### Support 2

We write in support of our application for a dropped kerb - reference number TRO148/2023. We have secured a planning application for two off road parking spaces and an EV charging point at the front of our house.

Currently there is a signpost and one public parking space outside of our house which would need to be removed. We believe this should be granted because the net effect on the whole street parking is to create two new spaces taking our two cars off of the street and by doing so losing one space on the street - the net effect we therefore believe improves the overall parking situation in the street for everyone as there is the net effect of one spaced gained on road.

In addition when we have visitors they will park across our cars in front of our house therefore not taking spaces on the road that they currently do.

Furthermore we will be able to switch to electric vehicles which allows us to contribute towards a cleaner environment for all. The nearest public charging point is outside number 7 Campbell Road and is hardly ever, or never available by the time we get home from work. There are insufficient charge points in the proximity of our house or place of work.

The addition of a white line in place of the parking space outside our house, which will join up the white lines across number 54 & 58 - will also support our neighbours - I attach some photos of a vehicle parking in the space on Friday 8/12/23 and you will see the front end of the vehicle is well over the white lines blocking in the first car parked off road at number 54. This frequently happens because people disregard the space markings and try to squeeze more than one car into the one space. This would be avoided if our white line was in place as there would be continual off road parking for numbers 54-58 inclusive. When cars are blocked in like this the residents tend to park on the road (taking up another space and not utilising their off road space ) because of these access problems.

Finally I attach the transport department's report that was included in our planning application that raises no objection to the off road parking, however we need the dropped kerb to access it safely. Please note the reference to the visibility splay drawings that we submitted - by granting the dropped kerb this would also improve the visibility splay for drivers as cars will be parked safely rather than how they are in the attached photos.

In conclusion, we would like to request that our application is granted because the net effect is a net reduction of cars trying to park on Campbell Road, which will contribute to improving the current lack of parking in the vicinity.

**Support 3**

I agree positively to the dropped curb on the basis this will allow access for retailers delivery medical services parking to avoid blocking access for through traffic. Also postal services can park their vans allowing them to do their rounds.

*Another email same resident:* It makes sense to approve TRO148/2023. As it takes 2 cars off the road allowing easier access for deliveries medical services and keeps through traffic on the move and surely there must be other properties that have been passed in the area allowing clear vision of junction turnings either either end of the road.

**Support 4**

I am writing in support of the above application for a dropped kerb.

I am a Southsea resident myself and believe this application should be granted for the reasons below . The loss of a parking space on the road will be negated by the fact that two cars will be able to be parked off road, plus the provision of a further space for visitors across the front of the property. Campbell Road is already a congested area, so will help alleviate this problem

**Support 5**

We write to confirm our support of application ref: TRO148/2023, regarding a drop kerb.

With the area being so congested at all times of the day and night, relieving the road of vehicles by allowing the home owner to be able to park on their land would be highly and gratefully received to all other users, allowing a better flow of traffic within the area and visitors to park safely. The view at the junction would also be enhanced by not having so many cars parked on the roadside, day and night, making the junction safer to the general public and to vehicles using the junction.

**Support 6**

I am writing in support of the above application for a dropped kerb.

I am a regular visitor to the above address and feel very guilty (when parking is at such a premium in Southsea) that I have to take a resident of Campbell Road's potential car parking space.

Surely, the loss of one parking space on the road, by the grant of this application, will be outweighed by the fact the residents of the household can remove (at least) two cars from street parking. This could potentially be even more, if the dropped kerb is granted because depending on the size of the cars, perhaps 3 could be parked off road, with the provision for further cars to be parked across the front of the property. Campbell Road is a congested area and a busy 'cut through' road and this will only serve to alleviate the local problem. In my view the application should be granted.

## APPENDIX 4

### 1. Kimberley Road



### 2. Campbell Road



|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA586929636                  |
| <b>Date</b>      | 14/02/2024                   |



## Policy details

|                                                                                |                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 14/02/2024 22:40                                                                                                                                                                                                                                    |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                                                                                                                                                    |
| <b>Service</b>                                                                 | Parking                                                                                                                                                                                                                                             |
| <b>Title of policy, service, function</b>                                      | Traffic Regulation Order (TRO)                                                                                                                                                                                                                      |
| <b>Type of policy, service, function</b>                                       | Changed                                                                                                                                                                                                                                             |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | To provide a traffic regulation order for parking control                                                                                                                                                                                           |
| <b>Has any consultation been undertaken for this proposal?</b>                 | yes                                                                                                                                                                                                                                                 |
| <b>What were the outcomes of the consultations?</b>                            | One objection was received to the proposal to remove a parking space in Kimberley Road and four objections to the proposed removal of a parking space in Campbell Road. Several emails to support the proposal in Campbell Road were also received. |
| <b>Has anything changed because of the consultation?</b>                       | no                                                                                                                                                                                                                                                  |
| <b>Did this inform your proposal?</b>                                          | yes                                                                                                                                                                                                                                                 |
| <b>Please provide details</b>                                                  | The objections have been considered and are detailed in the attached report.                                                                                                                                                                        |

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

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Crime - Will it make our city safer?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Housing - will it provide good quality homes?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Health - will this help promote healthy, safe and independent living?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Income deprivation and poverty - will it consider income deprivation and reduce poverty?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Carbon emissions - will it reduce carbon emissions?**

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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Energy use - will it reduce energy use?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?**

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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Air quality - will it improve air quality?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                          |                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | Despite the removal of on-street parking space for one vehicle, the provision of off-street parking would accommodate one vehicle;, there will be no net loss of parking space for both locations. |
|--------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                                                |
|------------------------------------------------------------------------|------------------------------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | On going monitoring of feedback from residents |
|------------------------------------------------------------------------|------------------------------------------------|

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Culture and heritage - will it promote, protect and enhance our culture and heritage?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Social value**



|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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## Involvement

|                                                              |                                       |
|--------------------------------------------------------------|---------------------------------------|
| <b>Who was involved in the Integrated impact assessment?</b> | Aleksandra Malvern<br>Joanne Eldridge |
| <b>Name of the person completing this form</b>               | Aleksandra Malvern                    |
| <b>Date of completion</b>                                    | 2024-02-14                            |

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# Agenda Item 9



**Title of meeting:** Cabinet Member for Transport decision meeting

**Date of meeting:** 20 March 2024

**Subject:** TRO Hewett Road - Waiting restrictions (Ref. P014/24)

**Report by:** Felicity Tidbury, Assistant Director for Economy, Planning and Transport

**Report author:** Aleksandra Malvern, Technical Transport Planner

**Cabinet Member:** Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

**Wards affected:** Hilsea Ward

**Key decision:** No

**Full Council decision:** No

---

## 1. Purpose of report

1.1 To consider the public response to the proposed waiting restriction (Double Yellow Line) on Hewett Road opposite the properties Nos 103-109 and determine whether or not to introduce the restrictions as advertised.

1.2 In this report, TRO means Traffic Regulation Order.

Appendix 1: The public proposal notice for Hewett Road WR (Ref. P014-24)

Appendix 2: Representations received.

Appendix 3: Site Plan

Appendix 4: TRO Hewett Road (P014-24) - IIA

## 2. Recommendations

**It is recommended to the Cabinet Member for Transport that:**

2.1 **The proposed "no waiting at any time" restriction (a length of 25 metres on Hewett Road opposite the properties Nos 103-109) is introduced as advertised.**

## 3. Background

3.1 As part of the Mayfield School redevelopment, the Council proposed a permanent traffic regulation order (TRO) to introduce waiting restrictions on



Hewett Road at the vehicular access to Mayfield School to enable safe vehicular access to and from the school.

- 3.2 The rebuilt Mayfield School opened in 2021. Approval was previously granted for a TRO to install "no waiting at any time" restrictions (double yellow lines) outside new accesses on Hewett Road, Kensington Road and Mayfield Road, and amend "SCHOOL KEEP CLEAR " zigzag markings to facilitate access to the school for pedestrians. The order was made and came into force on 5 August 2021 (TRO 49/2021) following approval by the Cabinet Member for Transport on. However, the restriction on Hewett Road (25 metres of "no waiting at any time" restriction) was not marked on site because the location of the entrance moved slightly during construction from its planned location.
- 3.3 In November 2023, the TRO team was requested to progress a TRO to introduce 25 metres of "no waiting at any time" (double yellow lines) restriction on Hewett Road outside the new vehicular access to the school. This TRO was advertised on 15 January 2024, and resulted in 2 objections from residents, on the basis that they rely on being able to park on the street, and the proposed restriction would reduce the supply of on-street parking in the vicinity. Parking within the area is also impacted by staff from the school parking on the street.
- 3.4 Given the objections received, officers reviewed the proposed restriction and the possibility of reducing the operational hours of the restriction (e.g. "no waiting Monday to Friday 8am - 6pm", to allow for parking overnight and weekends, when demand is likely to be greatest) was investigated. However, information from the Education Department, indicated that the school is in use for community events and activities at evenings and weekends, and this use is likely to increase when the school becomes an academy school.
- 3.5 Officers also considered whether the length of the proposed restriction could be reduced from 25 metres to 15 metres. However, the tracking drawings for the type of vehicle which regularly uses the access (long wheelbase minibus) show that the full length of the proposed restriction is required to enable the vehicle to turn in or out of the access in a single manoeuvre. It should be borne in mind that the original restriction (TRO 49/2021) for 25 metres of "no waiting at any time" restriction was approved but not implemented, and there would therefore be no net loss of kerbside parking space within Hewett Road.

#### **4. Reasons for recommendations**

- 4.1 The proposed restriction is required to keep an area of kerbside clear of parked vehicles to enable vehicles (mainly the school minibuses) to access Mayfield School's premises and their off-road parking place.



**5. Integrated impact assessment**

- 5.1 This report has undergone a preliminary Integrated Impact Assessment (IIA).
- 5.2 A full IIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

**6 Legal implications**

- 6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, 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.
- 6.2 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 their other obligations, policies and objectives, the following objectives: securing the expeditious movement of traffic on the authority's road network; and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.3 A proposed TRO must be advertised, and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.

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

- 7.1 There are no expected financial implications linked to this Traffic Regulation Order (TRO). The expenses for implementation will be covered by the school, which has requested the alterations to the waiting restrictions.

