



# 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 Team

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

TRO 31b/2021: proposed change to parking restrictions outside the Kings Theatre in Albert Rd from part-time 2-hour limited waiting and taxis - to 24-hour taxis.

**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 resolve long-standing issues caused by combined parking restrictions on the same length of road. Whilst technically correct, the presence of both a parking bay and single yellow line causes drivers to pull into the parking bay when the "No waiting" restriction is in operation, affecting access by taxis.

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?

Following engagement with Licensing officers, taxi trade representatives and Transport officers, amendments to the operation of some taxi ranks were approved by the Licensing Committee in 2020. A traffic regulation order (TRO) is required to make the respective changes to the public highway and signage under the Road Traffic Regulation Act 1984. This in turn requires a statutory process to be completed, under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which requires 21 days' consultation. The objection received to the proposed change in Albert Road has prompted a report to the Cabinet Member for Traffic & Transportation, for a decision to be made at a public meeting.

**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?

N/A

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

N/A

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

N/A

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

N/A

**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?

The proposal would not directly promote healthy, safe and independent living, but it could improve health and encourage healthy lifestyle choices on a small scale.

Reduced daytime parking facilities can help towards discouraging car-use, particularly when making short journeys within the city. This in turn can lead to healthier life choices such as walking, cycling and taking part in trial schemes such as trying an electric scooter. However, the majority of the short-term parking nearby will remain available and is unaffected by the proposed change.

Use of the parking bay outside of its operating times affects the taxi drivers, passengers and bus users, which the proposal to convert to a 24-hour taxi rank intends to resolve. For anyone who hasn't been able to access the taxi rank in the evenings, or whose bus has been affected by taxis having to wait in the adjacent bus stop, the proposed measure should have a positive impact.

A negative effect could be that any Blue Badge holders who previously parked for unlimited time in the 2-hour parking bay would no longer be able to park on that 20-metre length of Albert Road if converted to a taxi rank (4 spaces). However, there are designated disabled bays 23 metres further east, on the other side of the bus stop.

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

The success or otherwise of parking restrictions can be measured by feedback from people living, working and visiting an area. In the same way the current proposal was identified as a potential solution to certain issues, so subsequent adjustments may be proposed in future, following the same prescribed processes.

**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 proposal may have a negative impact on any Blue Badge holders who previously parked for unlimited time in the 2-hour parking bay between 8am and 6pm. Blue Badge holders would no longer be able to park on that 20-metre length of Albert Road if converted to a taxi rank (4 spaces). However, there are designated disabled bays on the other side of the bus stop, approximately 23 metres to the east.

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

The success or otherwise of parking restrictions can be measured by feedback from people living, working and visiting an area. In the same way the current proposal was identified as a potential solution to certain issues, so subsequent adjustments may be proposed in future, following the same prescribed processes.



## 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 proposal is unlikely to reduce carbon emissions to any great extent. Whilst access to taxi and bus services is likely to be improved and use of private cars discouraged, these are all motorised vehicles producing carbon emissions.

Reduced daytime parking facilities can help towards discouraging car-use, particularly when making short journeys within the city. This in turn can lead to healthier life choices such as walking, cycling and taking part in trial schemes such as electric scooters. However, the majority of the short-term parking nearby will remain available and is unaffected by the proposed change. The adjacent MD residents' parking zone allows for parking by non-permit holders for 22 hours each day, if a space is not available on Albert Road every day for every vehicle that requires it. The MD parking zone also allows parking for longer than the 2 hour waiting limit in Albert Road.

Use of the parking bay outside of its operating times affects the taxi drivers, passengers and bus users, which the proposal to convert to a 24-hour taxi rank intends to resolve. For anyone who hasn't been able to access the taxi rank in the evenings, or whose bus has been affected by taxis having to wait in the adjacent bus stop, the proposed measure is anticipated to have a positive impact.

The objection to the 24-hour taxi rank was made by a resident concerned about increased use of residential side roads to the north of Albert Rd by taxis, particularly those heading in the opposite direction they wait in. The use of the rank by taxis is not expected to increase dramatically during the day, as the rank was intended for the evening trade, where the demand lies. There are a number of routes open to taxis to complete journeys quickly, not just via those side roads leading north from Albert Rd. Vehicles have been using the same length of road for parking, both private cars and taxis, and so use by the type of vehicle will not change but may reduce during the daytime.

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

The success or otherwise of parking restrictions can be measured by feedback from people living, working and visiting an area. In the same way the current proposal was identified as a potential solution to certain issues, so subsequent adjustments may be proposed in future, following the same prescribed processes.

## 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>B - Environment and climate change</b>	<b>Yes</b>	<b>No</b>
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Is your policy/proposal relevant to the following questions?

<b>B3 - Climate change mitigation and flooding</b> -Will it proactively mitigate against a changing climate and flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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>B - Environment and climate change</b>	<b>Yes</b>	<b>No</b>
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Is your policy/proposal relevant to the following questions?

<b>B4-Natural environment</b> -Will it ensure public spaces are greener, more sustainable and well-maintained?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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?

The proposal is unlikely to reduce carbon emissions to any great extent. Whilst access to taxis and buses is likely to be improved and use of private cars discouraged, these are all motorised vehicles producing carbon emissions.

However, motor vehicle traffic congestion and idling of motor vehicles may be reduced if access to the taxi rank is available whenever needed, and also access to the adjacent bus stop where taxis sometimes wait temporarily for their rank to become free.

Reduced daytime parking facilities can help towards discouraging private car-use, particularly when making short journeys within the city. This in turn can lead to healthier life choices such as walking, cycling and taking part in trial schemes such as electric scooters. However, the majority of the short-term parking nearby will remain available and is unaffected by the proposed change.

The objection to the 24-hour taxi rank was made by a resident concerned about increased use of residential side roads to the north of Albert Rd by taxis, particularly those heading in the opposite direction they wait in. The use of the rank by taxis is not expected to increase dramatically during the day, as the rank was intended for the evening trade, where the demand lies. There are a number of routes open to taxis to complete journeys quickly, not just via those side roads leading north from Albert Rd. Vehicles have been using the same length of road for parking, both private cars and taxis, and so use by the type of vehicle will not change but may reduce during the daytime.



How are you going to measure/check the impact of your proposal?  
The success or otherwise of parking restrictions can be measured by feedback from people living, working and visiting an area. In the same way the current proposal was identified as a potential solution to certain issues, so subsequent adjustments may be proposed in future, following the same prescribed processes.

## 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?

The proposal may improve road safety and transport to an extent.

Traffic congestion may be reduced if access to the taxi rank is available when needed, and also access to the adjacent bus stop where taxis sometimes wait temporarily for their rank to become free. When drivers know they have parked illegally for a short time, their focus can be on vacating the space for taxis more quickly or avoiding receiving a Penalty Charge Notice, and this can lead to reduced awareness of vulnerable road users, particularly when moving off.

Reduced daytime parking facilities can help towards discouraging private car-use, particularly when making short journeys within the city. This in turn can lead to healthier life choices such as walking, cycling and taking part in trial schemes such as electric scooters. The majority of the short-term parking nearby will remain available and is unaffected by the proposed change, and parking is available in the side roads, reducing the opportunity for double-parking or driving round to look for a parking space.

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

The success or otherwise of parking restrictions can be measured by feedback from people living, working and visiting an area. In the same way the current proposal was identified as a potential solution to certain issues, so subsequent adjustments may be proposed in future, following the same prescribed processes.

## 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?

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

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**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

This IIA has been approved by: KEVIN MCKEE

Contact number: 02392688497

Date: 07/06/2021