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



## Policy details

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| <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> |

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| <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?**

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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 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> |

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| <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?**

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

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| <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?**

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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>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?**

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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 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?**

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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 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> |
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| <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 |
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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>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?**

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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 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?**

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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 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?**

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| <p><b>This section is not applicable to my policy</b></p> | <p><input checked="" type="checkbox"/></p> |
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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>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> |
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| <p><b>How are you going to measure/check the impact of your proposal?</b></p> | <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> |
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## Social value

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

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