.....  
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>                                                 | <b>Location</b>          |
|--------------------------------------------------------------------------|--------------------------|
| Appendix 1: The public proposal notice for Hewett Road WR (Ref. P014-24) | Page 5 within the report |
| Appendix 2: Public views submitted                                       | Page 6 within the report |
| Appendix 3: Site Plan                                                    | Page 8 within the report |
| Appendix 4: TRO Hewett Road (P014-24) - IIA                              |                          |

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

.....  
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

## APPENDIX 1

### THE PORTSMOUTH CITY COUNCIL (HEWETT ROAD) (WAITING RESTRICTIONS) (P014) ORDER 2024

Notice is hereby given that Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effect of the Order would be to introduce "no waiting at any time" restrictions (Double Yellow Lines) on **Hewett Road: south side** - a length of 25 metres opposite the properties Nos 103-109, in order to facilitate mini-bus access to Mayfield School

1. Copies of the draft Order, plan and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2024" at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
2. Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO P014/2024 within 21 days of the date of this Notice (i.e. by **04.02.2024**) stating the grounds for the objection.
3. Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

15.01.2024

Felicity Tidbury, Assistant Director of Regeneration (Transport)  
Portsmouth City Council

## APPENDIX 2

### Hewett Road Objections

#### Objection 1

My husband and I strongly object to the proposed removal of parking spaces in Hewett Road

During term time, the disruption to residents in Hewett Road and the surrounding streets is immense already, with staff, workmen and parents parking wherever they can. Removing the proposed parking spaces will cause even more disruption to the residents, who have suffered so much already with the noise, dust and air pollution during the demolition and rebuild of Mayfield school. These spare parking spaces are used outside of school times, by other residents of surrounding streets, who are unable to park outside their house due to a lack of car parking spaces in their streets. This will cause more issues! A number of residents from the other end of Hewett road park at this end of the street because they have lack of parking.

I realise that I am a day late in submitting my objection. The reason for this is that myself and the affected neighbours were unaware of the proposal until today, when a friend from St Swithuns road informed me that an announcement was in the Portsmouth News a few weeks ago. The residents who it will affect have had no notification by post and not every person reads the evening news! Another neighbour today noted a yellow notice on the lamppost opposite. I walk to work in the dark and return in the dark, so have not noticed this, despite walking past it daily.

The residents of Hewett road and surrounding roads have suffered enough. Where we once had playing fields, we now have a huge school, with added noise and disruption. This parking proposal will cause even more disruption and stress!

#### Objection 2

I object strongly to the proposed removal of parking spaces in Hewett Road.

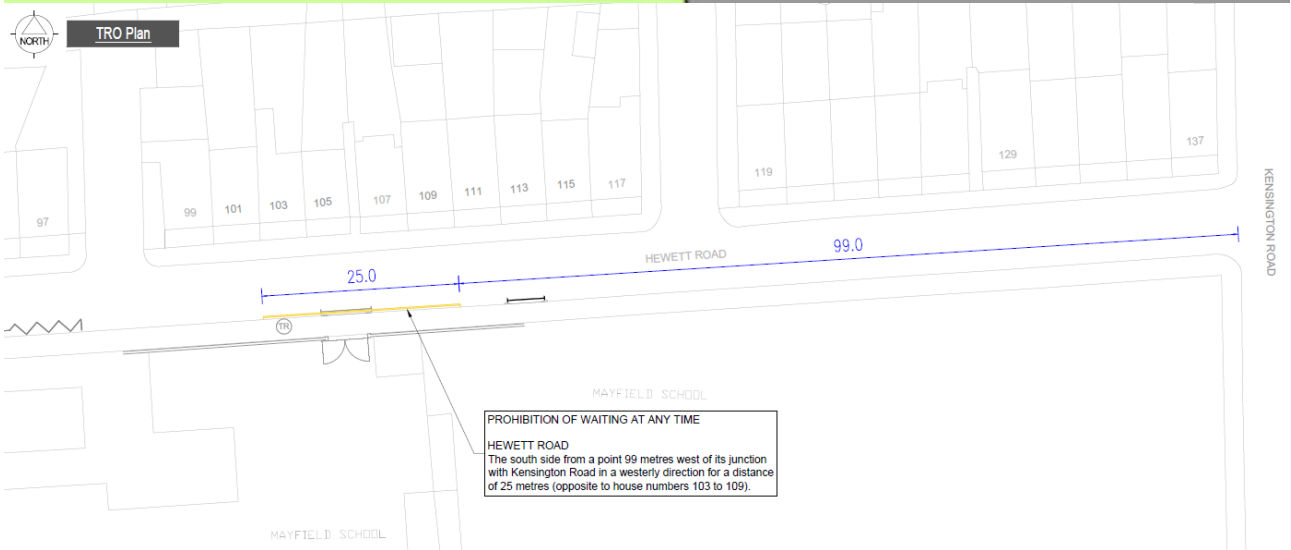
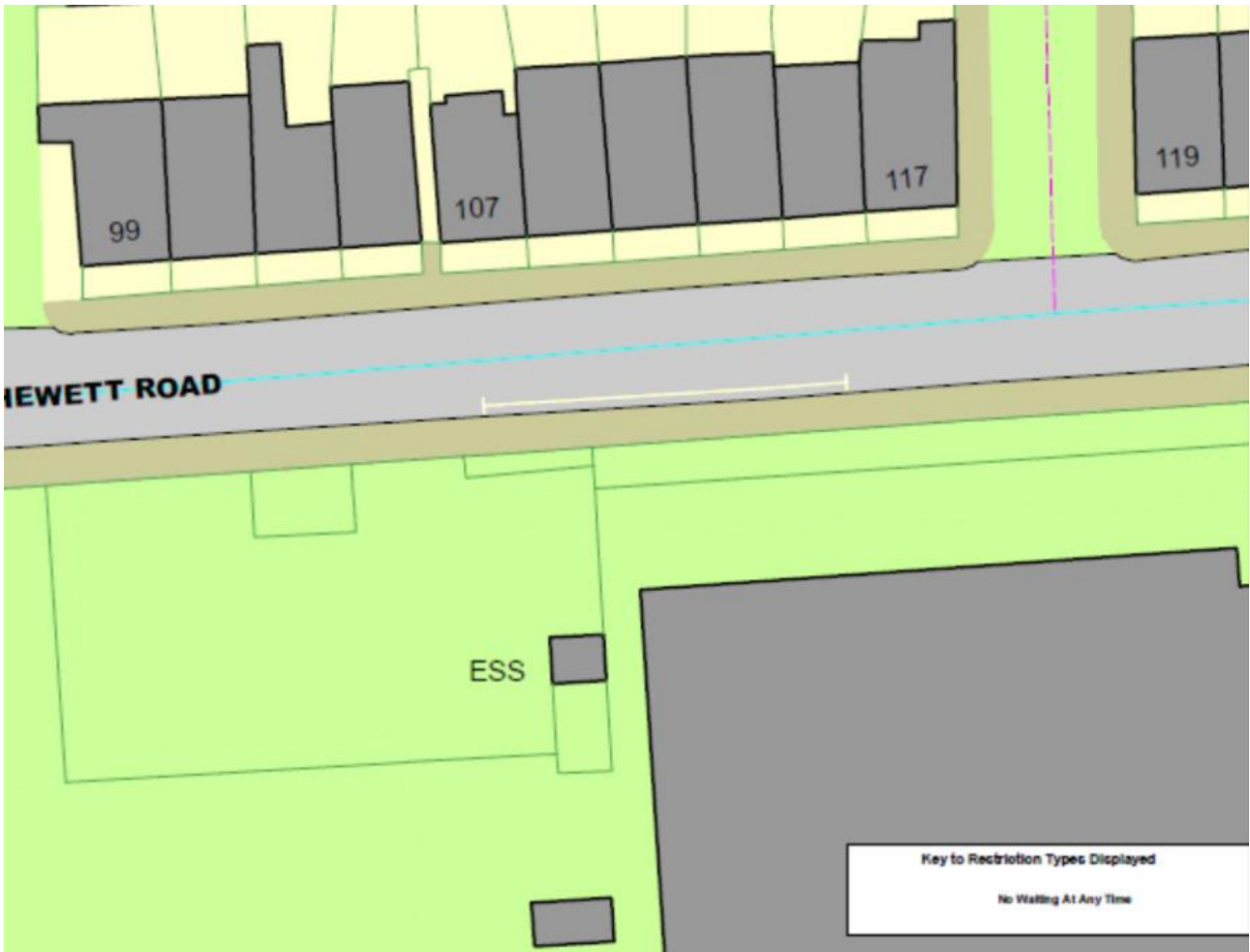
During term time staff at Mayfield and Cliffdale Schools park in any available spaces in the surrounding roads i.e St Swithuns Road, Domum Road, Battenburg Avenue, Kensington Road and Hewett Road. This makes it difficult for residents to park their vehicles anywhere near their homes. The south side of Hewett Road remains one of the few places where residents may be able to find a space.

I do not understand why this proposal is “no waiting at any time” and will not apply only when the school is open.

In my opinion, since Mayfield has expanded to become a school teaching 2-16 year old pupils there has been little thought about where the additional staff are going to park and further reducing availability of parking spaces will make matters worse.



## APPENDIX 3



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|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA587020169                  |
| <b>Date</b>      | 15/02/2024                   |



## Policy details

|                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 15/02/2024 10:36                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Service</b>                                                                 | Parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Title of policy, service, function</b>                                      | TRO Hewett Road - Waiting restrictions (Ref. P014/24)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Type of policy, service, function</b>                                       | Changed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | to facilitate mini bus access to and from Mayfield School                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Has any consultation been undertaken for this proposal?</b>                 | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>What were the outcomes of the consultations?</b>                            | During the consultation period, there were submitted two objections to the proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Has anything changed because of the consultation?</b>                       | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Please provide details</b>                                                  | <p>Given the objections received, officers reviewed the proposed restriction. It is considered that a "no waiting Monday to Friday 8am - 6pm" restriction in the same location would satisfy the vehicle access requirements of the school, whilst maximising the kerbside parking space overnight and at weekends, when demand is likely to be greatest.</p> <p>It is further considered that 25 metres of restriction is excessively long, and 15 metres would satisfy the access requirements whilst minimising the loss of on-street parking.</p> |
| <b>Did this inform your proposal?</b>                                          | yes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

|                               |                                                                                                                                  |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>Please provide details</b> | The objections have been reviewed, and the TRO officer has additionally proposed an alternative option to the existing proposal. |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------|

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

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Crime - Will it make our city safer?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Housing - will it provide good quality homes?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Health - will this help promote healthy, safe and independent living?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Income deprivation and poverty - will it consider income deprivation and reduce poverty?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Carbon emissions - will it reduce carbon emissions?**

|                                             |                                     |
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| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
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**Energy use - will it reduce energy use?**

|                                             |                                     |
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| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
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**Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?**

|                                             |                                     |
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| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
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**Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?**

|                                             |                                     |
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| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
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**Air quality - will it improve air quality?**

|                                             |                                     |
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| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
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**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | The proposed waiting restrictions outside the school aim to enhance access to and from the school for mini buses, thereby improving road safety for pedestrians and pupils. The suggested reduction in the length of the double yellow line is anticipated to have a mitigated impact on the number of vehicles parking along the street. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | resident's feedback, school staff feedback.                                                                                                                                                                                                                                                                                               |

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Culture and heritage - will it promote, protect and enhance our culture and heritage?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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## Social value

