Portsmouth
CITY COUNCIL

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NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 16 MARCH 2017 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057
Email: joanne.wildsmith@portsmouthcc.gov.uk

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

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION
Councillor Jim Fleming (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat
Councillor Stuart Potter, UK Independence Party
Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

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.

A G E N D A

1 Apologies

2 Declarations of Members' Interests

3 Traffic Regulation Order 10/2017 (Pages 5 - 28)

The purpose of the report by the Director of Transport, Environment and Business Support is to consider the response to the public consultation on proposed parking restrictions (and amendments to existing) under traffic regulation order No.10 of 2017.

RECOMMENDED:

(1) Heron Close: that the double yellow lines are installed as proposed under TRO 10/2017;

(2) Mulberry Lane: that the proposed double yellow lines and reduction of existing double yellow lines are implemented as proposed under TRO 10/2017, with the exception of the 5-metre double yellow line reduction on the north side where Mulberry Lane meets Park Lane;

(3) Park Lane: that the proposed reduction in double yellow lines is implemented as proposed under TRO 10/2017;

(4) Stirling Street: that the proposed change from double yellow lines to a single yellow line (to enable evening and overnight parking) is not implemented, and is deleted from TRO 10/2017;

(5) Copnor Road: that the proposed change of restriction from double yellow lines to a single yellow line (14-metre length) is implemented as proposed under TRO 10/2017;

(6) George Street: that the proposed change of restriction from double yellow lines to a single yellow line (5-metre length on each side) is implemented as proposed under TRO 10/2017.

4 LTP Implementation Plan (Pages 29 - 38)

Following full Council agreement of the capital budget for 2017/18 on 14 February 2017, the report by the Director of Transport, Environment & Business Support seeks approval for the Local Transport Plan 3 (LTP3) Implementation Plan 2017/18. Additionally it details how the approved budget for the LTP3 programme (£1.43M), the eastern corridor road link improvements (£500k over three years) and the improvements to neighbourhood living and street environment (£200k over two years) will be apportioned.

RECOMMENDED that the Cabinet Member:

(1) Approves the LTP3 Implementation Plan, eastern corridor road link improvements and the improvements to neighbourhood living and street environment.

(2) Delegates authority to the Director for Transport, Environment and Business Support in consultation with the Cabinet Member for Traffic and Transportation 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 policy announcements.

5 Air Quality Strategy (Pages 39 - 72)

The purpose of the report by the Director of Transport, Environment and Business Support is to seek approval to formally consult on the draft Air

Quality Strategy (Appendix A of the report: Draft Air Quality Strategy 2017 - 2027).

RECOMMENDED: that approval is given to consult on the draft Air Quality Strategy.

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Portsmouth CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	16 March 2017
Subject:	TRO 10/2017: Various parking restrictions; various locations
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	Baffins, Copnor, Cosham, Fratton, Nelson
Key decision:	No
Full Council decision:	No

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1. Purpose of report

1.1. To consider the response to the public consultation on proposed parking restrictions (and amendments to existing) under traffic regulation order no.10 of 2017.

Appendix A (page 9): Notice of proposals
Appendix B (pages 12-20): Public response to the formal proposals

2. Recommendations

2.1. Heron Close: that the double yellow lines are installed as proposed under TRO 10/2017;

2.2 Mulberry Lane: that the proposed double yellow lines and reduction of existing double yellow lines are implemented as proposed under TRO 10/2017, with the exception of the 5-metre double yellow line reduction on the north side where Mulberry Lane meets Park Lane;

2.3 Park Lane: that the proposed reduction in double yellow lines is implemented as proposed under TRO 10/2017;

2.4 Stirling Street: that the proposed change from double yellow lines to a single yellow line (to enable evening and overnight parking) is not implemented, and is deleted from TRO 10/2017;

2.5 Copnor Road: that the proposed change of restriction from double yellow lines to a single yellow line (14-metre length) is implemented as proposed under TRO 10/2017

2.6 George Street: that the proposed change of restriction from double yellow lines to a single yellow line (5-metre length on each side) is implemented as proposed under TRO 10/2017

3. Background

3.1 Heron Close: The proposal to prohibit parking in the south-east corner responds to concerns regarding access for clinical waste vehicles. Collection is prevented when access to the facility is obstructed by parked vehicles and/or insufficient space is available for the bins to be brought out via the doors or between the parked cars.

3.2 Mulberry Lane: The parking restrictions have been proposed in response to issues highlighted by local residents and aim to manage the on-street parking so that vehicles only park where it is appropriate, enabling traffic to flow unimpeded. Mulberry Lane facilitates a key route directly from Havant Road, it is the first junction eastbound that drivers can take to access the area to the south and it takes all types of traffic including larger delivery vehicles to the schools. Residents have provided local information and photographs, and engaged with the council over suitable measures to be taken.

3.3 Park Lane: A resident of Lindisfarne Close agreed with the proposals for additional parking restrictions in Mulberry Lane, but being mindful of the increase in on-street parking demand requested that the existing restrictions in Park Lane be reviewed. This led to the proposed reduction of parking restrictions in Park Lane and Mulberry Lane to accommodate a further 3 parking spaces.

3.4 Stirling Street: A local driver suggested that parking could be allowed along the straight kerb, on the section between Washington Road and Malins Road, for the purpose of increasing parking provision. As this is a school route used by high numbers of child pedestrians in the mornings, lunchtimes and afternoons, permanent parking was not feasible. Therefore consultation took place to gauge the views of local people and residents on the proposal to enable evening/overnight parking in the location.

3.5 Copnor Road: Parking congestion in Copnor is significant, and the proposed 3 spaces to be available evenings and overnight could make a difference to local residents in terms of additional space. A similar approach was taken on the east side further south last year, where the road is widest, which has worked well.

3.6 George Street: As per the proposal at 3.5 above, parking congestion in Fratton is also significant, and the proposed 2 spaces to be available evenings and overnight could make a difference to local residents in terms of additional space.

4. Reasons for recommendations

4.1 Heron Close: Whilst up to 3 vehicles regularly park in front of the two waste storage doors, the access gate to Shearwater grounds and the electricity substation, this is not a legitimate parking place and the current practice of parking obstructs access to all points mentioned.

In terms of the image below, parking would be restricted by double yellow lines where the furthest 3 vehicles are located, maintaining access to the 4 access doors/gates. The remainder of Heron Close is unaffected by this proposal.

4.2.1 Mulberry Lane: Whilst the proposals set out under TRO 10/2017 do not meet with everyone's approval, the majority of residents are in agreement with them and are keen for something to be done to alleviate the traffic issues currently experienced due to increased parking congestion.

4.2.2 It is not possible to approve or introduce double yellow lines in addition to those proposed under TRO 10/2017 without further consultation. Therefore the suggestions to further restrict parking in Mulberry Lane can be considered once the current proposal has been implemented and their impacts assessed.

4.2.3 Specifically in relation to the request for the double yellow lines to link up between Nos.20-24, the parking space has been retained as it is located on the widest part of Mulberry Lane, has not caused issues to be reported in the past and is only a single space due to the dropped kerbs either side giving access to the driveways. See following images.

4.2.4 Concerns have been raised regarding vehicles driving on the footway or using it for parking, including when it is unnecessary to do so. Currently, as Mulberry Lane is only wide enough to accommodate parking on one side, vehicles are using footways to facilitate parking on both sides. The double yellow lines will ensure parking only takes place on one side only, and where vehicles can park fully on the carriageway.

Should vehicles continue to use the footway in specific locations, it may become necessary to install physical measures such as bollards.

4.2.5 The proposed reduction of the double yellow lines on the north side of Mulberry Lane where it meets Park Lane is not recommended for implementation, due to the proximity of the school crossing patroller at Magdala Road / Salisbury Road.

4.2.6 The request for Mulberry Lane to become a residents' parking zone has been recorded, as per the Cabinet Member's decision on 29 September 2016 in relation to new requests for permit parking. The update report regarding the current programme and status of residents' parking in the city can be viewed on Portsmouth City Council's website here:

http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MId=3507&Ver=4

4.3 Park Lane: A resident of Mulberry Lane has objected to this particular proposal, while others support it. There is a careful balance to maintain between managing on-street parking and road safety needs. The short straight section between Lindisfarne Close and Mulberry Lane is two-way but experiences low levels of traffic in a westbound direction (taking only vehicles from Lindisfarne Close, a cul-de-sac, and the Natalie Court parking bays opposite). Therefore, a proposal was drawn up for 3 additional on-street parking spaces, whilst leaving space to pull in and give way to oncoming vehicles, and allowing sufficient restriction to remain for visibility requirements.

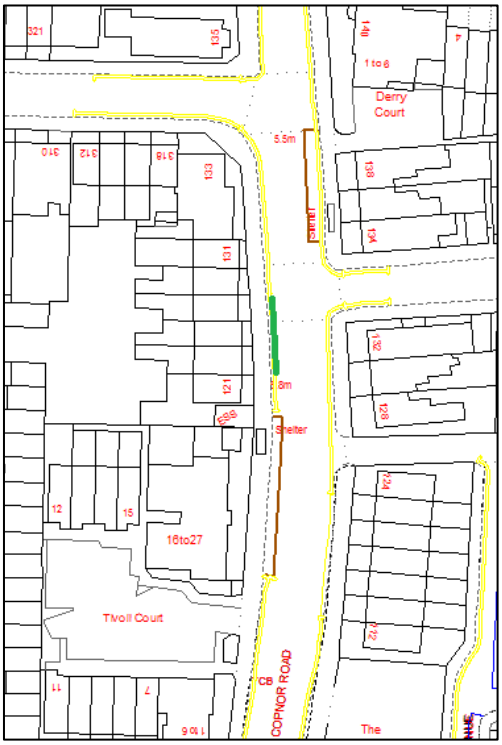
4.4 Stirling Street: The proposed reduction in parking restrictions aimed to increase on-street parking provision by 3 spaces, but as 7 objections were received from local people, it is recommended that the proposal is not implemented. One email of support was submitted to reducing the restriction, but in combination with permit parking: most residents feel the proposal would cause inconvenience rather than provide a benefit.

4.5 Copnor Road: An objection to the proposed evening/overnight parking outside odd nos.123-127 inclusive (3 spaces) was received from Portsmouth Cycle Forum. The concerns relate to the planned cycle 'Quiet Route' (Copnor Rd is crossed just north of this point from Chichester Rd), parked vehicles inhibiting buses from easily departing from the stop, and road safety generally.

