

<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?**

<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>
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### **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>
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### **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>
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<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.
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**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"/>
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**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?**

<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?**

<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?**

<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?**

<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?**

<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>
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**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"/>
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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



<p><b>Please explain how your policy, service, function, project or strategy delivers Social Value</b></p>	<p>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.</p>
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## Involvement

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