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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## Involvement

|                                                              |                    |
|--------------------------------------------------------------|--------------------|
| <b>Who was involved in the Integrated impact assessment?</b> | Aleksandra Malvern |
| <b>Name of the person completing this form</b>               | Aleksandra Malvern |
| <b>Date of completion</b>                                    | 2024-02-15         |

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# Agenda Item 11



Portsmouth  
CITY COUNCIL

|                               |                                                                        |
|-------------------------------|------------------------------------------------------------------------|
| <b>Title of meeting:</b>      | Cabinet Member for Transport decision meeting                          |
| <b>Date of meeting:</b>       | 20 March 2024                                                          |
| <b>Subject:</b>               | TRO PO23-24 Wadham Road - Disabled Persons Parking Place               |
| <b>Report by:</b>             | Felicity Tidbury, Assistant Director for Economy, Planning & Transport |
| <b>Report author:</b>         | Denise Bastow, Acting Parking Manager PCNs, Permits & Blue Badges      |
| <b>Cabinet Member:</b>        | Councillor Gerald Vernon-Jackson, Cabinet Member for Transport         |
| <b>Wards affected:</b>        | Nelson                                                                 |
| <b>Key decision:</b>          | No                                                                     |
| <b>Full Council decision:</b> | No                                                                     |

---

## 1. Purpose of report

- 1.1. To consider the public response to the proposed disabled bay in Wadham Road, Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO Reference PO23-24

Appendix B: Public views submitted

Appendix C: Integrated Impact Assessment

Appendix D: Map of proposed and existing disabled bays

## 2. Recommendations

**In relation to the proposal promoted under the TRO Ref PO23-24, it is recommended that the Cabinet Member for Transport:**

- 2.1 **Approves the implementation of a Disabled Person's Parking Bay in Wadham Road; and**
- 2.2 **Notes that the remainder of the TRO Ref PO23-24 came into operation as a Part A TRO on 18 March 2024. Therefore, any proposal approved following this report will be brought into operation as a Part B TRO Ref PO23-24.**



### 3. Background

3.1 Disabled parking bays are installed in residential areas to assist blue badge holders to park close to their homes and thereby reduce the distance they have to walk after parking their car. The bays are advertised following applications from individual blue badge holders. The TRO advertised the installation of 23 disabled parking bays and removal of 3 disabled parking bays at various locations across Portsmouth.

3.2 In order for a disabled parking bay to be considered, the applicant:

- has to hold a valid Blue Badge,
- have a vehicle registered to the address,
- must not have any usable off-street parking and;
- there should be pressure on parking in the area.

### 4. Consultation and notification

4.1 Statutory consultation and notification under TRO Ref PO23-24 took place between 30 January and 20 February 2024.

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 of this report), and any comments received are given due consideration. Appendix B contains the full text of the representation received in response to the proposal but has been anonymised.

4.3 The legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The proposal notice was also published on the Council's website and yellow copies were displayed at affected locations.

### 5. Consultation response

5.1 Two representations have been received relating to the disabled bay in Wadham Road. The full content of the objections (anonymised) are in Appendix B of this report.

### 6. Reasons for recommendations

6.1 **Wadham Road, Nelson:** An application for a disabled bay was received from a blue badge holder who lives in Wadham Road. There are currently 7 disabled bays in Wadham Road and an electric vehicle charging bay. Only one of the 7 disabled bays is in close proximity to the proposed installation of this disabled bay.



- 6.2** It is not possible to install a disabled bay directly outside the applicant's address, due to there being an electric vehicle (EV) charging bay immediately outside. There is a gap of 5 metres between the EV charging bay installed outside No 63 and a disabled bay installed outside No 59. As the gap required for this disabled bay is 5 metres, in order to maximise best use of the highway it has been proposed to install the disabled bay in that gap o/s No 61 - the map at Appendix D refers.
- 6.3** Two objections have been received by residents of Wadham Road, suggesting that the EV charging bay o/s No 63 is moved, which would allow the disabled bay to be placed outside where the blue badge holder lives. One of the objectors has also expressed concern that having a disabled bay outside their house would devalue their house, it would also stop them having a skip when carrying out renovations and would mean that they would not be able to ever park immediately outside of their house. Concerns were also raised that how parking is at a premium in Portsmouth, including in Wadham Road.
- 6.4** In response to the suggestion that the EV charging bay is moved, the Transport Planning Team have confirmed that the EV charging bay was installed at that location, based on the need for a charging point to serve resident(s) with electric vehicles and its proximity to the lamp column infrastructure to supply the power required. To move the EV charging bay and chargepoint, would also require the need to find an alternative suitable power supply location in the vicinity and a new TRO to be advertised, both of which would incur costs and the need for an EV charging bay has already been identified in that location. The on-street chargepoint located in Wadham Road has experienced a level of usage across 6 months of usage data, prior to the switch-off in November 2023, which supports the location of the site.
- 6.5** It has also been explained to the resident that no-one is guaranteed a parking space on the road outside their house. They could still have a skip for any building work, but not immediately outside their property and it would be located as close as possible. This situation is no different to a property that has double yellow lines immediately outside, as a skip would not be placed on double yellow lines, it would be located as close as possible.
- 6.6** The applicant will already be parking in Wadham Road and in practical terms there is no loss of actual parking space.

## **7. Integrated impact assessment**

- 7.1** An integrated impact assessment has been completed and is published alongside this report in appendix C.



**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 their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

**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** 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 objections received from the public and/or the statutory consultees during the consultation period.

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

**9.1** The costs of works to implement the disabled bays (including the TRO) will be met from the On-Street Parking budget.

.....  
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>                             | <b>Location</b>                                    |
|------------------------------------------------------|----------------------------------------------------|
| Provision and Use of Disabled Badges and Bays Report | PCC website - Executive meeting - 21 February 2006 |
|                                                      |                                                    |

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

.....  
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

## APPENDIX A - THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (DISABLED PERSONS PARKING PLACES) ORDER 2024

30 January 2024: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

### A) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)

|                                     |                                                 |
|-------------------------------------|-------------------------------------------------|
| Bredenbury Crescent (outside no.74) | Byerley Road (outside no.135)                   |
| Chichester Road (outside no. 49)    | Clegg Road (alongside no. 143<br>Highland Road) |
| Ebery Grove (outside no. 10)        | Fearon Road (outside no. 51)                    |
| Funtington Road (outside no. 38)    | Grafton Street (outside block 72-126)           |
| Kenyon Road (outside no. 8)         | Laburnum Grove (outside no. 304)                |
| Leominster Road (outside no. 26)    | Malta Road (outside no. 8)                      |
| Martin Road (outside no. 6)         | Oakwood Road (outside no 18)                    |
| Ophir Road (outside no.6)           | Queens Road (outside no. 288)                   |
| Ranelagh Road (outside no.45)       | Ranelagh Road (outside no.86)                   |
| Shelford Road (outside no.39)       | Shirley Avenue (outside no. 23)                 |
| Toronto Road (outside no.63)        | Wadham Road (outside no. 61)                    |
| Windsor Road (outside. 15)          |                                                 |

### B) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)

|                                                    |                              |
|----------------------------------------------------|------------------------------|
| Battenburg Avenue (outside no. 22)                 | Glencoe Road (outside no.29) |
| St Augustine Road (alongside<br>15a Highland Road) |                              |

Copies of the draft Order and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2024" at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk). Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to [TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) or by post to Traffic Regulation Orders, Parking Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **P023 - 24** within 21 days of the date of this Notice (i.e. by **20 February 2024**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Felicity Tidbury, Assistant Director of Regeneration (Transport)  
Portsmouth City Council

**Appendix B: Public Views**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Wadham Road</b><br/><b>Objection to proposed Disabled Bay</b></p> <p><b>Resident, Wadham Road</b><br/>A notice has been put up advising that a Disabled Bay is to be established outside 61 Wadham Road. Neither myself or my husband have applied for a Disabled bay outside our property, so this would appear to be a fraudulent application. We are the homeowners and object to a disabled bay outside our property.</p> <p>There is already an Electric Charging point outside number 63 and a Disabled Bay outside number 59, making parking near our property difficult. A disabled bay outside our house will make it impossible for us to ever park outside our own home. Not only will this be inconvenient but will also have a substantial negative effect on the value of our property, as any prospective buyer would reasonably expect to park outside their own home from time to time.</p> <p>No-one from the council or elsewhere has contacted us seeking permission to place a disabled bay sign on our wall and we do not consent to this. The wall was recently rebuilt and we are not willing to accept any damage caused by a sign being put up.</p> <p>I look forward to your prompt reply within the specified 20 days.</p> <p><i>Follow up comments:</i></p> <p>I do still object to the proposal for a disabled bay to be installed outside 61 wadham road.</p> <p>There is an electric charging point outside number 63 which has rarely worked since it was installed and it is still out of order now. I feel that it would a better solution to move that and let the blue badge holder have the disabled bay outside the flat she is renting. If a bay is installed outside number 61 as a home owner i am very worried about how this will affect the resale value of my home.</p> <p>It would mean a charging point outside 63 a disabled bay outside 61 and also 59. We are renovating our house how would i even have a skip to remove waste? I am going to take advice on the issues i have raised. I would be pleased to hear your thoughts on this.</p> |
| <p><b>Resident, Wadham Road</b><br/>To Whom It May Concern,<br/>We live at XX Wadham Road next to Mr and Mrs X XX Wadham Road. Where we understand, you are contemplating putting a Disabled-Bay! For the tenant of XX, as there is a Charging Point outside her flat her bay is to be put in front of 61 Wadham. Understandably XXXXX and XXXXX are not Happy with your decision You must be aware that parking is a premium in Portsmouth, and our road is no exception, it's been made ten times worse, as against the objections of the residents, there are is about 9</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

HMOs, along with numerous flats, from Gladys Ave end to London Road end, one of which was a five is now being turned in to a seven, despite of all our objections which fell on deaf ears, the objection notice was so high up the lamp post and making it very hard to read apart, added to the fact it was there for a couple of days! The planning department were informed, it was missing but nothing was done, obviously the plans had already been passed!!

A charging point can be put anywhere, round by the school in North End Ave, is not so convenient but a possibility. The neighbour that requested the point lives opposite and hardly practical, as Wadham is a one-way to charge his car he has to drag the cable either under or over his car.