This proposal was carefully considered and the following taken into account:

- Copnor Road is over 10 metres wide at this point, and a similar arrangement for evening/overnight parking on the opposite side further south has worked well. There is only parking on one side at both points; the remainder is restricted by double yellow lines;

- The proposed parking is some 30 metres south of the junction with Chichester Road;
- Bus stop clearways include space for buses to pull out; this proposal leaves a further 7 metres of double yellow lines in place ahead of the part-time parking (green line below);



- The junction of Chichester Road with Copnor Road is extended due to the built-out footway to the north. Therefore vehicles and cyclists wait at the junction past the position of the proposed kerbside parking to the south. Currently, cyclists travelling northbound on Copnor Road have to pull out to meet the extended kerbline at this junction: parked vehicles would mean cyclists already taking the direct line northwards without having to pull into the path of traffic.

4.6 George Street: This road is particularly busy during the daytime and at peak school times, and therefore it was not possible to propose to reduce the double yellow lines in length as was originally suggested. However, enabling 2 evening/overnight spaces is feasible, and leaves more than 10 metres of full-time restriction in place from the junction. The proposed 'quiet route' for cyclists has been recently adjusted and no longer takes cyclists along George Street at this point.

5. Equality Impact Assessment

5.1 A preliminary Equality Impact Assessment has been completed for this proposal. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Implications

6.1 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 its 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.

6.2 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.

6.3 Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, 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.

6.4 A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

6.5 A proposed TRO must be advertised and the public given a 3 week consultation period (21 days) 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 The implementation costs related to TRO 10/2017 as a whole are estimated to be £5,000. These costs include advertising the TRO, line marking, as well as the associated ongoing maintenance costs. This will be funded from the existing on-street parking revenue budget.

7.2 The resources required to enforce this traffic regulation order can be met by the parking function and no other additional revenue costs will be incurred as a results of its implementation.

……
Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

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
3 letters, 20 emails	Transport Planning

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

……
Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Appendix A: Notice of proposals (this report relates to the proposals highlighted in yellow)

31 January 2017

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING AND LOADING, AND AMENDMENTS) (NO.10) ORDER 2017

Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4, 32, 35, 36, 45 and 53 of the Road Traffic Regulation Act 1984. The effect would be as follows:

A) NO WAITING AT ANY TIME (double yellow lines)

1. Elkstone Road	East side, a 6m length southwards from the Hempsted Road junction
2. Harbour Way	Both sides, a 4m length westwards from the Tipner Lane junction
3. Heathcote Road	Both sides, a 2m length eastwards from the Kensington Road junction
4. Hempsted Road	South side, an 11m length eastwards from the Elkstone Rd junction
5. Hertford Place	(a) West side, a 9m length in front of the rear access and bin stores of Tupman House (b) Southern end from its east side, a 3m length including in front of the dropped kerb (c) East side, an 18m length northwards from the southern dead end
6. Heron Close	Southeast corner, a 10m length to the front of the bin stores and gate, up to the electricity substation access
7. Hewett Road	Both sides, a 2m length westwards from the Kensington Road junction
8. Kensington Road	(a) East side, a 2m length north and south of the Winton Road junction (b) East side, a 2m length north and south of the Heathcote Road junction (c) East side, a 2m length north and south of the St Swithun's Rd junction (d) West side, a 3m length north and south of the Hewett Road junction
9. Mulberry Lane	(a) West side, a 163m extension of the existing restriction south of Havant Road up to the boundary between Nos. 20 and 22 (b) East side, a 6m extension of the existing restriction south of Mulberry Avenue: opposite No.16 to just past the SLOW road marking (c) Southeast side, a 5m length north-eastwards from The Close and a 3m length south-westwards from The Close (d) North side, a 48m length between the driveways of No.30 and No.24 (e) South side, a 32m extension of the existing restriction eastwards from Salisbury Road (ending just past No. 25's driveway)
10. Northern Parade	Northwest side, extend existing by 10m in a north-easterly direction, replacing part of the bus stop clearway north of Hartley Road
11. Old Canal	South side from its junction with Hester Road, up to and including its eastern dead end, a 45m length
12. Pepys Close	Southwest side, a 10m length on the corner by No.1
13. St Swithun's Road	Both sides, a 2m length eastwards from the Kensington Road junction
14. Tangier Road	North side, a 1.5m extension eastwards from Chesterfield Road outside no.65
15. The Close	Both sides, a 4m length eastwards from Mulberry Lane
16. Wellington Street	North side, 2.5m lengths between each gated access rear of nos.1-10 Invincible Terrace and 5m, 5m, 2m & 3m lengths between the car park entrances rear of Ark Royal House
17. Winton Road	Both sides, a 2m length eastwards from the Kensington Road junction

B) CHANGE FROM PAY & DISPLAY TO: NO WAITING AT ANY TIME (double yellow lines) AND LOADING BAN

1. King Henry I Street	South side, a 6m length westwards from the junction with Spring Gardens, outside The Fleet public house

C) REMOVAL OF NO WAITING AT ANY TIME (double yellow lines)

1. Hanway Road	(a) East side, a 15m length outside nos. 4, 5, 6 & 7 Wellington Terrace (south of Chapel Street junction) (b) East side, a 25m length south of Sultan Road, adjacent to the car park
2. Park Lane, Cosham	(a) North side, a 5m length westwards from its junction with Mulberry Lane (b) South side, a 10m length between Natalie Court and Park Mansions
3. Queen's Road	North side, a 5m length adjacent to Mary Rose Manor (west of Copnor Rd)

D) REMOVAL OF NO WAITING MON-SAT 8AM-6PM (single yellow line)

1. Montague Road	South side, the 23m length adjacent to Tesco Express (east of London Road)

E) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: NO WAITING MONDAY-SATURDAY 8AM - 6PM (single yellow line)

1. Copnor Road	(a) East side, a 5m extension of the single yellow line to include outside no.112 (b) West side, a 14m length south of Chichester Road, outside nos.123-127 inclusive
2. George Street	Both sides, a 5m length adjacent to the cemetery and the public house

F) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: NO WAITING MONDAY- FRIDAY 8AM - 5PM (single yellow line)

1. Stirling Street	South side, a 15m length opposite nos.28-30 between the junctions of Malins Road and Washington Road

G) RESIDENTS' PARKING: JB LANDPORT ZONE
WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 4 HOURS (JB PERMIT HOLDERS EXEMPT)

1. April Square	The parking bays opposite nos. 38-41

H) CHANGE TO OPERATING TIMES OF DISABLED BAYS
FROM: 24 HOURS A DAY, TO: 8AM - 6PM (TO MATCH THE PAY & DISPLAY TIMES)

1. Western Parade	West side, the 2 disabled bays adjacent to the new café on the common

I) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO DISABLED BAY

1. Burgoyne Road	East side, a 5.5m length between the junction of Furness Road and Fastnet House car park exit
2. Western Parade	East side, a 5m length at the southern end adjacent to Martlett House

J) DISABLED BAY

1. London Road	East side, outside the Samaritans' Centre (no.296) adjacent to the pharmacy

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K) NO CHANGE TO PARKING RESTRICTIONS
(Previously consulted on but no longer required: 5m extension to double yellow lines southwards, relocation of limited waiting southwards by 5m, reduction of bus stop clearway by 5m)

1. Kingston Road East side, south of New Road junction (outside even nos. 30-38)

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2017'. A copy of the draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 10/2017** by **22 February 2017** stating the grounds of objection.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation which are received may be open to inspection by members of the public.

Alan Cufley, Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public responses to the formal proposals

1. Resident, Tern Walk (backs onto Heron Close)
Whilst understanding the need for access to bin stores for council refuse collection, this proposal will eliminate 3 existing and much needed car parks for residents, employees of Shearwater Home and visitors there to. May I ask that you consider marking a suitable area for bin access and thus retain 1 or 2 car parking bays.

Officer comments
See reasons for recommendations, paragraph 4.1. The refuse collection has not been raised as a particular issue, it is the private collection of the clinical waste (or inability to do so) that is cause for concern, as is the obstruction of each access point.

2. Mulberry Lane Residents' Spokesperson
I have been asked to act as spokesman for residents of Mulberry Lane in connection with the problems we are currently experiencing, and our collective response to TRO 10:

We acknowledge your communication regarding the proposed double yellow lines in Mulberry Lane and we are grateful to you for bringing this proposal forward quickly, following the difficulties we have experienced since early December. Residents are broadly in agreement with the proposal, with the significant caveat that we believe that the double yellow lines should continue unbroken past the boundary between nos. 20 and 22 to the east side of no. 24.

Vehicles presently park there on the footway, forcing pedestrians on to the road, and will continue to do so if there is nothing to prevent them. Having vehicles parked on the east side outside nos. 20 and 22 will not slow the traffic in Mulberry Lane. It simply removes an important sightline. Moreover there should be noparking outside nos. 20 and 22 in order to allow large goods vehicles, for example from Court Lane School kitchens, to enter and exit The Close safely.

However, it remains our firm belief that the unfortunate and frequently dangerous conditions we are experiencing, and will continue to experience, are the result of pressures caused by Mulberry Lane and The Close having become the target of all-day car parking. This is largely from staff of QA Hospital, in addition to the effects of the recent developments in Magdala Road, the new Eliza Mackenzie Court, and the traffic and parking associated with Court Lane School and Nursery.
This problem will not go away unless it is dealt with by the creation of a residents parking zone, as granted to the roads adjoining Mulberry Lane, both to the north and south of Havant Road. Despite the implementation of the double yellow lines, the problems we suffer will remain more acute than in any of these roads because of the narrowness of our road and the two-way traffic which is increasingly busy at peak periods. More detailed information has been prepared in this regard, and will be presented in due course. We fear there may be a serious accident if these conditions persist, perhaps involving a child on the way to or from Court Lane School or Nursery.
We therefore continue to make formal request for the creation of a residents parking zone in Mulberry Lane, Cosham.

3. Resident, Mulberry Lane
I thought I should let you know that there as another accident in Mulberry Lane at 5pm on Thursday, because there was insufficient room for vehicles to pass. A car was scraped along its side and lost a wing mirror. The other vehicle, ironically, was a police van. When can we expect the double yellow lines? I can't even get my car out of the drive this morning because there is a while van hard up against the drive and another vehicle parked on the opposite side of the narrow road.

4. Resident, Mulberry Lane
Thank you for your letter of 30th January. We are in support of the proposals for Mulberry Lane.

5. Residents, Mulberry Lane
We are writing to object to the proposed double yellow lines. My reasons for the objection are as follows:

Safety: Mulberry Lane is a well used road and is a short cut to Cosham High Street and Cosham Railway Station. Despite a speeding restriction of 20 mph many cars exceed this limit. Parked cars along Mulberry Lane actually help to slow down the speed of cars. By introducing double yellow lines there is a significant likelihood that more cars will exceed the speed limit and put pedestrians, cyclists and other vehicle users at risk. Many children and families cross the road on the bend at the bottom of Mulberry Lane (at the junction of The Close) when walking to and from both the schools and the pre-school. Therefore, it is even more important to limit traffic speeds.

