



# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

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

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

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

**Directorate:**

Regeneration

**Service, function:**

Parking Service

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

TRO 64/2019: Proposed MF Craneswater residents' parking zone, Southsea

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people to think about how they travel to an area, for visiting,

working or otherwise

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

The informal survey on parking in the area was carried out in March 2019 (just under 2000 properties), within an area identified on the Residents' Parking Programme of Consultation as "MF". The survey showed a majority in favour of a residents' parking zone. However, the reasons given for the parking congestion from residents of some roads were more aligned with the adjacent MD parking zone. Therefore, the area surveyed as "MF" was split into an extension of the existing MD zone with an improved boundary road, and the remaining part has been consulted on with more appropriate operating times under the MF zone. In summary, the informal survey and feedback from residents did inform these proposals. Statutory consultation on the proposed MF parking zone took place via TRO 64/2019 between 26 November - 23 December 2019. The outcome of both consultations indicates that the majority of people who responded are in favour of the proposed controlled zone extension, and full details are within the published report.

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

### A1-Crime - Will it make our city safer?



In thinking about this question:

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

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

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

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

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

## A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

### A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto:Dominique.Letouze@portsmouthcc.gov.uk) or go to:

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

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

Whilst this can be subjective and would not necessarily apply to everyone, the reason for proposing parking zones is the demand from residents. Residents can find themselves driving round nearby streets for some time trying to find parking spaces that are taken up (often for long periods of time) by vehicles used by people who do not live there. This can cause frustration and anger, and affect what people do and when, particularly being mindful of not being able to park if using their vehicles later into the evening. Some residents, such as shift workers, have no choice but to park some distance away from home and walk back, and some feel that parking illegally on double yellow lines, for example, is their only option. Therefore, parking zones may improve mental health and quality of life for some residents. Those who need regular visits by carers are less likely to find visits are delayed by the carer trying to find somewhere to park.

Regarding healthy lifestyle choices, parking zones can encourage people to think about how they travel to an area, particularly for work. Understandably, people rarely think about the impact parking all day in residential areas may have until restrictions are proposed or implemented. They can be encouraged to consider alternative, potentially healthier, ways of getting to work that they may not have previously given thought to, such as getting a lift, car-sharing, walking, cycling, using public transport or a combination of these.

The proposed parking zone is adjacent to Canoe Lake and the seafront. It may encourage families within Portsmouth to consider walking or cycling to the area when the weather is suitable, rather than automatically choose cars.

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

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

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

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

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

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

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

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

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

The proposed residents' parking zone aims to benefit residents by enabling a turnover of parking spaces, making it easier to find a parking space when the demand for parking is highest, e.g. when returning home from work etc. and to prevent long-term parking by non-residents, 'blocking' spaces.

The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (often in the dark) as availability of parking spaces should be improved. This concern is sometimes reported by young females and older people, but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double

yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic.

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted permit holder times (4.30PM - 6.30PM), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day, for example.

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

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

### B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

The proposed residents' parking zone may reduce the need for motorised vehicle travel, and may encourage residents to reduce carbon emissions.

Parking restrictions can encourage people to consider alternative ways of travelling to an area, other than by single-occupancy private car. This can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality. The proposed parking zone is adjacent to Canoe Lake and the seafront. It may encourage families within Portsmouth to consider walking or cycling to the area when the weather is suitable, rather than automatically choose their cars.

Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

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

Introducing residents' parking zones may have a positive impact as described above, even though it is not their sole purpose. Whether or not carbon emissions are reduced within an area is likely to be due to a number of contributory factors and policies, and therefore identifying specifically how an RPZ has contributed is unlikely to be measurable.

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

### B2-Energy use - Will it reduce energy use?



In thinking about this question:

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

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

★

In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

## B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

★

In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

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

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B5-Air quality** - Will it improve air quality?



In thinking about this question:

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

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

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

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

As an alternative to the private car, local residents travelling independently from North End, Copnor, Fratton etc. could make shared travel arrangements, use taxis and buses, as a number of visitors do from out of town. Restricting parking can encourage people to consider alternatives, as high volumes of people arriving by private car can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas, and waiting for spaces with engines idling. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.

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

Introducing residents' parking zones may have a positive impact as described above, although it is not their sole purpose. However, in conjunction with other Transport policies, restricting parking and eligibility for permits may reduce motor vehicle traffic congestion by encouraging people to consider alternative ways of travelling to an area, and may encourage residents to consider how many vehicles are linked to their households (permit costs etc). Where properties hold an HMO licence for 3-8 individual rooms, additional vehicles will be deterred from being brought into the area through the control of permits. This is not necessarily measurable.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?



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



In thinking about this question:

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

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

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

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

Double yellow lines are proposed on unprotected junctions and bends, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic. They are considered on the grounds of road safety and traffic management. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Restricting parking can encourage people to think about how they travel to an area, and the alternative options available.

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

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

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

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

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

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

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

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

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

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

## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

**C3 - Economy** - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

☐☒

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

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

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

Nikki Musson, Senior Transport Planner  
Kevin McKee, Parking Manager  
Felicity Tidbury, Transport Planning Manager

This IIA has been approved by: Kevin McKee, Parking Manager

Contact number: 023 9268 8497

Date: 13 February 2020