We are lucky and have a disabled-bay,

We are both in our eighties, and my husband has asthma, knee and hip problems, which is why it was granted.

but it is outside our home!



|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA593688523                  |
| <b>Date</b>      | 08/03/2024                   |



## Policy details

|                                                                                |                                                                                                                                  |
|--------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 08/03/2024 09:31                                                                                                                 |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                                 |
| <b>Service</b>                                                                 | Parking Service                                                                                                                  |
| <b>Title of policy, service, function</b>                                      | TRO Ref PO23-24 Disabled Bays                                                                                                    |
| <b>Type of policy, service, function</b>                                       | Existing                                                                                                                         |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | Introduce disabled bays in residential roads for use by blue badge holders to assist them with parking closer to where they live |
| <b>Has any consultation been undertaken for this proposal?</b>                 | yes                                                                                                                              |
| <b>What were the outcomes of the consultations?</b>                            | One disabled bay was objected to                                                                                                 |
| <b>Has anything changed because of the consultation?</b>                       | no                                                                                                                               |
| <b>Did this inform your proposal?</b>                                          | no                                                                                                                               |

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

|                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</b></p> | <p>The installation of disabled bays will benefit those with disabilities and have a blue badge by helping them to park closer to where they live</p>                                                                                                                                                      |
| <p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>                                      | <p>Those with blue badges will be provided with a parking bay closer to where they live</p>                                                                                                                                                                                                                |
| <p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>                                                                    | <p>N/A</p>                                                                                                                                                                                                                                                                                                 |
| <p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>                                                         | <p>Advertised Traffic Regulation Order Ref PO23-24 for a 3 week public consultation period</p>                                                                                                                                                                                                             |
| <p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p>                                                            | <p>The need for disabled bays in residential roads are reviewed as an ongoing process, as applications for new bays and removal of no longer required bays are received on a regular basis. The Disabled Bay Officer reviews the applications with any queries referred to the Parking Office Manager.</p> |

**Crime - Will it make our city safer?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

## Housing - will it provide good quality homes?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

## Health - will this help promote healthy, safe and independent living?

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | This proposal will assist the more vulnerable in being able to go out in a vehicle, knowing that when they return they will be able to park closer to their home. Blue Badge holders who do not have off-street parking available to them, often find that they cannot park closer to their home and feel that they cannot go out as they are unable to walk the distance home from where they have to park. The installation of disabled bays for blue badge holders helps to improve their mental health/quality of life by giving them confidence to go out and about knowing they will be able to park close to home when they return |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Consider any feedback from blue badge holders or other residents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Income deprivation and poverty - will it consider income deprivation and reduce poverty?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

## Carbon emissions - will it reduce carbon emissions?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

## Energy use - will it reduce energy use?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

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

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Air quality - will it improve air quality?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Waste management - will it increase recycling and reduce the production of waste?**

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

**Culture and heritage - will it promote, protect and enhance our culture and heritage?**

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

**Social value**

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

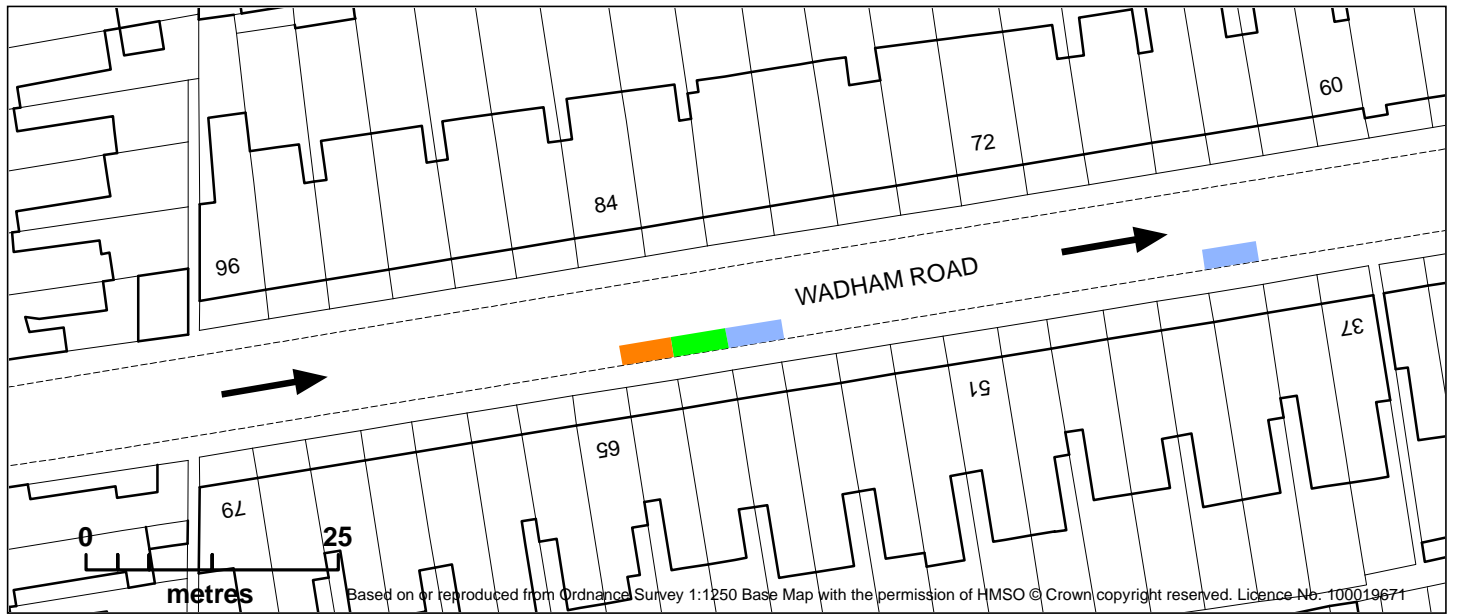
**Involvement**

|                                                       |                           |
|-------------------------------------------------------|---------------------------|
| Who was involved in the Integrated impact assessment? | Denise Bastow<br>Page 165 |
|-------------------------------------------------------|---------------------------|

|                                                |               |
|------------------------------------------------|---------------|
| <b>Name of the person completing this form</b> | Denise Bastow |
| <b>Date of completion</b>                      | 2024-03-08    |

# Proposed Disabled Parking Bays

- Proposed bay
- Existing bays (if any)
- EV Charging bay



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# Agenda Item 12



Portsmouth  
CITY COUNCIL

|                               |                                                                             |
|-------------------------------|-----------------------------------------------------------------------------|
| <b>Title of meeting:</b>      | Cabinet Member for Transport                                                |
| <b>Date of meeting:</b>       | 20 March 2024                                                               |
| <b>Subject:</b>               | Future Transport Zone – Portsmouth Micro Consolidation                      |
| <b>Report by:</b>             | Felicity Tidbury, Assistant Director Economy, Planning and Transport        |
| <b>Report Author:</b>         | Gareth James, Transport Strategy Team Leader                                |
| <b>Cabinet Member:</b>        | Councillor Gerald Vernon-Jackson, Cabinet Member for Transport              |
| <b>Wards affected:</b>        | Charles Dickens, St Thomas, Fratton, Milton, Baffins, and Central Southsea. |
| <b>Key decision:</b>          | No                                                                          |
| <b>Full Council decision:</b> | No                                                                          |

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## 1. Purpose of report

- 1.1. This report provides an update on the Solent Transport Future Transport Zone (FTZ) Portsmouth micro consolidation project. It outlines the approach to appointing an operator and next steps for final site selection.

## 2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1. **Delegates authority to the Assistant Director of Economy, Planning, and Transport, in consultation with the Assistant Director for Procurement, and the Cabinet Member for Transport and Opposition Spokespersons for Transport to, award and enter an operating agreement with the operator that the selection process outlined in this report, indicates will best meet the requirements of the FTZ micro consolidation project in Portsmouth.**
- 2.2. **Delegates authority to the Assistant Director of Economy, Planning, and Transport, in consultation with the Cabinet Member for Transport and Opposition Spokespersons for Transport, to select one site for the operator to run the micro-consolidation project from, subject to receiving planning consent, noting that the two potential sites, namely Cascades Shopping Centre and The Bridge Shopping Centre, were shortlisted following a rigorous site selection process as detailed in this report.**

### 3. Background

- 3.1. In March 2020, Solent Transport was awarded £28.8m of funding from the Department for Transport (DfT) FTZ programme to implement a programme of trials of innovative approaches to transport across the Solent area. The FTZ programme and its funding is due to conclude on 31 June 2025.
- 3.2. Theme 2 of the FTZ programme consists of innovative approaches to urban logistics, aiming to move goods more sustainably through urban areas, reducing transport and its wider impacts. Implementation of a micro consolidation hub trial in Portsmouth, is one of the FTZ theme 2 funded projects.
- 3.3. Parcel logistics models commonly in practice involve deliveries being completed directly from a depot or sub-depot to final delivery address undertaken by vehicles with petrol or diesel engines. Micro consolidation hubs are facilities where deliveries from depots can be dropped off, sorted and then transferred onto a lower emission vehicle such as a cargo bicycle, or electric vehicle for onward delivery to its final destination.
- 3.4. Micro consolidation hubs have the benefit of reducing the number of delivery vehicles in the city and compared to using traditional combustion powered vehicles will contribute to improved air quality and reduced congestion. The use of cargo bicycles is also beneficial as they occupy less space on the road in transit and when parked, navigating urban areas more easily by accessing cycle lanes and narrow streets and reducing demand on parking spaces. This leads to more efficient deliveries particularly at peak times.

#### Policy Context

- 3.5. Policy O of Portsmouth Transport Strategy outlines measures to deliver micro and macro freight-consolidation measures, supporting businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile delivery. The policy goes on to state that micro consolidation must be based close to specific locations with high demand for deliveries and could see the use of e-cargo bikes for last mile deliveries. The proposed location for the micro-consolidation units are within high density areas and town centre locations, aligning with the conditions outlined in Policy O.
- 3.6. The proposal would reduce the number of vehicles required, particularly larger more polluting vehicles, in line with Policy PCS17 Transport of the Local Plan, which highlights the need to provide a sustainable and integrated transport network.
- 3.7. The key driver of the micro-consolidation project is to promote the use of more sustainable modes of transport to deliver parcels in high density areas such as Portsmouth City Centre and Fratton District Centre. Due to the density of the surrounding area, deliveries would be undertaken via cargo bikes, with the hub to be serviced by one electric delivery van up to three times a day, or a single larger

vehicle to bring in a single delivery each day. This will help reduce the number of motorised vehicles in the city in line with transport policy in the Local Plan.