Parking during the working week: The city of Portsmouth suffers from a lack of parking. During the working week many people park in Mulberry Lane in order to access work and in particular important public services such as Court Lane Junior and Infant Schools, the local pre-school and Queen Alexandra Hospital. Introducing double yellow lines will inconvenience many public sector workers who provide essential services to the residents of Portsmouth. Furthermore it will simply move the issue to another street further away.

Parking in the evenings and at weekends: by introducing double yellow lines it will cause residents unnecessary problems with parking. Not everyone has a driveway and in our case we can only accommodate one of our two cars in our driveway. Furthermore it would mean any family and friends that are visiting would have to park elsewhere in other nearby residential street causing unnecessary inconvenience to other residents.

In summary, the introduction of double yellows lines is in our view unnecessary and will only lead to more problems. If safety is the issue then I would recommend some traffic calming measures instead e.g. speed bumps or an illuminated speed warning sign.

Finally, I am also opposed to on-street parking to become subject to Residents' Parking restrictions. Parking on Mulberry Lane is not a problem at the moment so why introduce such a measure?

6. Residents, Mulberry Lane
My wife and myself have looked at the proposal. In itself it will not solve the excessive all day parking. The marked up drawing plan will help in some ways but the road opposite No 12 and number 15 will be parked on making the road very narrow and very difficult for the residents at 12 and 10 to ingress and egress, therefore the yellow lines on the east side of Mulberry lane needs to be extended by 10 metres.

7. Resident, Mulberry Lane
I write with regard to a road traffic accident which occurred at 5 p.m. on Thursday 26th January 2017.

Whilst travelling south down Mulberry Lane, the driver was unfortunate to have a mild front end collision with a Police Van. This happened just opposite to number 25 Mulberry Lane. It was a very slow collision, there were so many parked cars in the road at the time that he had to keep weaving in and out of traffic. The Police Van stopped to pull over, and unfortunately as the other driver was trying to avoid parked cars on the passenger side, he clipped the Police Van and took the driver side wing mirror off his vehicle and his vehicle suffered minor scuff marks and a couple of creases/dents so very minimal damage to the vehicle.

The Police obviously took insurance details, breathalysed the driver etc. Thankfully, no damage was done to the Police Van and they were content to go on their way with the suggestion that steps were taken to carry out the repair to the other car as a civil matter.

Some local residents came out to speak with us after the event. They told us that they have been in touch with the Council recently as they too are concerned that a serious accident is waiting to happen. I walk the route of Mulberry Lane every morning at around 8.30 a.m. and I am concerned that it is becoming horrendously busy, it seems that the whole road now has parked cars either side right the way down to the corner of Salisbury Road and Park Lane. In view of the fact that parents are dropping off their children to Court Lane they do not seem to care where or how they park. I see cars just pulling up across driveways and I believe that a child is going to be seriously injured or worse. I witness very large lorries and 4x4 vehicles trying to get through the traffic. It's frantic.

I appreciate you cannot do anything about the unfortunate accident but hope that this email will go some way to add additional information to back up the concerns of the Mulberry Lane residents.

8. Resident, Mulberry Lane
As you are aware the residents of Mulberry Lane and Avenue are concerned about the traffic going through and also the number of cars parked during the working day. You have suggested double yellow lines for the West side of Mulberry Lane and for a short section of the East side just South of the Mulberry Lane junction.

I recommend that the double yellow lines from the Slow Signs should be extended by about 15metres further down the East side of the Lane. The road is very narrow here and we feel that it make it dangerous for pedestrians trying to cross, particularly children. Also ambulances and other public service vehicles cannot always get through as we have witnessed.

I would be grateful if you give this proposal proper consideration.

9. Resident, Mulberry Lane
I agree it would be better to have organised parking rather than the random parking we have at present. I disagree with the proposal in that I would prefer the double yellow lines were continuous on the east and south sides. This would give drivers a better view when entering the lane from any junction and also puts the driver on the larger radius of the bend giving them more warning of children and vehicles he may encounter. Speed humps would be a better option than restricting the drivers vision, but a camera on the corner of The Close would see the entire length of Mulberry Lane. No complaints have probably been received from other local roads because the majority are not through-routes but are more modern straighter and wider.

<u>Officer comments</u>
Removing all on-street parking would enable a clear run on Mulberry Lane between Havant Road and Salisbury Road/Park Lane, encouraging faster traffic speeds and reduced reaction time. Therefore double yellow lines on both sides of the road for its full length is unlikely to be considered, particularly given the junctions of Mulberry Avenue and The Close, and the numerous driveways, from which vehicles regularly pull out. On-street parking does have the effect of slowing down traffic, which is recognised by many local authorities, with drivers having to slow or stop to give way to oncoming vehicles, and it focuses drivers' attention on their immediate surroundings rather than into the distance. Funding for physical traffic calming measures is allocated for the year and there is a considerable waiting list where vehicle speeds have been identified as an issue. This is not to say that Mulberry Lane could not be assessed in the future for speed-reducing measures.

10. Resident, Mulberry Lane
The Mulberry Lane residents met again on Sunday and most were in agreement to try the proposed double yellow lines in our Lane. But that won't stop the all day Parking from the QA hospital staff or the nursery and school teachers.

Because of the all day parking in our road, parents have to park on the pavements to drop off their children at the Nursery and Court Lane schools, thus causing a very dangerous situation for everyone concerned.

We don't want to stop people parking in Mulberry lane, it's the all day parking that concerns us. There just isn't anywhere for short time parking. My husband has Dementia and it's often difficult for his nurse and the carers to park anywhere near our home. The Residents Parking scheme needs to be extended to include Mulberry Lane as a matter of urgency.

11. Resident, Mulberry Lane
I am e-mailing to endorse the e-mail sent by my neighbour acting as spokesman on behalf of the local residents. Of particular concern is the gap in the proposed double yellow lines outside nos 20 and 22 Mulberry lane. Although the road is slightly wider at this point it comes opposite where delivery vehicles to Court Lane Schools start reversing into The Close, as there is no turning for them in that road. This also applies to the recycling and refuse collection vehicles. The location is just on the inside exit of a blind bend and vehicles parked there remove the sight lines of vehicles traveling north around the bend. Vehicles often park at this spot on the pavement reducing the width for pedestrians. We need a residents' zone to combat the all-day parking by QA employees which has got worse since the RPZ was introduced in neighbouring roads forcing the parking onto our road.

12. Resident, Mulberry Lane
The proposal for yellow lines on Mulberry Lane and Park Lane are generally welcomed with some reservations. The proposal is not going to solve the problems of vehicles owned by workers at QAH and Cosham High Street Shops parking in Mulberry Lane. This is only going to be solved by a Residents Parking Zone 0800-1800hrs Monday to Saturday. Nor does it stop Mulberry lane being used as rat run. Between 0700hrs and 0900hrs over 150 vehicles use Mulberry Lane about 100 going south bound. Most of these vehicles are not using the road for access to East Cosham houses but as rat run to Cosham High Street. We fear there may be a fatal accident if these conditions persist, perhaps involving a child on the way to or from Court Lane School or Nursery.

Mulberry Lane West/North side - The double yellow lines should continue past the boundary between no 20 and 22 to the east side of no24.

Reason: Vehicles park here on the footway, forcing pedestrians onto the roadway and will continue to do so after the yellow lines are added as there is nothing to stop them doing so, There should be no parking outside no 20 and 22 to allow large goods vehicles to exit The Close northbound safely. Having vehicles parked on the east side outside no 20 and 22 will not slow the traffic in Mulberry Lane. It just removes an important sightline. See attached photo of parking on the footway outside 20 and 22. When Resident parking is implemented on Mulberry Lane there will be sufficient parking for residents and visitors. There will also be parking for parents to drop off and pick up children safely from the school and nursery. At present parents doublepark, park on the double yellow lines and park on the footway.

Mulberry Lane North side. The double yellow lines should continue one metres west of the driveway of no 30 to enable northbound drivers to see vehicles exiting form the driveway of no 30.

Reason: To improve sightlines for northbound traffic.

Park Lane South side. The 10 metre length of yellow lines between Natalie Court and Park mansions should not be removed

Reason: Removal will lead to a tail back of traffic at peak times at the Mulberry lane, Park lane, Magdala road and Salisbury road junction which will produce problems for the School Crossing Patrol, .who has enough problems with the volume of traffic (including vehicles doing u turns to and from Mulberry lane,- using the junction as mini roundabout.). Over 100 vehicles pass the school crossing patrol in the morning hour he/she is on duty.

13. Resident, Mulberry Lane
Looking at the ordinance survey map with yellow lines layouts, I have two concerns.

Firstly the proposed break in yellow lines between boundary of 20 and 22. This area of the road is already a hotspot for footway parking which forces disabled users, mums with prams and children to venture onto the road. We have a near neighbour who is partially sighted, severely disabled wheelchair user, on many occasions I have witnessed firsthand his golden retriever guide dog being forced to guide him into the road to face oncoming traffic because the footway is blocked by parked cars.

The road is now frequently being used as a cut through from Havant road to the south of Cosham by drivers who very rarely drive within the 20mph road speed limit, they do not seem to care where or how they get through the road, impatiently weaving onto footways to pass oncoming traffic.

Secondly the removal of 5 metres of double yellow lines N.side going westwards from the junction with Park lane/Mulberry lane will add more congestion to this already very busy 4 way junction. This is a dangerous junction at peak periods with a school road crossing patrol. Has anyone carried out a onsite visual risk assessment survey at peak periods etc. before this proposal was made. Some urgent important decisions need to be made by transport planning and highway planning committees, if wrong the consequences could be someone being seriously injured or worse.

I am not in a position to provide you with legal advice and it would be improper of me to do so, however it is very clear PCC have been made aware by residents the significant traffic dangers in Mulberry lane. PCC is leaving itself open to litigation. I voiced concerns in my last letter about the effect since implementation of parking zones in the surrounding area. I have enclosed photographs which may be of help assessing the problems residents are experiencing. A parking zone needs to be created in Mulberry lane urgently.

14. Resident, Lindisfarne Close
I understand that you are dealing with parking issues raised by the residents of Mulberry Lane and its side roads. May I suggest that in addition to the additional yellow lines being proposed for Mulberry Lane, consideration be given for removing part of the existing yellow lines on either the south or north side of Park Lane between its junctions with Mulberry Lane and Lindisfarne Close? This would provide a few additional parking spaces which would help to relieve the pressure elsewhere and would also have a calming effect on the traffic in Park Lane. Many vehicles exceed the 20mph speed limit in this section. I would also suggest that the yellow lines outside of numbers 47 and 49 Park Lane could be removed. (These houses are just outside of the boundary of Zone BF.)