- 3.8. A new Portsmouth Local Plan is currently being developed, which will seek to deliver the Imagine Portsmouth 2040 Vision. Regarding one of the proposed sites detailed below, The Bridge Shopping Centre, it should be noted that the emerging Local Plan addresses Fratton District Centre strategies in Policy E5. If adopted, this would support the case to convert the specified unit, as it “encourages the use of vacant units and/or the redevelopment underutilised blocks”. The same policy of the draft Local Plan also states that “Proposals could seek to develop upon the existing key features of the area, for instance: ... Regeneration opportunities for identified vacant or underutilised development plots, such as The Bridge Centre.”
- 3.9. Whilst the draft Portsmouth Local Plan 2038 (Regulation 18) has not yet been adopted, it should be noted that it contains an aspiration for freight consolidation centres within Portsmouth in Policy C3. It states that “freight consolidation centres will help to reduce the number of large delivery vehicles requiring access into the city by transferring freight onto small electric bikes and vans,” and outlines the council’s objective to “deliver freight consolidation centres that reduce the number of large vehicles on ... streets, while reducing costs for businesses.”
- 3.10. The National Planning Policy Framework (NPPF, 2023) sets out the Government’s planning policies for England and how these should be applied. The NPPF is a material consideration in planning decisions, and at its heart is the presumption in favour of sustainable development.
- 3.11. The proposal supports Objective 4 of the Portsmouth Air Quality Strategy 2017-2027, aiming to develop and implement measures to reduce traffic and congestion-related emissions, addressing road network flow and functionality in the plan period.
- 3.12. The benefits of consolidation centres are also recognised by the council in the Air Quality Local Plan 2019. Section 8.4.3 outlines the value for money case for a Sustainable Distribution Centre (SDC), citing the reduction of commercial vehicles in central Portsmouth which leads to reduced congestion, improved travel time, reduced emissions, noise and accidents. The plan also identifies the potential to further reduce emissions through transferring delivery into cleaner vehicles in “last mile” journeys in the same section, closely aligning with the principle of the micro-consolidation facility.
- 3.13. While the Cascades site is located inside the Clean Air Zone and the Bridge Shopping Centre is located outside it, operators will be required to ensure all their vehicles are compliant with the council’s Clean Air Zone standards regardless of the site selected.

#### 4. Portsmouth micro-consolidation hub

- 4.1. This project will trial a micro consolidation hub in Portsmouth. The trial will act as a demonstration for how the concept can be scaled up in the city and across the Solent area while also informing national policy on urban freight.
- 4.2. The trial will be delivered in partnership with a logistics business who will be responsible for management and operation of the hub for the duration of the trial (“the operator”). Solent Transport are providing project management supported by relevant officers at Portsmouth City Council. Solent Transport’s research partners at the University of Portsmouth (UoP) are supporting with hub site selection and monitoring and evaluation.
- 4.3. FTZ funding is available to support the trial until May 2025. This will be used to identify a site, undertake works, acquire the necessary approvals to facilitate micro consolidation operations and support monitoring of the trial. Funding could also be utilised by the operator to subsidise operations for the trial period.

#### Site Selection

- 4.4. **Longlist:** The trial is dependent on finding a suitable location to host the micro consolidation hub in Portsmouth. UoP initially created a longlist of over 50 potential sites following a desk-based exercise which aimed to present sites that offered a wide distribution across the city, a mix of use classes, variety in building type and proximity to housing and industry.
- 4.5. **Longlist Sifting:** This longlist was then reviewed by council officers, Solent Transport and academics in a series of workshops and visits to rule out any that were practically unviable or introduce any new sites. This created a shortlist of 13 sites. The shortlisted sites were then reviewed against a set of agreed criteria to assess how each site would objectively ‘score’ when purely based on the criteria. The criteria, and sub criteria, are as follows:

| Criteria                     | Sub criteria                                                                                                                                               |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Availability                 | Likely short-term availability (3-12 months), Likely medium-term availability (12-24 months), the ability for a site to expand should need/demand increase |
| Social/environmental impacts | Social impacts<br>Environmental Impacts                                                                                                                    |
| Parking Spaces               | Parking spaces (capacity), Parking spaces (Peak utilisation)                                                                                               |
| External Access              | Existing site access, Height barrier and Step free access for vehicles? (site access)                                                                      |
| Highway Capacity             | Surrounding road network congestion, surrounding cycle infrastructure                                                                                      |
| Payment/Hours                | Payment System, Opening Hours                                                                                                                              |
| Internal operations          | Any working or storage space?<br>Traffic Regulation Orders on local highway access?                                                                        |

|            |                                                                                                                                 |
|------------|---------------------------------------------------------------------------------------------------------------------------------|
|            | Internal turning circles<br>Step free access for bikes/people?                                                                  |
| Utilities  | Lighting/power supply, Water & Electricity supply, toilets and staff welfare facilities                                         |
| Security   | Security features (e.g. CCTV, gates, fencing, Security (building) doors, windows, secure cycle storage, access for other users) |
| Visibility | Visibility to public (for marketing/awareness)                                                                                  |
| Density    | Density of/proximity to delivery destination locations, proximity to industry/ suppliers                                        |

- 4.6. **Shortlist:** The two available locations that scored highest against the criteria are Cascades Shopping Centre and The Bridge Shopping Centre, so they were taken forwards for further scoping. Another site at Hilsea Industrial Estate scored negligibly more than The Bridge Shopping Centre as shown below, but a tenant was secured for it late last year and it was thus removed from further consideration.

| Locations                                      | Grouped & Weighted Score |
|------------------------------------------------|--------------------------|
| Best Example                                   | 10.0                     |
| Cascades 1st Floor (accessed from rear of NCP) | 8.7                      |
| Unit 20 Hilsea Industrial Estate               | 8.0                      |
| Bridge Centre Fratton Road                     | 7.9                      |

- 4.7. Planning permission will likely be needed at both shortlisted locations, and the council commissioned planning consultants at AtkinsRéalis to prepare site appraisal reports and steer the project through the planning process.

### Operator Selection

- 4.8. The mechanism for entering an agreement with a preferred operator has not yet been decided upon. The options being considered include letting the operator arrangement based on a clearly defined, closely managed grant agreement or via a service concession contract. The former grant option may be simpler to implement but would not provide the level of security of the concession contract option.
- 4.9. This mechanism will be informed by the market testing phase of operator selection. However, as the value of the arrangement falls below the current Public Concessions Regulations (2016) threshold of £5,372,609 (inclusive of VAT), and allocation of grants are generally not subject to the procurement regulations, the competitive process run to select an operator will follow the general approach set out below.

- 4.10. **Market Testing:** Initially the project team will contact logistics businesses that may have an interest in working with Solent Transport and the council on trial delivery, asking for their expression of interest in the project. This will be targeted to organisations with experience and a track record of delivering schemes with a similar model in the UK. Following expression of interest, the operators will be invited to a briefing with Solent Transport, PCC officers, and other project partners where feedback and input will be invited.
- 4.11. **Specification:** Using the information acquired during the industry market testing phase to refine scope including, but not limited to, the site works, planning documentation, contracting model (grant or concession) and subsidy approach. This will feed into a final specification that will outline objectives of the trial, requirements for operations and constraints.
- 4.12. **Appoint Operator:** Responses to the specification will be reviewed and the operator that best meets the requirements of the trial will enter an agreement with the council to deliver the trial. As noted, the specific mechanism for this agreement remains to be confirmed but will be confirmed in consultation with the council's legal and procurement teams, and other officers where appropriate.

Trial Mobilisation

- 4.13. An outline schedule for trial mobilisation is as follows:

| <b>Milestone</b>                  | <b>Date</b>       |
|-----------------------------------|-------------------|
| Shortlisting of site              | Complete          |
| Confirm hub design                | Feb to March 2024 |
| Market testing                    | Feb to March 2024 |
| Final site selection              | March 2024        |
| Operator selection                | March to May 2024 |
| Site fit out                      | March to May 2024 |
| Planning decision                 | May 2024          |
| FTZ Trial Launch                  | June 2024         |
| FTZ Trial Ends                    | May 2025          |
| Potential to operate commercially | May 2025 onwards  |

- 4.14. In addition to the existing project team, it was recognised that industry expertise is required to align site scoping with the future operator needs. To support this, the council commissioned Decarbon Logistics Solutions (DLS), who have worked with local authority partners to deliver similar schemes in London and across the UK.
- 4.15. DLS will also be supporting trial mobilisation. They will advise on the final hub design, contractor requirements, document requirements (e.g. RAMS, SOPs, method statements) and manage the handover to the appointed hub operator.

## Monitoring and Evaluation

- 4.16. A critical component of the trial will be monitoring and evaluation (M&E). Data on its performance and process related lessons will be captured which will inform local and national policy on micro consolidation hubs. This work will be delivered by UoP with oversight from the FTZ's M&E consultant's TRL.
- 4.17. The UoP's methodology allows comparisons to be made on the impact of applying different delivery models, such as diesel vans, electric vans or cargo bicycles delivering from depots direct to delivery addresses, or via a consolidation hub.
- 4.18. The methodology is based on the following steps:
- Step 1: Establish key performance indicator (KPI) costs per parcel and per mile including economic, social and environmental costs, for all delivery vehicle types, relevant to the Solent area context.
  - Step 2: Apply mathematical and simulation modelling for scenarios of delivering to the micro-consolidation hubs to all customers.
  - Step 3: Apply the baseline KPI cost figures to the modelled number of parcels and distance travelled in the different scenarios to confirm the economic, social and environmental impact.
  - Step 4: Determine the impact of the trials on the business-as-usual freight footprint on the local road network.
- 4.19. The methodology has been refined using a sample set of data provided by a commercial operator in Portsmouth, including refinement to the metrics required to calculate the KPIs.
- 4.20. During implementation of the trial, the trial will require the operator provide data that covers the required KPI metrics, including but not limited to costs (e.g. equipment costs, resource costs, overheads) and operational (number of customers, deliveries, vehicles used, journey data).

## **5. Reasons for recommendations**

- 5.1. The micro consolidation project is an important part of Theme 2 (Urban Logistics) Solent FTZ programme and is well-aligned with the council's transport and planning policies, as it would help promote the use of more sustainable modes of transport to deliver parcels in high density areas, reducing the negative impact of freight journeys.
- 5.2. Both potential sites, Cascades Shopping Centre and The Bridge Shopping Centre, were shortlisted following a rigorous site selection process that indicates they would be well-suited to accommodating a micro consolidation hub, subject to planning consent being received and consideration of any conditions that might be imposed.

- 5.3. The selection of an operator for the chosen site is being well-informed by market testing of experienced organisations and support from a consultancy with specialist expertise in this emerging sector, as well as the council's procurement department.
- 5.4. The project is fully funded through the Solent Transport FTZ programme and can be delivered and evaluated before the FTZ programme ends in June 2025.
- 5.5. The council is working with Solent Transport to understand how some projects within the FTZ programme might continue beyond June 2025 and be incorporated into "business as usual" for the council, noting any resource implications. The highly innovative nature of micro consolidation makes it hard to predict its potential to become self-sustaining, but options to achieve this will be explored and any ensuing recommendations will be brought to a future Cabinet Member for Transport meeting.

## **6. Integrated impact assessment**

- 6.1. An integrated impact assessment has been completed for this project and is included with this report as Appendix A.

## **7. Legal implications**

- 7.1. Legal Services will advise and assist in connection with the selection and implementation of an appropriate mechanism for appointing an operator to deliver the trial.
- 7.2. As stated in the body of the report, the above will comprise a service concession contract or grant agreement, and a form of licence permitting the operator to occupy council owned land for the purposes and duration of the trial is also likely to be required.

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

- 8.1. Project costs associated with the development and running of the Portsmouth micro consolidation trial will be met by Solent Transport, in accordance with funding allocated as part of the Future Transport Zone programme.
- 8.2. FTZ Funding is available to support the trial until May 2025. This will be used to identify a site, undertake works, acquire the necessary approvals to facilitate micro consolidation operations and support monitoring of the trial. Funding could also be utilised by the operator to subsidise operations for the trial period.

.....  
Signed by:



**Appendices:**

Appendix A: 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:

| <b>Title of document</b>                                                                                            | <b>Location</b>                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Solent Future Transport Zone Update Report, 29 <sup>th</sup> February 2024 Transport Committee Meeting              | <a href="https://democracy.portsmouth.gov.uk/documents/s50687/FTZ%20update%202024Feb.pdf">https://democracy.portsmouth.gov.uk/documents/s50687/FTZ%20update%202024Feb.pdf</a>                                                                                             |
| Solent Future Transport Zone Bid Report, 29 <sup>th</sup> October 2020 Traffic and Transportation Committee Meeting | <a href="https://democracy.portsmouth.gov.uk/documents/s28558/TT%2029%20Oct%2020%20-%20Solent%20Future%20Transport%20Zone%20report.pdf">https://democracy.portsmouth.gov.uk/documents/s28558/TT%2029%20Oct%2020%20-%20Solent%20Future%20Transport%20Zone%20report.pdf</a> |
| Portsmouth Transport Strategy (Local Transport Plan 4)                                                              | <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>                                                     |
| Portsmouth Local Plan (current Local Plan, and draft new Local Plan)                                                | <a href="https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan/">https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan/</a>                                               |
| Portsmouth Air Quality Strategy, 2017 - 2027                                                                        | <a href="https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/env-air-quality-strategy.pdf">https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/env-air-quality-strategy.pdf</a>                                                                                 |
| Portsmouth Air Quality Local Plan 2019                                                                              | <a href="https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/air-quality-local-plan-2019.pdf">https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/air-quality-local-plan-2019.pdf</a>                                                                           |

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

.....  
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

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|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA593766375                  |
| <b>Date</b>      | 08/03/2024                   |



## Policy details

|                                                                                |                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 08/03/2024 18:26                                                                                                                                                                                                                                                                                                                                                                |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                                                                                                                                                                                                                                                                                                |
| <b>Service</b>                                                                 | Transport                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Title of policy, service, function</b>                                      | Future Transport Zone (FTZ) – Portsmouth Micro Consolidation                                                                                                                                                                                                                                                                                                                    |
| <b>Type of policy, service, function</b>                                       | New                                                                                                                                                                                                                                                                                                                                                                             |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | The project will trial a micro consolidation logistics hub in Portsmouth so the last mile of deliveries can be completed by cargo bikes rather than vans, reducing traffic congestion and emissions. The trial will act as a demonstration for how the concept might be scaled up in the city and across the Solent area while also informing national policy on urban freight. |
| <b>Has any consultation been undertaken for this proposal?</b>                 | no                                                                                                                                                                                                                                                                                                                                                                              |

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

|                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</b></p> | <p>The project will universally benefit residents through reduced emissions and better air quality by using cargo bikes for "last mile" deliveries and thus reducing the number of vans on the road.</p> <p>The reduced speed of cargo bikes compared to vans would be expected to promote road safety for vulnerable road users such as children and the elderly, as lower speeds reduce both the likelihood of collisions and the severity of the outcome when collisions occur.</p> <p>The project is expected to reduce traffic congestion and demand on parking space, which can help those who need to drive such as those with certain disabilities.</p> <p>More cargo bike use will strengthen the case for investment in segregated cycling infrastructure, which research shows is especially important to female cyclists. The size of cargo bikes is similar to the adapted cycles used by some people with disabilities, so this would also help ensure the design of cycling infrastructure is suitable for their needs.</p> |
| <p><b>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</b></p>                                      | <p>No.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</b></p>                                                                    | <p>N/A</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</b></p>                                                         | <p>We have not carried out a public consultation, but statutory consultation will be carried out as required to obtain the necessary planning consent for the micro consolidation site (conversion of a vacant retail unit).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

|                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</b></p> | <p>A critical component of the trial will be monitoring and evaluation (M&amp;E). Data on its performance and process related lessons will be captured which will inform local and national policy on micro consolidation hubs. This work will be delivered by the University of Portsmouth with oversight from Solent Transport's M&amp;E consultant TRL. Towards the end of the 12-month trial, a report will be jointly prepared by Solent Transport and council officers to take to a Transport Committee meeting.</p> |
|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### **Crime - Will it make our city safer?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

### **Housing - will it provide good quality homes?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
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### **Health - will this help promote healthy, safe and independent living?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Reducing emissions will benefit the physical health of local residents, due to the negative impact of poor air quality, particularly on children while their lungs are still developing.</p> <p>After 9 months of operations, a similar trial at Pimlico in London saw emissions reductions of 15,141g of NOx, and 303g of PM2.5 when comparing the e-cargo bikes to van deliveries.</p> <p>Carrying out deliveries by cargo bike should also improve the physical health of employees, and potentially mental health too (<a href="https://www.britishcycling.org.uk/about/article/5-ways-cycling-can-help-improve-your-mental-health">https://www.britishcycling.org.uk/about/article/5-ways-cycling-can-help-improve-your-mental-health</a>).</p> |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | The detailed methodology is still under development, but It will be possible to measure a reduction in the number of van journeys made during the trial and thereby estimate the physical health benefits if the trial were to be continued or expanded. |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Income deprivation and poverty - will it consider income deprivation and reduce poverty?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Carbon emissions - will it reduce carbon emissions?**

|                                                                                                                          |                                                                                                                                                                                                                                                            |
|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | After 9 months of operations, a similar trial at Pimlico in London saw emissions reductions of 4,186 kg of CO2 when comparing the e-cargo bikes to van deliveries.                                                                                         |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | The detailed methodology is still under development, but It will be possible to measure a reduction in the number of van journeys made during the trial and thereby estimate the carbon emission reductions if the trial were to be continued or expanded. |

**Energy use - will it reduce energy use?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?**

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|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?**

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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**Air quality - will it improve air quality?**

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| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The trial will improve air quality by carrying out "last mile" deliveries by cargo bikes instead of vans.</p> <p>After 9 months of operations, a similar trial at Pimlico in London saw emissions reductions of 15,141g of NOx, and 303g of PM2.5 when comparing the e-cargo bikes to van deliveries (even if the deliveries were carried out by electric van, there would still be significant PM2.5 emissions due to emissions from non-exhaust sources, such as tyres and brakes).</p> <p>Portsmouth was identified by central government as having air pollution levels over legal limits, and implemented a Clean Air Zone (CAZ) in part of the city that charges category B vehicles (HGVs, buses, coaches, taxis and private hire vehicles) that do not meet Euro 6 emission standards for diesel or Euro 4 emission standards for a petrol. To maximise the positive impact on local air quality of the micro consolidation trial, operators will be required to ensure their vehicles that deliver goods into the hub are compliant with CAZ standards, even if the site selected is not within the CAZ area.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>The detailed methodology is still under development, but It will be possible to measure a reduction in the number of van journeys made during the trial and thereby estimate the potential air quality improvement if the trial were to be continued or expanded.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>As mentioned in the EIA, the reduced speed of cargo bikes compared to vans would be expected to promote road safety for vulnerable road users such as children and the elderly, as lower speeds reduce both the likelihood of collisions and the severity of the outcome when collisions occur. To maximise this positive impact, the selected operator will be required to ensure that only suitably-qualified and well-trained staff are used to carry out cargo bike deliveries, riding considerately and in full compliance with the relevant traffic and safety regulations. Pavement riding will not be tolerated, for example, as this would have a negative impact on pedestrians.</p> <p>The project is expected to reduce traffic congestion and demand on parking space, which can help those who need to drive such as those with certain disabilities.</p> <p>More cargo bike use will strengthen the case for investment in segregated cycling infrastructure, which research shows is especially important to female cyclists. The size of cargo bikes is similar to the adapted cycles used by some people with disabilities, so this would also help ensure the design of cycling infrastructure is suitable for their needs.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>The detailed methodology is still under development, but It will be possible to measure a reduction in the number of van journeys made during the trial to better understand the positive impacts mentioned above, while any accidents or reported near misses will be robustly investigated with the operator.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Culture and heritage - will it promote, protect and enhance our culture**



## and heritage?

|                                                    |                                     |
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| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
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## Employment and opportunities - will it promote the development of a skilled workforce?

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | As noted in a recent whitepaper, Vans in the City ( <a href="https://bit.ly/4bKcJzT">https://bit.ly/4bKcJzT</a> ), "logistics companies are... employing smaller, lighter vehicles to play much bigger roles in the last mile, particularly in busy cities, where they can offer operational advantages." By being at the leading edge of this transition in the UK, Portsmouth will be better-equipped to ensure those who wish to work in the logistics sector are suitably-qualified to take advantage of the growing number of opportunities that micro consolidation sites are likely to bring. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Council officers and Solent Transport will evaluate the jobs that are created or reoriented by the micro consolidation trial, including pay and conditions (including safety), training offered, opportunities for career development, and workforce diversity.                                                                                                                                                                                                                                                                                                                                      |

## Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>Both sites under consideration are vacant retail units. The Cascades Shopping Centre unit is 134 sqm and is currently vacant with no history of a previous occupant. The Bridge Shopping Centre unit is 164 sqm and has been vacant for between one and two years.</p> <p>Regarding the Cascades Shopping Centre unit, the fact that it has been vacant since the opening of the wider shopping centre demonstrates a lack of demand by a retail occupier. The incorporation of a micro-consolidation facility in this location would not therefore impede the principal role of the centre as a shopping destination and would bring the unit into productive use.</p> <p>Regarding the Bridge Shopping Centre unit, the council's emerging Local Plan addresses Fratton District Centre strategies. It encourages the use of vacant units and specifically cites The Bridge Centre as a regeneration opportunity for identified vacant or underutilised development plots.</p> <p>On a more general level, there is strong evidence that congestion has a negative impact on cities' economic growth, so a micro consolidation project should make a positive contribution by removing van trips from the roads. This contribution would not be expected to be significant at the outset due to the relatively small scale of the trial, but if successful, it could be scaled up in future years.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Solent Transport and council officers will work with the trial operator and the management of the selected site to understand how the micro consolidation hub complements local economic activity, how any unforeseen negative impacts can best be mitigated, and whether there are any opportunities that can be exploited such as partnerships with neighbouring businesses to improve efficiency. The number of van trips removed will also be measured to evaluate the project's potential to reduce congestion and thereby facilitate economic growth.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