Officer comments
The section of road between Nos.47 and 49 Park Lane is too narrow to allow parking unfortunately, as larger vehicles such as the refuse collection would be required to mount the pavement to get past parked vehicles. It would also be difficult to manoeuvre out of the access road leading to Nos. 53 and 55 Park Lane without using the pavement opposite.

15. Resident, The Close
I am writing personally, and on behalf of the residents of The Close, regarding proposals for the yellow lines on Mulberry Lane and at the entrance to our close. Whilst we as residents generally welcome enhancing parking restrictions on Mulberry Lane, many have asked that measures be extended within the Close for fear of our current situation getting worse if the scheme progresses.

Currently we experience high volumes of parking particularly at school drop off and pickup times, and during the day from those working using the Close as convenient parking, especially Hospital Workers at QA and teachers for the schools. This has gotten worse over time, but it has been particularly noticeable since residential parking measures were introduced in Park Lane. On a daily basis, we see

cars parking inconsiderately within The Close, causing many safety issues for pedestrians. Cars, in particular owned and driven by parents, have a habit of parking on the north side of the Close, part on road, part on footway, which forces pedestrians, many of whom are young, to walk in the road past the obstruction. Often there are up to four cars doing this at any time, and on occasion a large van or two. These obstructions could prevent refuse lorries, deliveries and emergency vehicles getting ready access to Court Lane Junior rear entrance and our road. Our road is frequently used by parents as a convenient spot to access the Nursery, Infant and Junior school via Mulberry Path, or via our side garage access through to Hillary Avenue.

Whilst many in the Close work throughout the day, and thus use their cars to facilitate this, often when people return home there is no space available to park outside their properties. The houses on the north benefit from allocated parking, or off-road parking on drives, however many on the south side have to park on road. Whilst one might argue that more should use their garages, I myself at No. 1 cannot park my car in the garage at the rear of my property due to its orientation. When my wife and I bought the property, we did have a space created next to our garage, however a spate of thefts occurred which have seen us erecting a tall fence to increase security. Needless to say that I would personally not like to park my car out back given there is no lighting present. We get a lot of youths using the side alley between the Close and Hillary Avenue, and as things stand we have a bad littering problem, let alone the history of break-ins and theft.

Having polled opinions throughout the Close by letter drop, those that have commented back (list included) have on balance asked for extensions of the double yellow markings along the entire northern side of the road, thus restricting parking to the southern side only.

The list of properties I have had responses from are as follows: Nos. 1, 2, 4, 5, 6, 8 and 12

No. 10 is currently vacant in the process of being sold, so I expect no reply from there. We have sixteen houses total with No. 11 onwards having allocated parking by Mulberry Lane.

Most replies are supportive in nature with parking issues reported at various times of day ranging from school drop-off and pick-up parking, teacher parking all day, multiple resident cars, lack of emergency and palliative care access, difficulties around deliveries and rubbish collection. The cost of multiple car permits obviously plays on one couple's minds as they have multiple vehicles. General feeling is that if Mulberry Lane are successful in obtaining an extension to Residents Parking Zones, we as residents of The Close would have no option but to want to follow suit to minimise impact within The Close.

In response to the proposals tabled by PCC under traffic order no. 10/2017, I am surprised to see that double yellow markings opposite the junction with The Close are omitted. There are lots of issues with this area being very congested, again causing blockage at key drop-off and pick-up times, with many cars parking partly on footway here too. I would therefore seek to extend the double yellow markings across this junction on the north west side to remain consistent and prevent traffic congregating in this busy area. On a personal note, I welcome the double yellows on the junction corners, however I am also keen that the yellow marking outside my property be limited to the flush kerb entrance to the side alley only, which appears to correspond to the 4m mentioned in the order. Encroaching any further than this will only further restrict vital available parking in our close.

I enclose a series of photos showing examples of the current issues we have, and would ask that serious consideration be made to extend the current scheme to deal with these issues. Parking in The Close will get decidedly worse if not incorporated more fully in proposals.

Officer comments
The proposal includes double yellow lines on the junction with The Close, which is currently unrestricted. It is confirmed that the 4 metres on the south side eastwards from Mulberry Lane will just cover the dropped kerb and not remove any parking space. Should residents' parking be considered for Mulberry Lane then The Close and Mulberry Avenue would automatically be included: Mulberry Lane would not be considered in isolation given that the roads immediately west, east and south do not have permit parking. All roads in the immediate vicinity of the city's schools experience traffic issues at least twice a day, and whilst the enforcement team prioritises these locations it is not possible for a member of staff to be present at each of the 60 schools every day. However, rotas can be rescheduled to encourage compliance where it has fallen, and remind drivers of the need to park and drop-off considerately and safely.

16. Resident, Stirling Street
After living here for over 20 yrs, in my opinion, this road is far too busy even after 5pm, and parking would create a bottle neck on that part of the rd there for blocking access to Washington rd and could back up to Malins rd, and the blind corner for cars approaching from the north along malins/gamble rd, and creating the parking spaces on that side of the rd whose to say it would be cars that park in those spaces considering the amount of builders vans and parcel delivery long wheel base vans, I think the need to conduct a road usage survey needs to be done on this busy rd before considering blocking half of the width off.

17. Resident, Stirling Street
Regarding the proposal to create 3 parking spaces in Stirling street, I feel this is a terrible idea. Putting 3 additional parking spaces will narrow the road making it dangerous to enter from Malins road. The traffic we experience until 7pm is heavy as our road is a short cut for motorists who are heading south. To put 3 spaces at the end of the road would mean a lot of motorists would have to stop further along the road causing tails backs no only along Stirling Street, but along Washington Road and Malins road and even on extremely congested days Kingston road.

18. Resident, Stirling Street
I welcome your proposal to create 3 Evening/overnight parking spaces, but as a resident of Stirling St I would also like to put forward a Resident Parking Permit enforcement for the Street and also a time waiting zone, as these simple issues would help with limited parking issues for the residents of Stirling St.

19. Resident, Stirling Street
I am writing to STRONGLY OBJECT to the proposed three additional parking spaces. The creation of these spaces would severely restrict access to my driveway, which is required twenty four hours a day, due to the medical needs of myself and my two children.

I am positive the planners have made a mistake in deciding to propose these spaces, as my driveway gates are the same style and height of the fence. I have also included a video of my car reversing onto my driveway, which shows I need to move my vehicle across the entire width of the road - this manoeuvre would be made IMPOSSIBLE if a car is parked opposite my drive (The video also shows the hazard created by other, impatient motorists).

Stirling Street is a 20mph residential road, used by many motorists to avoid the Kingston Road junction, in both directions, most times ignoring the speed restrictions. I often have issues both exiting and entering my drive safely, in reverse gear (in accordance with the Highway Code), due to inconsiderate motorists trying to shave a few seconds off their commute.

Whilst I appreciate the proposed spaces would mean NO WAITING, Monday to Friday from 0800 to 1700, the fact I require round the clock access and that the road is used as a Rat Run at ALL hours,

would increase the likelihood of a serious collision, due to the frequency of drivers coming round the corner of Stirling Street/Gamble Road at excess speed.

I would appreciate it if the planner could revisit the site and consider the above information, and I would then request that the proposal is REJECTED.

20. Resident, Stirling Street
We are writing to you regarding the proposal to create 3 additional parking spaces in Stirling Street. We must protest in the most strongest possible terms. It is totally preposterous for your department to come up with this. Are you out of your minds? Do you not realize the pandemonium you will cause to traffic going up and down Stirling Street as well as disabled people trying to get their cars in and out of their driveways? And why should we have to put up with all the noise from car, van and even lorry doors banging all hours of the night? Could we also ask why you have sent these letters to Washington Road (Part) as it does not affect this road in any way shape or form.

You will have restrictions in place from Monday to Friday 8:00 to 17:00 however not at weekends when the Street is at it's most busiest where it is used as a rat run by people going shopping, going to Fratton Park and leaving the City via the M275. When there has been an accident on the M275 this street and Malins Road become gridlocked. You are proposing these restrictions, who pray is going to uphold these? Considering when the Malins road restrictions were put in place (maximum stay 3 hours - no return within 4) there was a traffic warden visiting at least once a day, now we are lucky to see one once every six months, and we often see vehicles parked here all day and not get a ticket.

The proposal in itself is totally unworkable and we don't want it or need it. Having read your 'Statement of reasons for the order' we believe that carrying out your proposal will not only increase the danger to pedestrians but also to traffic using Stirling Street. So therefore we are asking you to think again and leave well enough alone.

21. Resident, Stirling Street
I feel this proposal will cause myself problems getting in and out of my drive. It is difficult enough in daytime when people park on the double yellow lines and are abusive and won't move their cars it is as though we are not entitled to park on our drives. As we are disabled it means a lot to me to be able to park close to my home.

22. Resident, Stirling Street
I have to approach my drive from the side you are wanting to change to single yellow line. This means that I will not be able to swing my car either into the drive or come off my drive as cars will be parked and obstructing myself. As I am disabled I cannot walk very far. I am about to change my car for a bigger one to accommodate my electric wheelchair. At present the traffic at rush hours is extremely heavy, we get shouted at by other motorists who do not like to give way and also do not stick to 20mph limit. Access through to Gamble Road via Stirling Street should be closed off to alleviate the volume of traffic using this road as a rat run.

23. Portsmouth Cycle Forum
I am writing on behalf of Portsmouth Cycle Forum to object to two items proposed in the above Traffic Regulation Order.

E) 1. (b) West Side, a 14 m length south of Chichester Road outside no.s 123-127 - CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: NO WAITING MONDAY-SATURDAY 8AM - 6PM (single yellow line)

Portsmouth City Council is preparing a series of Quiet Routes to be recommended to cyclists and pedestrians and these are designed to link commercial and housing areas to encourage travel by

sustainable means. One of these routes, WE3, emerges into Copnor Road from Chichester Road just north of the proposed on-street parking. The route continues, using the short stretch of Copnor Road between the junctions with Keswick Road and Kendal Road. Any additional on-street parking would create sighting difficulties and we strongly object to the proposal on safety grounds.

Copnor Road is a major artery in Portsmouth and already has much on-street parking which causes narrowing of the carriageway with resulting delays when vehicles are held up behind slow moving vehicles. The location is sandwiched between the junction with Chichester Road and a bus stop which is served by buses 2, 17 and 21. Parked vehicles will also inhibit the easy departure of buses from this stop.

E) 2. George Street Both sides, a 5m length adjacent to the cemetery and the public house - CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO: NO WAITING MONDAY-SATURDAY 8AM - 6PM (single yellow line)

This section of George Street is also proposed as part of Quiet Route NS 2 and the proposals with close down the space at the junction of New Road next to the cemetery & Mermaid pub. We therefore object to this item on safety grounds.