**Social value**

|                                                                                                     |                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please explain how your policy, service, function, project or strategy delivers Social Value</b> | As detailed in previous sections of this IIA, a micro consolidation hub in the city has the potential to put a vacant unit to productive use in a manner that can bring benefits to local people, especially by contributing to improved local air quality. |
|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## Involvement

|                                                              |                                                              |
|--------------------------------------------------------------|--------------------------------------------------------------|
| <b>Who was involved in the Integrated impact assessment?</b> | Barry Ward (Solent Transport)<br>Guy Barnett<br>Gareth James |
| <b>Name of the person completing this form</b>               | Gareth James                                                 |
| <b>Date of completion</b>                                    | 2024-03-08                                                   |

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# Agenda Item 13



|                               |                                                                           |
|-------------------------------|---------------------------------------------------------------------------|
| <b>Title of meeting:</b>      | Cabinet Member for Transport Decision Meeting                             |
| <b>Date of meeting:</b>       | 20 <sup>th</sup> March 2024                                               |
| <b>Subject:</b>               | Portsmouth Park & Ride contract re-tender                                 |
| <b>Report by:</b>             | Felicity Tidbury - Assistant Director for Economy, Planning and Transport |
| <b>Report author:</b>         | Paul Walker - National Bus Strategy Delivery Manager                      |
| <b>Cabinet Member:</b>        | Councillor Gerald Vernon-Jackson, Cabinet Member for Transport            |
| <b>Wards affected:</b>        | Charles Dickens, Nelson and St Thomas                                     |
| <b>Key decision:</b>          | No                                                                        |
| <b>Full Council decision:</b> | No                                                                        |

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## 1. Purpose of report

- 1.1. This report outlines the procurement strategy for re-tendering the Portsmouth Park & Ride service beyond September 2024.

## 2. Recommendations

**It is recommended that the Cabinet Member for Transport:**

- 2.1. **Approves the implementation of the procurement strategy to re-tender the contract by the Transport Service, with support from Procurement, Finance, and Legal Services; and**
- 2.2. **Agrees, in respect of the current service, an interim payment in agreement with the existing contractor for provision of the service from April 2024 until commencement of the new contract.**

## 3. Background

- 3.1. Portsmouth's Park & Ride service commenced operation on 5 April 2014 and currently has 665 car parking spaces. It provides a frequent, reliable, high-quality bus link between the Portsmouth Park & Ride site adjacent to the M275 at Tipner and the city centre, with stops for Portsmouth International Port; Charles Dickens



birthplace; the city centre; Nelson Gate; and The Hard Interchange for the Historic Dockyard and Gunwharf Quays.

- 3.2. Nearly half of all traffic entering the city passes the Park & Ride on the M275. The provision of park & ride supports mode shift from the private car to sustainable modes of transport, directly supporting the objectives in the adopted Portsmouth Transport Strategy (LTP4), particularly the "deliver cleaner air" objective - through helping to reduce vehicle traffic volumes through the Portsmouth Clean Air Zone in the city centre; and also the objective to "support business and protect our assets" - the Park & Ride plays an important role in enabling sustainable growth and regeneration in the city by intercepting traffic before it reaches the city centre, helping to ensure that growing numbers of visitors can get into the city quickly and conveniently whilst minimising delays and congestion.
- 3.3. Policy D of the Portsmouth Transport Strategy (Expand the Portsmouth Park & Ride to create a transport hub, to reduce congestion and pollution in the city and increase travel choices) outlines the strategic benefits of Park & Ride - the provision of Park & Ride service plays a significant role in addressing the issues of traffic congestion, air quality and carbon emissions in the city. By having a high quality, reliable service at an affordable cost, it encourages drivers to switch to a sustainable mode of transport for the final leg of their journey into the city, minimising emissions in sensitive areas and thereby also directly supporting Policy A of the Transport Strategy (implement a government-directed Clean Air Zone).
- 3.4. The forthcoming parking strategy is expected to reaffirm the importance of, and the long-term strategy for increasing use of and developing Park & Ride.
- 3.5. The service operates with passengers parking for free and paying for the bus journey via paper ticket or smart card. Concessionary passes have not been valid for the service during its period of operation. The current return fare is £4 a day for up to five people in a car. Apart from this, passengers may purchase a smart card online or via the ticketing machine inside the terminal to enjoy a discount as low as £1.70 per day.
- 3.6. The current service (PR1) operates with a daily frequency of every 15 minutes between 7:00 and 19:15 on weekdays, with later starts at the weekends and earlier finish on Sundays.
- 3.7. The service has been operated by First Hampshire & Dorset since 2014 with variations on frequency, stopping arrangements and for local events as requested by the city council to meet passenger demand. This contract has been provided using high quality branded double decker buses. The contract for the park & ride service has run past its maximum term of 5 years plus 3 years extension and is now extended until March 2024 through an approved waiver.
- 3.8. Approval was granted by the Cabinet Member for Traffic & Transportation at the meeting on 16 February 2023 to extend the current supported Portsmouth Park &

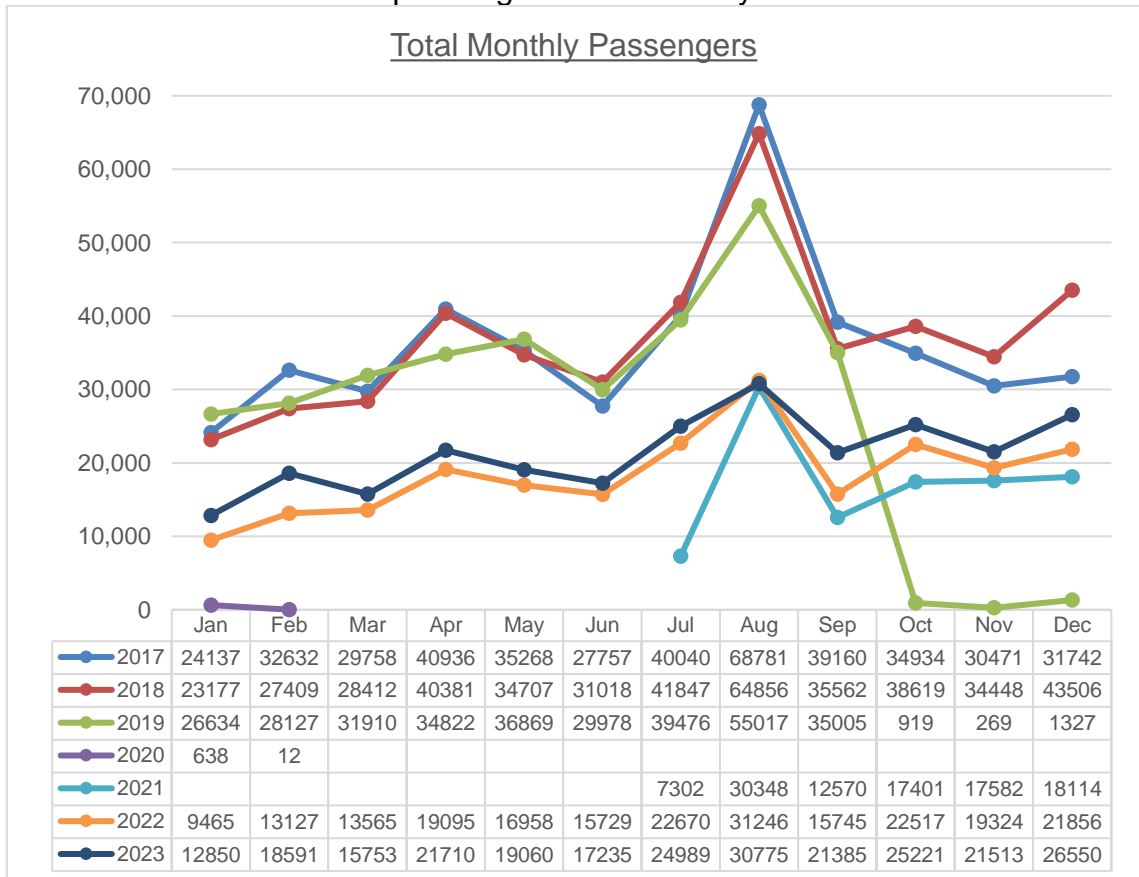
Ride contract up to October 2024 with delegated authority to the Assistant Director - Transport in consultation with the Cabinet Member for Traffic and Transportation and opposition spokespeople to negotiate with the current contractor with regard to increase to the current contract price.

- 3.9. Following the approval by the Cabinet Member for Traffic & Transportation on 16 February 2023, officers have been undertaking a performance review as well as research and engagement with other local authorities to understand their approach to Park & Ride services as well as soft marketing testing with regional bus operators to explore various options to ensure any new contract will be value for money.

**4. Procurement Strategy**

**Performance Review**

- 4.1. The demand has changed over the contract period, the graph below provides an indication of the number of passengers from January 2017 to December 2023.



- 4.2. The usage was stable before the pandemic and reached its peak in 2018. However, the pandemic meant the Park & Ride service stopped from 25 March 2020 until 19 July 2021. Therefore, no usage was recorded during the period.



- 4.3. The service has been operated under a deficit since opening, contributed mainly due to the change in working practices since the pandemic in recent years. After its reopening in July 2021, the usage has been increasing though it has not reached pre-pandemic levels. However, the operating cost is rising at a higher rate than the income, resulting in an increase in deficit. Increased costs have been attributed to the rise in rates of pay for the contractor as well as increased insurance, fuel and other operational costs similar to elsewhere in the economy. Further details of the financial performance are provided in **Exempt Appendix A** due to confidentiality of the information.

#### **Best Practice Review**

- 4.4. To understand the operation and management details of other Park & Ride services in other cities, the team has engaged with several local authorities. This allowed the team to learn from the best practices and different operation models in other areas as well as understand the opportunities available to improve the Park & Ride service in Portsmouth. The findings also assisted the formulation of Lot and Sub-lot options in the tender. This has included Park & Ride services that “stand-alone” in terms of operation and which link existing bus services to Park & Ride sites which impact on cost, journey time and quality of provision.

#### **Soft Market Testing**

- 4.5. A soft market testing process has been undertaken with selected operators which include the incumbent operator and others that are operating within or near to the Solent area.
- 4.6. Key considerations put forward by the operators were:
- An electric vehicle option should allow for launch of the electric fleet within the 1<sup>st</sup> year of operations rather than from commencement due to acquisition lead times;
  - An electric vehicle option should be on the basis of a longer 7 or 8 year base term to be financially viable;
  - An electric vehicle option will require on-site charging points to be available to operators;
  - Options which incorporate re-directed commercial services may provide some financial benefits but will likely impact upon reliability, capacity, vehicles used and livery, etc.;
  - A reduced 20-minute frequency dedicated service would save on some aspects of operation - fuel for instance - but would still require the same number of vehicles;
  - An increased 10-minute frequency dedicated service would likely require an additional vehicle and would therefore add significantly to costs;
  - Operators indicated that they may require the council to build annual Consumer Price Index (CPI) increases into the contract pricing model as



opposed to any increases being solely at the discretion of the council, this may be a red line for operators;

- Having the Park & Ride as a registered bus service may have financial benefits as Bus Service Operators Grant (BSOG) funding, for instance, may be applied;
- The procurement process and subsequent contract should encourage and allow for partnership working which could help with increasing demand, identifying efficiencies, investigating new frequency options, etc.; and
- Consider altering frequencies for off peak low demand times.