Portsmouth Cycle Forum acknowledges that there are problems with too many vehicles seeking on-street parking in the city however no amount of tinkering with small sections of yellow lines will solve this problem. More radical solutions are needed and one of them is to provide good alternatives to the private car. The formation of Quietways is just one initiative to be supported and applauded. Permitting additional parking on these routes close to junctions is certainly not a way of making them safer or more attractive to use.

(End of report)

Portsmouth CITY COUNCIL

Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate: Director of Transport, environment & business support

Function e.g. HR, IS, carers: New parking restrictions and amendments to existing parking rest

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

Traffic Regulation Order no.10 of 2017

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

- ☐ Existing
- ★ New / proposed
- ☐ Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

To address parking/traffic issues in various roads citywide, in response to concerns and/or requests from residents, ward councillors, public services, businesses, etc. Purposes includes:
- to improve road safety, pedestrian safety, visibility and management of traffic, ensure access for the emergency services, public services (particularly refuse collection vehicles) and delivery vehicles
- To amend/remove/reduce parking restrictions to accommodate changing local needs and to ensure the most effective and appropriate use of the public highway

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

Improved safety and traffic management for all road users, including pedestrians. Amendments to existing parking restrictions to better accommodate changes in local needs. Includes 2 new designated disabled parking bays.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age		★	
Disability		★	
Race		★	
Gender		★	
Transgender		★	
Sexual orientation		★	
Religion or belief		★	
Pregnancy and maternity		★	
Other excluded groups		★	

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	★		
Disability	★		
Race	★		
Gender	★		
Transgender	★		
Sexual orientation	★		
Religion or belief	★		
Pregnancy or maternity	★		
Other excluded groups	★		

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age		★	
Disability	★		
Race		★	
Gender		★	
Transgender		★	
Sexual orientation		★	
Religion or belief		★	

Pregnancy and maternity	☐	★	☐
Other excluded groups	☐	★	☐

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

☐ yes ★ No

Q7 - How have you come to this decision?

Parking restrictions apply to all motorists, regardless of race, gender, transgender, sexual orientation, religion or belief or other excluded groups. Improving parking opportunities for Blue Badge holders helps to promote equality in terms of better quality of life.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Nikki Musson, Transport Planning team

This EIA has been approved by:

Contact number:

Date:

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

Portsmouth CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	16 March 2017
Subject:	Local Transport Plan 3 - Implementation Plan 2017/18
Report by:	Director for Transport, Environment and Business Support
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

1.1 Following full Council agreement of the capital budget for 2017/18 on 14 February 2017, this report seeks approval for the Local Transport Plan 3 (LTP3) Implementation Plan 2017/18. Additionally it details how the approved budget for the LTP3 programme (£1.43M), the eastern corridor road link improvements (£500k over three years) and the improvements to neighbourhood living and street environment (£200k over two years) will be apportioned.

2. Recommendations

It is recommended that the Cabinet Member:

2.1 Approves the LTP3 Implementation Plan, eastern corridor road link improvements and the improvements to neighbourhood living and street environment.

2.2 Delegates authority to the Director for Transport, Environment and Business Support in consultation with the Cabinet Member for Traffic and Transportation 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 policy announcements.

3. Background

3.1 The Local Transport Plan 3 (LTP3) Joint South Hampshire Strategy 2011-2031 was approved by Full Council on 25 January 2011 along with the Implementation plan 2011-12, which came into effect on the 1 April 2011. The adoption of a Local Transport Plan 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, including the opportunity for neighbouring authorities to jointly develop their LTP3, but stipulated that the LTP must include two key elements:

- Strategy (containing a set of policies)
- Implementation Plan (containing the proposals for delivery of the policies outlined within the strategy).

3.2 A one year Implementation Plan Delivery Programme has been developed for 2017/18, demonstrating how the Council will deliver against the outcomes of the LTP3 Strategy.

3.3 Given the level of financial uncertainty and the fact that the LTP Capital Settlement is no longer ring-fenced, it is not considered to be possible to provide a confirmed 3 year Implementation Plan.

3.4 A scheme selection prioritisation process has been developed through which schemes are assessed against their contribution to locally agreed priorities (including LTP3 and the PCC Corporate Plan), before being assessed for their deliverability. Professional judgement is used to ensure an appropriate package of schemes is established, ensuring contribution to each of the policy areas, and a balanced geographical spread.

3.5 With overall programme approval, consultation will then be undertaken on a scheme by scheme basis as appropriate to ensure that full stakeholder engagement is achieved for the programme.

3.6 All schemes will be aligned as much as far as reasonably practicable with the PFI contractor's (Ensign) life cycle replacement programme. This will reduce the cost to the Council and reduce disruption for road users.

3.7 The eastern corridor road link improvements comprises both feasibility and construction schemes that aim to reduce congestion for all road users and to encourage sustainable forms of transport. The total value of this scheme is £500,000 that will be profiled over three years.

3.8 The improvements to neighbourhood living and street environment scheme will lead to better use of 'fence to fence' space and improved access arrangements for pedestrians, cyclists and motor vehicles across the city.

4. Reasons for recommendations

4.1 The adoption of the LTP3 by April 2017 is a statutory requirement.

5. Equality impact assessment

5.1 An equality impact assessment 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 for the following reasons:

- The LTP3 is a statutory requirement of the Local Transport Act 2008. There is a requirement for the LTP to have a strategy and an implementation plan.
- The LTP3 Implementation Plan contains a list of capital schemes. A preliminary EIA will be undertaken for each scheme as they are brought forward, with the relevant consultation undertaken as necessary.
- The LTP3 is a wide reaching document, therefore completing an EIA as a whole would not produce any meaningful results or indications of impacts regarding different protected characteristics, although the LTP programme does not generally impact negatively or positively on disability, age and maternity and pregnancy.

6. Legal implications

6.1 There is a statutory duty to ensure that PCC has an up to date LTP policy. Further the Local Transport Act 2008 requires that an LTP contains an implementation plan to deliver the strategy.

6.2 The legal basis for the development of the Local Transport Plan has been dealt with in the body of the report. As stated the plan is required to show both Strategy and Implementation although clearly the latter will need to reflect the work to be carried out as this does.

6.3 Therefore the proposal is in accord with the statutory requirements of the relevant legislation.

7. Director of Finance's comments

7.1 The Capital Programme 2017/18 sets out the corporate resources to be allocated to the Local Transport Plan for 2017/18 (LTP3). In 2017/18 there will be £480k of remaining funds, as approved to be spent on previous years schemes, with an additional £1.43M of new funding agreed to be allocated to LTP3 (as per Appendix A) which will drive PCC to deliver those schemes that will benefit the city's residents, workers and visitors. Additionally, £500k over three years will be allocated to the Eastern Road Corridor road link and £200k over two years will be allocated to the Improvements to neighbourhood living and street environment scheme.

7.2 Appendix A sets out the forecast costs of the schemes. These forecasts will be revised as full project initiation documents (PIDs) are created for each scheme. This may mean that costs are increased or reduced. Potentially some schemes may have to be deleted or amended and likewise there is the possibility for new schemes to be added if costs are reduced. The recommendation as set out in 2.2 will allow decisions to amend, delete or add schemes to be made without recourse to Full Council whilst ensuring that the Director of Transport and Environment and Business Support, the Cabinet Member for Traffic and Transportation and the S151 Officer are satisfied that any changes made meet the requirements of the Local Transport Plan aspirations and remain within the total budget.

7.3 All scheme costs estimates are total costs based on a whole life costing basis to ensure that sufficient monies are set aside to meet all internal and external costs in the first instance. The costs also allow for the on-going maintenance costs of the new schemes.

……
Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

Appendices:
Appendix A - LTP3 2017/18 Implementation plan

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

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

……

Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Portsmouth
CITY COUNCIL

Appendix A - Local Transport Plan 3 - Implementation Plan 2017/18 and Eastern Road Corridor road link Improvements and Improvements to neighbourhood living and street environment schemes

Programme	Group name	Scheme name	Scheme overview	Ward
LTP3 2017/18	**Access for People with Disabilities**	Access for People with Disabilities	To provide low cost measures citywide where improvements to 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
LTP3 2017/18	**Road Safety Schemes**	Speed Reduction Schemes	The aims of this project is to be responsive to residents' speeding concerns, to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and encourage the use of active travel modes. Speed reducing measures may take the form of raised tables, speed cushions or junction treatments including build-outs and coloured markings/hatching.	All wards
		Safer Routes to School area-wide programme	This funding has been identified to support a bid to the DfT Access Fund for £1.5m over 3 years. This fund allows reactive works on school routes as issues are identified by residents and Councillors. It can include but is not limited to the installation of bollards, zebrite beacons, barriers, signage and dropped-kerbs.	All wards
		Portsdown Hill Rd Viewpoint Junction Improvements	The recent 3 year period 01/07/13 to 30/06/16 shows 12 total (1 fatal and 6 serious) collisions, 6 of which were motorcycle collisions. This scheme aims to improve the visibility of the entrance to the Viewpoint Car Park along Portsdown Hill Road to approaching motorists. This will be achieved by improving the existing signage, implementing coloured surfacing to highlight the approaching junction and installing countdown markers/rumble strips on each of the approaches to the entrance to advise road users of the potential conflicting traffic manoeuvres within the vicinity.	Cosham
		Highland Rd roundabout	Cromwell Rd/Henderson Rd Roundabout has previously experienced a high level of cycle casualties. This scheme is designed to build-out existing kerb lines and central island to create deflection, reducing approach speeds and segregate the bus lane. Surfacing and lining could also be utilised to highlight to drivers the likelihood of cyclists on the roundabout, and consideration will be given to the implementation of a segregated cycle lane.	Eastney and Craneswater
LTP3 2017/18	**Road Safety Schemes**	Fort Cumberland Road VAS	Installation of a Vehicle Activated Sign in Fort Cumberland Rd. Traffic surveys showed it had the second highest speed of 20mph limit roads surveyed.	Eastney and Craneswater

		Elkstone Road Traffic Calming	To improve the layout of Elkstone Road and implement traffic calming measures to reduce speeds of traffic travelling through the area from its junction with Leominster Road to its junction with Allaway Avenue. These would consist of reducing the carriageway width and implementing speed cushions and raised tables.	Pauslgrove
LTP3 2017/18	**Pedestrian Crossings**	Gladys Avenue crossing at Stubbington Ave Roundabout	Improvements to pedestrian island crossing point which has poor visibility and direction of travel for pedestrians.	Nelson / Hilsea
		Havant Rd / Lower Farlington	Provide a new safe crossing and improvements to the layout at Havant Rd/ Lower Farlington Rd. Havant Road is very busy and is difficult to cross during peak times. The nearest safe crossing point for residents living around St. Andrew/Havant Rd is at Eastern Rd/Galt Rd junction which is a 10 minute walk each way for people with children.	Drayton & Farlington
		Albert Road / Festing Road Junction - Pedestrian Safety Improvements	Following several pedestrian casualties at this junction (recent 3 year period 01/07/13 to 30/06/16 shows a total of 4 collisions (3 serious) with 3 being pedestrians and 1 pedal cycle) improvements can be implemented to assist with the uncontrolled crossing. These could include building out of existing kerb lines to reduce vehicle speeds entering/exiting the junction, extending the pedestrian island in length and implementing guard railing outside of the public house entrances to guide pedestrians to crossing facilities.	Central Southsea / Eastney and Craneswater
		London Road University Technology College (UTC) Crossing	Improved crossing facilities on London Road south of the entrance to Trafalgar School and the new University Technical College. It is on the walking route to Gatcombe Primary school, and provides access to the southbound bus stop. There are four lanes of traffic to cross at this point which is a current School Crossing Patrol site.	Hilsea
LTP3 2017/18	**Active Travel Schemes**	Rights of Way Signage	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
		Active Travel Improvements	This funding has been identified as match funding for the DfT Access Fund bid. Small-scale infrastructure improvements (such as cycle parking, signage and lining) and public realm enhancements across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling.	All wards

LTP3 2017/18	**Active Travel Schemes**	London Rd to Peronne Rd Cycle Route	Old London Rd/London Rd Gyratory Junction - The Gyratory and London Rd/Northern Parade Junction are high cycle casualty sites (numbers 8 and 4 based on recent data) which lead into the Portsbridge Roundabout. This scheme will provide a convenient alternative route to using all three of those junctions. Install a shared cycle route in London Rd at the junction with Curtis Mead. This route will take cyclists around the eastern side of the gyratory on the pavement and link in with the Peronne Rd A27 bridge into Cosham.	Hilsea
		Stubbington Avenue / London Road Roundabout - Pedestrian/cycle improvements	To improve the layout of the existing roundabout by introducing improved pedestrian movements with future consideration for cycle facilities. This will consist of building out existing kerb lines and central islands. The effect of this style of roundabout is to force motorists to choose their final exit before entering the junction. By reducing weaving around, and increasing the predictability of the final destination, there is a reduction in potential conflict points.	Nelson / Hilsea
		London Road/London Avenue Junction Improvement	To improve the existing junction layout at London Road/London Avenue. This would be achieved by providing a large kerbed build-out at the southern side of London Avenue and providing 'No Entry' markings on the carriageway along with the arrowhead directions road markings at the junction to create a single lane exit.	
		Signing and Lining	City-wide need to address minor issues on the highway network that can be remedied through the inclusion of signing and lining to improve visible presence, slow speeds or provide direction assistance.	All wards
LTP3 2017/18	**Traffic Signals Schemes**	Data Platform	This funding has been identified as match funding for the DfT C-ITS Bid to develop a data platform creating a decision support system to minimise the impact of congestion within Portsmouth, and relay real time information to vehicles.	All wards
		Variable Message Signs	The provision of 2 additional digital Variable Message Signs (VMS) will allow accurate and 'live' traffic information to be displayed on street in key strategic locations (central reservation of Mile End Roundabout, and M275 flyover before the Mile End Roundabout). Motorists will be provided with information to make informed decisions on their route in the event of incidents on the network. Two redundant VMS and their related infrastructure will also be removed as part of this scheme.	All wards
		Upgrade and reconfiguration of Traffic Signal controllers	The scheme seeks to modernise and upgrade existing traffic signal infrastructure at key locations throughout the city, improving the efficiency of the network, reducing delays for all modes, and improving safety of the users of the network. Much of the existing infrastructure is operating through out-dated technology leading to unnecessary delays to journey times. This will significantly reduce the maintenance cost and power savings.	All wards

LTP3 2017/18	**Public Transport Schemes**	Traveline	Provision of annual funding (jointly with all Local Transport authorities) to maintain and enhance comprehensive public transport information facilities through Traveline an online and telephone journey planning service.	All wards
		Bus Stop Infrastructure	Small scale improvements to infrastructure as identified by public transport operators and members of the public and priority tasks to enable ease of travelling by bus.	All wards
Eastern Road Corridor road link improvements			Improvements to Eastern Road corridor that will be supported and evidenced through feasibility studies including traffic congestion and vehicle flow studies. We will also work with Highways England to complement any work they have planned for A27 The work will include potential widening of the corridor, improvements to junctions including splays onto the A27, signage, public transportation. The outputs will comprise improved and sustainable transport choices, improved air quality, reduced noise, travel time and congestion leading to increased productivity which in turn, supports growth of the city.	Drayton & Farlington, Copnor, Baffins, Milton, Eastney and Craneswater
Improvements to neighbourhood living and street environment			Funding will enable the construction of neighbourhood and street improvements and will lead to better use of 'fence to fence' space and improved access arrangements for pedestrians, cyclists and motor vehicles across the city. Types of improvements include an extension of the successful verge hardening schemes, dragon's teeth and kerb realignment to improve access for emergency vehicles and schemes that better segregate parking and clear-ways for pedestrians and wheel chair users.	All wards

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Portsmouth CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	16 March 2017
Subject:	Air Quality Strategy
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
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 to formally consult on the draft Air Quality Strategy as attached in:

Appendix A: Draft Air Quality Strategy 2017 - 2027

2. Recommendations

2.1 That approval is given to consult on the draft Air Quality Strategy.

3. Background

3.1 Clean air is essential for a good quality of life and good health. Harmful levels of pollutants in the air have an adverse effect on people's health, and the council is committed to improving air quality across the city. Improvements in air quality will bring significant and lasting benefits to current and future generations, with positive effects on economic development, public health and wellbeing, making Portsmouth a more attractive place to live, work and visit.

3.2 With only three roads linking Portsea Island to the mainland, and the city's unique geography, population density and visitor numbers, there is significant potential for traffic congestion, particularly at peak times. One of the key sources of air pollution in Portsmouth comes from transport, particularly road traffic.

3.3 The Air Quality Strategy details various approaches and actions which are intended to be taken to improve local air quality. Partnership working is very much at the heart of this strategy and working collaboratively both across the council and with external partners will be necessary in order to bring out meaningful improvements.

3.4 The Air Quality Strategy will drive improvements towards a healthier city for all, and ensure the continued effective management of air quality in the city.

4. Reasons for recommendations

4.1 To obtain approval to formally consult on the Portsmouth City Council Air Quality Strategy.

5. Equality Impact Assessment

5.1 A full equality impact assessment is not required as the recommendations do not have a disproportional negative impact on any of the specific protected characteristic as described in the Equality Act 2010. A preliminary equality impact assessment has been carried out for the Air Quality Strategy and this indicates that:

- The Air Quality Strategy has been developed to improve air quality across the city for the benefit of all, including those who live, work and visit the city, regardless of their equality group.

- The improvements to air quality that come out of this strategy will bring about significant and lasting benefits, with positive effects on public health and wellbeing for all.

- The strategy is not intended to discriminate against anyone and the various approaches and actions suggested within it are not considered to have any negative impacts on any protected characteristic.

6. Legal Implications

6.1 Section 1. of the Localism Act 2011 permits a Council to do anything in the discharge to its functions provided not otherwise restricted by existing legislation. This includes implementing policy designed to improve and deliver environmental protections and air quality measures in order to meet the requirements of the European Union Air Quality Directive.

6.2 The Environment Act 1995 also put a duty on the Council to constantly review and assess the air quality within its boundaries. In order not to exceed the European and national air quality standard, it is necessary to draw up and implement Air Quality Strategy to improve air quality across the city.

7. Director of Finance's comments

7.1 This recommendation has no financial implications.

……
Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

Appendices:
Appendix A - Air Quality Strategy (draft)

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**
Preliminary Equality Impact Assessment	Transport Planning Team, Corporate Communications Team and Equalities Unit.

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

by …… on ……

……
Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

(End of report)

Portsmouth
CITY COUNCIL

AIR QUALITY STRATEGY

2017 - 2027

AIR QUALITY STRATEGY 2017-2027

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FOREWORD

The quality of the air that we breathe plays a big part in the health of our local communities. It is our aspiration that people who live in, work in and visit Portsmouth should be able enjoy an environment which is clean and safe, with air quality which is not harmful to health.

The current legal limits on ambient air quality in Portsmouth, as in many other busy cities, can sometimes be exceeded at certain locations. It is important that we tackle this issue with a robust strategy, leading to sustained actions which will drive forward improvements to air quality across the city.

This ten year strategy sets out Portsmouth City Council's aspirations for improving and maintaining healthy air quality in Portsmouth, promoting joint working amongst departments and stakeholders. The strategy outlines the consistent approach that is needed to improve air quality across the city.

Portsmouth is a busy, thriving city and meeting the challenges associated with air pollution is no easy challenge. However, we are passionate about making improvements for the benefit and health of the current and future generations.

We are delighted to endorse this strategy to improve air quality in Portsmouth, and the benefits it will deliver to the health of our residents' and people who work in and visit our city.

Councillor Jim Fleming
Portsmouth City Council's Cabinet Member for Traffic & Transportation

Councillor Robert New
Portsmouth City Council's Cabinet Member for Environment and Community Safety

VISION

PORTSMOUTH CITY COUNCIL IS COMMITTED TO WORK COLLABORATIVELY TO IMPROVE AND MAINTAIN A HEALTHY LOCAL AIR QUALITY IN THE CITY IN ORDER TO PROTECT PUBLIC HEALTH AND THE ENVIRONMENT, ENHANCING OUR STATUS AS A GREAT WATERFRONT CITY.

INTRODUCTION

Clean air is essential for a good quality of life and good health. Those who live and work in Portsmouth, and visitors to the city, deserve to breathe air free from harmful levels of air pollutants. Portsmouth City Council is committed to improving air quality across the city, for the benefit of current and future generations. Minimising air pollution levels will bring significant and lasting benefits - with positive effects on public health, economic development, and population wellbeing. This air quality strategy will contribute to Portsmouth becoming a healthier and more sustainable and prosperous city.

Partnership working is very much at the heart of this strategy. It is only by working collaboratively both across the council and with external partners that we can bring about meaningful improvements in air quality[1]. It is estimated that in Portsmouth, 95 deaths per year occur where air pollution has been a contributing factor[2]. In the UK, this figure is thought to be around 40,000 deaths per year, at a cost of £20 billion annually. The need for a forward looking, ambitious air quality strategy is therefore very important.

[1] A conservative estimate for one type of pollution (particulates) is that it reduces average life expectancy in the UK by aound 6 months, worth £16 billion a year (Defra)

[2] Public Health England

THROUGH THIS STRATEGY, WE WILL STRIVE TO CONSISTENTLY WORK TOWARDS ACHIEVING ALL STATUTORY LOCAL AIR QUALITY STANDARDS CITYWIDE BY 2027.