### **Procurement**

- 4.7. To ensure the Park & Ride service is value for money, various lots and sub-lot options have been developed where tenderers will be invited to submit bids for one, all or any combination of Lot and Sub-Lot options. These options vary in terms of service level (existing, reduced or enhanced timetable), vehicle type (Euro VI diesel buses or electric buses) and service type (dedicated or non-dedicated re-directed existing service).
- 4.8. Each Lot and Sub-Lot will be evaluated separately. The Council will then review the options and award the contract to the highest-ranking tenderer for the Lot and associated Sub-Lot selected.
- 4.9. The contract will commence from 1 September 2024 for a base term of 5 years and will have an option to extend by a further 3 years in increments to be agreed, subject to agreement and performance of both parties, up to a maximum total term of 8 years, as permitted under the Transport Act (1985).

### **Timescale**

- 4.10. The procurement process will be undertaken in accordance with the Open Procedure as set out within the Public Contract Regulations (2015) in line with the following indicative programme:

| <b>Action</b>                           | <b>Target date</b>       |
|-----------------------------------------|--------------------------|
| Procurement documents available         | 22 April 2024            |
| Deadline for requests for clarification | 10 May 2024              |
| Tender return deadline                  | 24 May 2024              |
| Award decision notified to tenderers    | 7 July 2024              |
| Standstill period starts                | 8 - 18 July 2024         |
| Contract award                          | 19 July 2024             |
| Mobilisation                            | 20 July - 31 August 2024 |
| Contract Start Date                     | 1 September 2024         |

### **Tender Assessment Criteria**



- 4.11. The tender award criteria will be price focused with significant variances in scheduling, dedicated service and vehicle specification addressed via the use of Lotting options stated in the preceding paragraphs.
- 4.12. Qualitative evaluation aspects will cover elements such as resourcing, mobilisation, contingency, social value, work force management, vehicles, partnership working, continuous improvement, etc. For options which involve re-direction of existing services a higher focus may need to be placed on qualitative assessment as there will be higher levels of variance and less specification constraints.

## **5. Reasons for recommendations**

- 5.1. Seeking to renew this contract will strongly support a number of the objectives set out in the Portsmouth Transport Strategy and aligns closely with the approaches set out in Policies D and A. Most notably, this will support the objective to deliver cleaner air for the city, and support efforts to improve air quality in the Portsmouth Clean Air Zone. The impending contract expiration necessitates timely procurement to maintain service continuity.
- 5.2. Contract renewal presents an opportunity to enhance the service with newer and greener buses, improving the passenger experience and financial viability.
- 5.3. This report provides a comprehensive overview of the procurement strategy for re-tendering the Portsmouth Park & Ride contract, ensuring transparency and efficiency in the process while retaining essential details for informed decision-making.

## **6. Integrated impact assessment**

- 6.1. An integrated impact assessment has been undertaken as found in **Appendix B**.

## **7. Legal implications**

### **The Transport Act 2000**

- 7.1. The Council has powers under the Transport Act 2000 to specify bus services in a particular area and let contracts for their provision to bus operators, including making voluntary arrangements as a transport authority.

### **The Council's Contract Procedure Rules (CPRs)**

- 7.2. Pursuant to Rule 18 of the CPRs, the Council has to advertise on FTS any contract which is above the threshold for services (i.e. £213,477).

**The Public Contracts Regulations 2015 (PCR)**

- 7.3. Under the Public Contracts Regulations 2015 the Council will follow the open procedure under which any interested party may submit a tender as outlined under Regulation 27.
- 7.4. There existing contract commenced on 19 March 2014. Agreement was given to extend the service to March 2024 at the Cabinet Member for Traffic & Transportation meeting on 16 February 2023 and arrangements are being made with the existing operator to extend operation until the new contract commences in the Autumn.
- 7.5. It is anticipated that the Park & Ride will be subject to the registration requirements of the Transport Acts.
- 7.6. Once the new specification has been completed and retendering exercise commenced, Legal Services will draft a contract for services in compliance with Rule 25 of the CPRs.

**Risks for the Council**

- 7.7. **Unfair treatment of economic operators during the SMT and Open Procedure** – The Council will need to ensure that all bidders are treated in an equal manner and the participants in the SMT will not be given unfair advantage because of their prior involvement with the Council.

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

- 8.1. The Park & Ride Service runs at a deficit which is subsidised from the Parking Reserve. The ridership numbers remain low and have not recovered since the pandemic. Consequently, the income from users of the service does not cover the operating costs and the site running costs.
- 8.2. To ensure the Park & Ride service is value for money, various lots and sub-lot options have been developed. The bids will be financially appraised to assess the likely cost to Portsmouth City Council over the next 5 years in order to ensure provision is made within the Parking Reserve.

.....  
Signed by:

**Appendices:**

EXEMPT Appendix A - Financial Performance

Appendix B - 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                                                                                       |
|-------------------------------------------|------------------------------------------------------------------------------------------------|
| Portsmouth Park & Ride Contract Extension | <a href="#">Report to the Cabinet Member for Traffic and Transportation (16 February 2023)</a> |
| Portsmouth Transport Strategy (LTP4)      | <a href="#">Portsmouth Transport Strategy 2021-2038</a>                                        |

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

.....  
Signed by:

|                  |                              |
|------------------|------------------------------|
| <b>Form name</b> | Integrated Impact Assessment |
| <b>Reference</b> | IA588891459                  |
| <b>Date</b>      | 21/02/2024                   |



## Policy details

|                                                                                |                                                                                                 |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| <b>Request date</b>                                                            | 21/02/2024 17:13                                                                                |
| <b>Directorate</b>                                                             | PCC Regeneration                                                                                |
| <b>Service</b>                                                                 | Transport Services                                                                              |
| <b>Title of policy, service, function</b>                                      | Portsmouth Park & Ride Contract Re-tender                                                       |
| <b>Type of policy, service, function</b>                                       | Existing                                                                                        |
| <b>What is the aim of your policy, service, function, project or strategy?</b> | To select and award the contract to the highest scoring tenderer identified through open tender |
| <b>Has any consultation been undertaken for this proposal?</b>                 | no                                                                                              |

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

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

## Crime - Will it make our city safer?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

## Housing - will it provide good quality homes?

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

### Health - will this help promote healthy, safe and independent living?

|                                                                                                                   |                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts? | One of the Lot options in the tender is to provide a electric fleet which helps promoting healthy living. |
| How are you going to measure/check the impact of your proposal?                                                   | The usage of the service                                                                                  |

### Income deprivation and poverty - will it consider income deprivation and reduce poverty?

|                                             |                                     |
|---------------------------------------------|-------------------------------------|
| This section is not applicable to my policy | <input checked="" type="checkbox"/> |
|---------------------------------------------|-------------------------------------|

### Carbon emissions - will it reduce carbon emissions?

|                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts? | The provision of park & ride supports substantial mode shift from the private car to more sustainable modes of transport. It plays a critical role in enabling sustainable growth and regeneration in the city. It also aims at intercepting traffic before it reaches the city centre, while still ensuring people can get into the city quickly and conveniently. In providing a park and ride service the Council was envisaging that it would play a significant role in addressing the issues of traffic congestion, air quality and carbon emissions in the City |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                          |
|------------------------------------------------------------------------|--------------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | The usage of the service |
|------------------------------------------------------------------------|--------------------------|

### Energy use - will it reduce energy use?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

### Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

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

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

### Air quality - will it improve air quality?

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | The provision of park & ride supports substantial mode shift from the private car to more sustainable modes of transport. It plays a critical role in enabling sustainable growth and regeneration in the city. It also aims at intercepting traffic before it reaches the city centre, while still ensuring people can get into the city quickly and conveniently. In providing a park and ride service the Council was envisaging that it would play a significant role in addressing the issues of traffic congestion, air quality and carbon emissions in the City |
|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                                                                        |                  |
|------------------------------------------------------------------------|------------------|
| <b>How are you going to measure/check the impact of your proposal?</b> | Usage of service |
|------------------------------------------------------------------------|------------------|

**Transport - will it make transport more sustainable and safer for the whole community?**

|                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b> | The provision of park & ride supports substantial mode shift from the private car to more sustainable modes of transport. It plays a critical role in enabling sustainable growth and regeneration in the city. It also aims at intercepting traffic before it reaches the city centre, while still ensuring people can get into the city quickly and conveniently. In providing a park and ride service the Council was envisaging that it would play a significant role in addressing the issues of traffic congestion, air quality and carbon emissions in the City. |
| <b>How are you going to measure/check the impact of your proposal?</b>                                                   | Usage of service                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

**Waste management - will it increase recycling and reduce the production of waste?**

|                                                    |                                     |
|----------------------------------------------------|-------------------------------------|
| <b>This section is not applicable to my policy</b> | <input checked="" type="checkbox"/> |
|----------------------------------------------------|-------------------------------------|

**Culture and heritage - will it promote, protect and enhance our culture and heritage?**



|                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The provision of park &amp; ride supports substantial mode shift from the private car to more sustainable modes of transport. It plays a critical role in enabling sustainable growth and regeneration in the city. It also aims at intercepting traffic before it reaches the city centre, while still ensuring people can get into the city quickly and conveniently. In providing a park and ride service the Council was envisaging that it would play a significant role in addressing the issues of traffic congestion, air quality and carbon emissions in the City</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Usage of service</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

**Employment and opportunities - will it promote the development of a skilled workforce?**

|                                                           |                                            |
|-----------------------------------------------------------|--------------------------------------------|
| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
|-----------------------------------------------------------|--------------------------------------------|

**Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?**

|                                                                                                                                 |                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| <p><b>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</b></p> | <p>The provision of park &amp; ride plays a critical role in enabling sustainable growth and regeneration in the city.</p> |
| <p><b>How are you going to measure/check the impact of your proposal?</b></p>                                                   | <p>Usage of service</p>                                                                                                    |

**Social value**

|                                                                                                            |                                                                                                       |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p> | <p>The contractor will be required to provide the Council regular information about social value.</p> |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|

## Involvement

|                                                                     |                    |
|---------------------------------------------------------------------|--------------------|
| <p><b>Who was involved in the Integrated impact assessment?</b></p> | <p>Damon Leung</p> |
| <p><b>Name of the person completing this form</b></p>               | <p>Damon Leung</p> |
| <p><b>Date of completion</b></p>                                    | <p>2024-02-21</p>  |