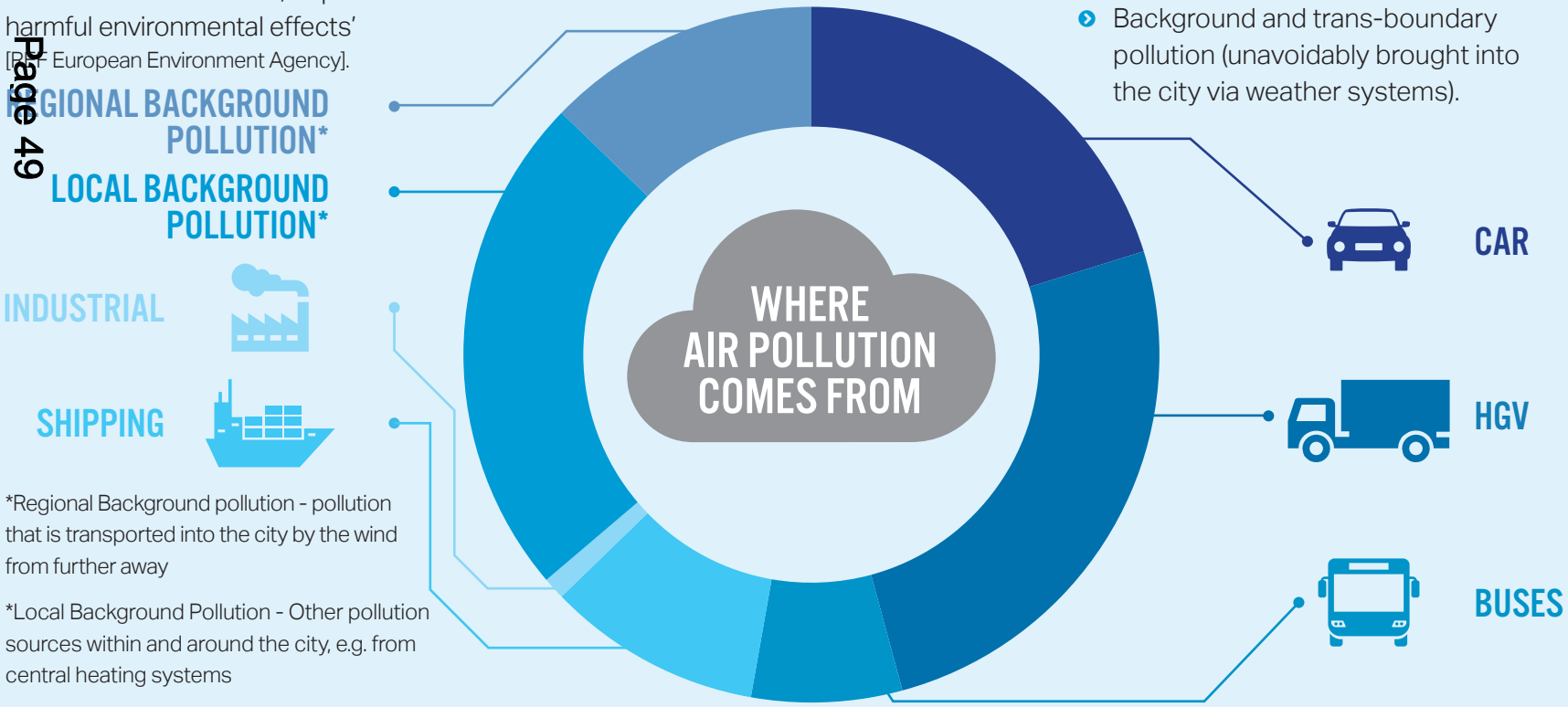
AIR POLLUTION AND SOURCES OF POLLUTANTS IN PORTSMOUTH

What is air pollution?

Air pollution can be defined as 'contaminant or pollutant substances in the air at a concentration that interferes with human health or welfare, or produces other harmful environmental effects' [BY European Environment Agency].

Most outdoor air pollution in urban areas such as Portsmouth is man-made. Sources of air pollution chiefly comprise those involving combustion processes, and examples are:

- Transport, particularly road traffic
- Industrial, commercial and domestic sources
- Background and trans-boundary pollution (unavoidably brought into the city via weather systems).



*Regional Background pollution - pollution that is transported into the city by the wind from further away

*Local Background Pollution - Other pollution sources within and around the city, e.g. from central heating systems

There are many different outdoor air pollutants, including gases and particles. Examples include: benzene, 1.3 butadiene, carbon monoxide, lead, nitrogen dioxide, PM10 and sulphur dioxide.

Vehicles running on diesel fuel, which includes a significant proportion of cars on UK roads, are a notable source of nitrogen dioxide emissions, whilst man-made particulates are derived not only from engine emissions but also from brake and tyre wear.

Health effects of air pollution are wide ranging. They include but are not limited to:

SHORT-TERM EFFECTS

such as worsening of pre-existing heart and lung conditions and respiratory conditions, e.g. asthma, leading to increased hospital admissions

LONG-TERM EFFECTS

particularly increased mortality from heart and lung conditions

EMERGING EVIDENCE OF FURTHER IMPACTS

including low birth weight and premature birth in babies, childhood infections, and impaired lung development and function as children grow.

The importance of good air quality

Air pollution has many negative impacts on human health. These occur in both the short term and the long term, and affect not only the risk of acquiring significant disease, but also the risk of inducing premature death. Moreover, air pollution can have a disproportionate impact on the most vulnerable in society; children, older people, and those with existing medical conditions.

The scientific evidence bears out the unease that residents have expressed over health impacts: negative effects of air pollution are well established and new evidence continues to emerge.

STATUTORY REQUIREMENTS

Part IV of the Environment Act (1995) requires local authorities to undertake Local Air Quality Management and places an obligation on them to regularly review and assess air quality in their areas.

The air quality standards and objectives for seven pollutants are prescribed by the Air Quality Regulations (2000) and are based on EU limit values. These are shown in figure 2, which illustrates the 2 main pollutants of concern, nitrogen dioxide (NO^2) and particulate matter (Pm10).

Where an exceedance of nitrogen dioxide (NO2) occurs, or is likely to occur, the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan, setting out the measures it intends to put in place.

Figure 2: Summary of National Air Quality

Pollutant	Air Quality Objective	
	Concentration	Measured as
Nitrogen Dioxide (NO2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m^3	Annual mean
Particulate Matter (PM10)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m^3	Annual mean

The units are in micrograms of pollutant per cubic metre of air (µg/m^3)

THE PORTSMOUTH CONTEXT

As the UK's only island city, Portsmouth faces a number of unique challenges in improving its air quality. As a densely populated city with high visitor numbers and only three roads linking Portsea Island to the mainland, there is significant potential for congestion within some parts of the city, particularly at peak times. In addition to the impacts of local sources, the city is impacted by harmful trans-boundary pollutants which can be blown into Portsmouth from sources beyond its direct control and influence.

AIR QUALITY HIERARCHY

PORTSMOUTH LOCAL TRANSPORT PLAN INCLUDING TRANSPORT FOR SOUTH HAMPSHIRE

POLICY E - (TFSH) TO DELIVER IMPROVEMENTS IN PORTSMOUTH AIR QUALITY STRATEGY

LONG TERM: PORTSMOUTH AIR QUALITY STRATEGY

SHORT TERM: PORTSMOUTH AIR QUALITY ACTION PLAN

There is an indicator provided by Public Health England (PHE) which captures the impact of fine particulate man-made pollutant PM2.5 on the people of Portsmouth. This is the fraction of all deaths each year in the city attributable to this form of air pollution.

Latest data, from 2014:

5.1%	5.1%
England	Portsmouth

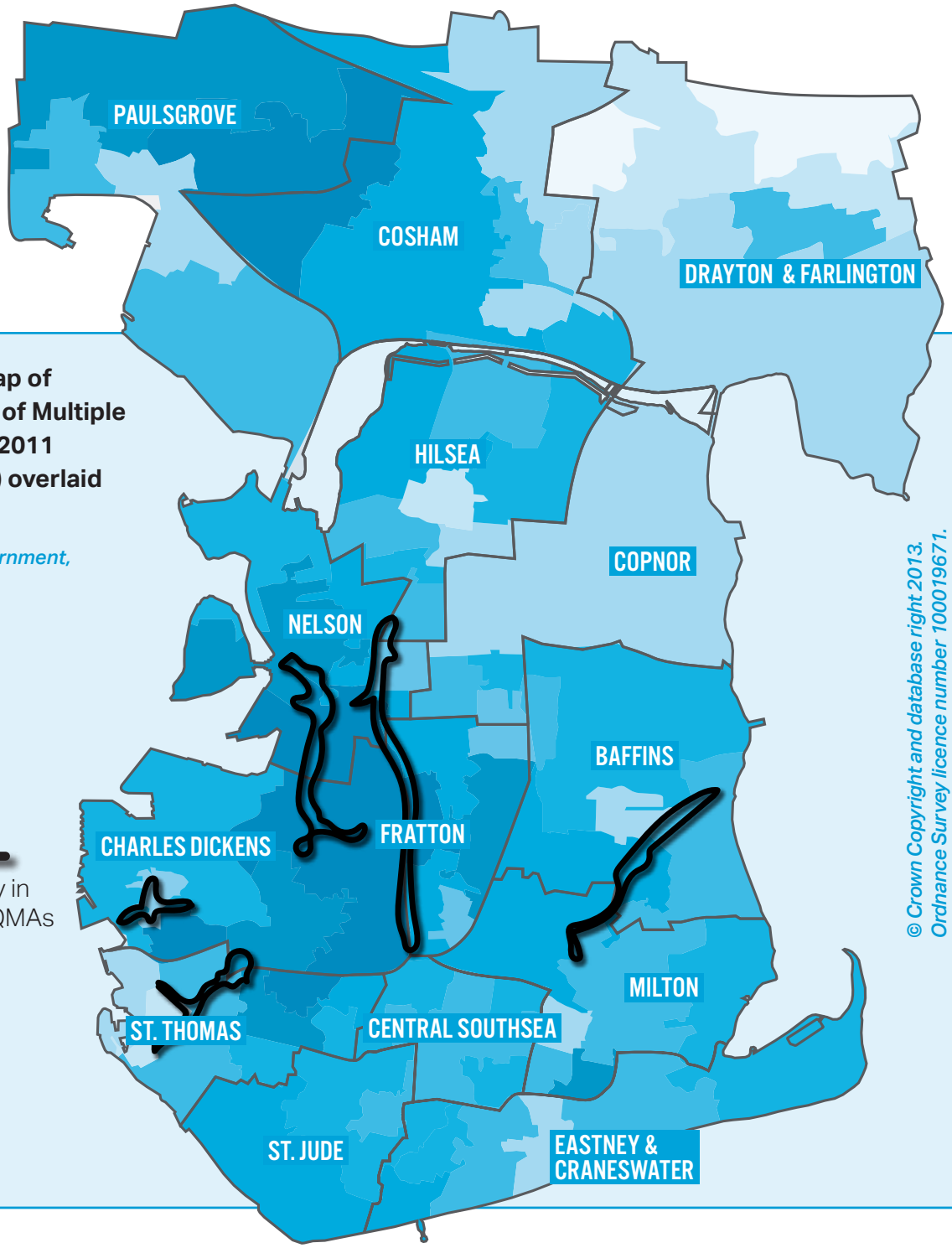
NATIONALLY, IT IS ESTIMATED THAT THE AVERAGE REDUCTION IN LIFE EXPECTANCY ASSOCIATED WITH THIS FORM OF AIR POLLUTION IS APPROXIMATELY SIX MONTHS.

Air pollution tends to be worse in those areas which are already relatively more deprived (as shown in Figure 1 as areas of deprivation tend to be located closer to heavy road traffic, worsening health inequities and further widening the inequality gaps which exist within the city.

In 2005, Portsmouth City Council declared 13 AQMAs. Following improvement in nitrogen dioxide levels in the city, eight of these were revoked in 2009, leaving five AQMAs currently in place. The current legal limits on ambient air quality are now being met across the majority of the city, although NO2 levels in the remaining five AQMAs can still exceed these limits and more work needs to be done to address these areas, whilst working to ensure other areas in the city remain below the current legal limits. Portsmouth City Council's Air Quality Action Plan sets out the manner in which improvements in these five AQMAs are delivered. Through this plan the Council will strive towards consistently meeting all statutory local air quality standards across the whole of the city. Portsmouth City Council is committed to a continuing improvement in air quality in order to fulfil its legal obligations.

Figure 1: Index of deprivation (ID) 2015 - map of Portsmouth with the England rank of Index of Multiple Deprivation (IMD) 2015 score in deciles by 2011 Census Lower Super Output Areas (LSOAs) overlaid with electoral wards and AQMAs.

Source: Department for Communities and Local Government, Indices of Deprivation 2015.



England Rank of IMD 2015 score (Decile)

By LSOA (no. of)

	Most Deprived 10%	(16)
		(12)
		(21)
		(20)
		(24)
		(10)
		(9)
		(7)
		(4)
	Least Deprived	(2)

Currently in place AQMAs

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PHE also calculate, based on 2010 data, that there is an effect on mortality in the city equivalent to 95 deaths each year at typical ages. In reality air pollution contributes a small amount to the deaths of a large number of exposed individuals (i.e. essentially all Portsmouth's residents) rather than being solely responsible for 95 deaths.

Based on local measurement, the gaseous pollutant nitrogen dioxide is of particular relevance and concern to Portsmouth, impacting upon human health. In the broader context, particulate matter, especially the smallest of these airborne particles known as PM2.5, are an increasing concern.

What are the views of Portsmouth residents?

During 2016, Rapid Participatory Appraisals were carried out in areas across the city. These studies are conducted in order to gain insights into the perceived needs and perspectives of local communities. During these appraisals, concerns over levels of pollution in some parts of the city were expressed. Anxieties over asthma, heart problems and lung disease were all apparent during this community engagement work, demonstrating the importance attributed to good air quality by residents. In short, the desire to act to improve and maintain a healthy air quality is very much shared by those most closely affected: the people of Portsmouth.

PROGRESS SO FAR

Despite the challenges, significant progress has been made to improve air quality within the Portsmouth boundary. The current legal limits on ambient air quality are now being met across the majority of Portsmouth, with the trend emerging from each of the four continuous monitoring stations exhibiting a downward trend in NO2 annual mean levels in the last three years. However, of greatest concern is that levels of particulate matter are increasing on an annual basis.

Work towards raising awareness of, and promoting sustainable and active travel and encouraging less polluting forms of travel has been undertaken.

SOME KEY ACHIEVEMENTS THAT HAVE BEEN MADE INCLUDE:

WEIGHT RESTRICTION

Establishment of a weight restriction to prevent HGV's entering London Road, south of Stubbington Avenue, and at Anchorage Park.

OPTIMISATION

Completion of the ORTMCS (Optimisation of Road Traffic Management Control Systems) work stream which explored the potential for improving air quality through regulation of traffic flow.

SUSTAINABLE MEASURES

Delivery of a wide package of infrastructure measures to encourage a modal shift from car to more sustainable modes of travel for residents, visitors and commuters, eg. critical east-west links such as Havant Road and Goldsmith Avenue, and Wayfinding system of totem-style waymarkers in support of walking.

SUSTAINABLE TRAVEL

Delivery of a package of supporting marketing and behaviour change measures to encourage & promote sustainable transport as a viable choice.

WHAT WE ARE GOING TO DO

Our commitment to improving the city's air quality is founded on working closely with all relevant partners - both internal and external. This strategy will provide the impetus for dynamically driving forward the local Air Quality Action Plan, updating and reviewing it as necessary, bringing together key stakeholders across the city. The strategy will support the development of a framework for joint working, and embed local air quality at the heart of the council's decision making.

AIM

The aim of this strategy is to drive forward Portsmouth's Air Quality Action Plan, which seeks to achieve continual citywide reductions in air pollution, specifically:

- WITHIN EXISTING AIR QUALITY MANAGEMENT AREAS
- THROUGHOUT THE CITY AS A WHOLE (BACKGROUND AIR QUALITY LEVELS)
- WITH REGARD TO FULFILLING STATUTORY DUTIES FOR LOCAL AIR QUALITY MANAGEMENT AND PUBLIC HEALTH (NATIONAL AIR QUALITY)

This strategy will therefore contribute to the protection of public health and the environment, generate economic benefits, and help towards making Portsmouth a healthier and more sustainable and prosperous city.

STRATEGIC OBJECTIVES

We will seek to achieve the following strategic objectives (SO):

1

Foster closer working relationships between council directorates and external partners.

2

Create a focus on sustainable travel, including the promotion of a modal shift in transport from the car to active travel .

3

Provide high quality information and guidance on local air quality to members of the public.

4

Develop and implement measures to reduce traffic and congestion-related emissions, addressing road network flow and functionality.

5

Support and stimulate sustainable citywide economic growth, including a focus on reducing carbon emissions.

6

Ensure that as a council we lead by example in supporting sustainable working practices, minimising our own emissions and carbon footprint.

HOW ARE WE GOING TO IMPROVE AIR QUALITY?

THE STRATEGIC OBJECTIVES ARE UNDERPINNED BY A SET OF CORE PRINCIPLES, WHICH ARE:

1. EVIDENCE-BASED PRACTICE

Decisions on actions to address air quality will be based on robust, up-to-date evidence. Keeping this evidence under review will ensure the best decisions are made at all times.

2. INNOVATION

We will embrace different ways of working and innovative, evidence-based approaches where these have the potential to bring about improvements in air quality.

3. COLLABORATIVE WORKING

Reductions in air pollution can only be achieved with buy-in, co-ordination and commitment from all stakeholders, including members of the public.

4. MONITORING & EVALUATION

We will monitor and assess the impact of actions we take to improve air quality in order to keep improving what we do and best inform subsequent steps. This will help to shape the local AQAP.

5. AMBITION

We will strive to reduce air pollution to levels that do not merely meet national targets, but exceed them wherever possible. Such ambition is reinforced by evidence: there are pollutants with no safe level with regard to their negative impact on human health.

6. SEEKING FUNDING

We will seek funding opportunities to assist with air quality initiatives wherever and whenever this is possible.

7. ANALYSIS

Wherever possible, we will analyse the impact of our actions - for example in health or financial terms – that are anticipated or realised from interventions to improve air quality.

THE APPROACHES WE WILL TAKE

The various approaches and actions we intend to take to improve local air quality are detailed in the table below. Each approach links to one or more of the key strategic objectives, and will help to guide the development of the Air Quality Action Plan.

WHAT DO WE PROPOSE TO DO?	KEY LINKS TO STRATEGIC OBJECTIVES
Set up multi-disciplinary Air Quality Steering Group to drive forward the clean air agenda	1
Seek opportunities for effective partnership working at all levels	1
Work with the housing sector to minimise domestic sources of air pollution	1
Take opportunities to engage with academic sector and community groups to reinforce shared learning and seek solutions to improve air quality	1
Work with schools to promote active travel and cycling proficiency	1, 2
Empower businesses and industry to take responsibility for their contribution to air quality and drive down pollution	1, 5
Work with Portsmouth International Port and the freight industry to support measures to reduce air pollution from shipping and haulage	1, 5
Encourage, incentivise and empower residents and commuters in adopting active travel, for example through improvements in the walking and cycling infrastructure	2
Maximise the availability of sustainable travel options	2, 5
Work towards minimising emissions from the city council's vehicle fleet through the uptake of low-emission engine technology and alternative vehicle fuels	2, 6
Develop a Low Emission Vehicle Policy for Portsmouth	2, 5, 6

WHAT DO WE PROPOSE TO DO?	KEY LINKS TO STRATEGIC OBJECTIVES
Raise awareness of air pollution amongst city residents and workers	3
Consider ways of disseminating messages about air quality during periods of high pollution	3
Continue to implement measures to reduce traffic congestion, particularly on strategic routes and within AQMA's	4
Reduce emissions related to suboptimal traffic flow, through the upgrade of key road junctions with MOVA (Microprocessor Optimised Vehicle Actuation) technology and the development of a sensor network collecting real-time traffic flow information	4
Investigate and trial alternative new technologies to reduce delays across the traffic network	4, 5
Encourage all new commercial, industrial and property developments have a focus on sustainability, and minimise carbon emissions	5
Encourage sustainable regeneration and growth, particularly through transport policies	5
Ensure that businesses that work/contract with the council have green fleet and carbon neutral ambitions.	6
Lead by example as a council in seeking to promote sustainability and reduce our own emissions - for example via our procurement practices and measures that focus on the operation of our vehicle fleet	6
Ensure future revisions of Portsmouth's strategic plans fully recognise air quality issues and where possible minimise their impacts	6

LOOKING TO THE FUTURE

PORTSMOUTH CITY COUNCIL WILL CONTINUE TO WORK, IN PARTNERSHIP, TOWARDS MAKING PORTSMOUTH A MORE ATTRACTIVE PLACE TO LIVE IN, WORK IN AND VISIT.

THE DEVELOPMENT OF OUR PORTSMOUTH AIR QUALITY STRATEGY WILL DRIVE IMPROVEMENTS TOWARDS A HEALTHIER CITY FOR ALL.

emirates.com
Emirates SPINNAKER

References

Air Quality Plan for NO^2 in the UK (2015)

Air Quality Strategy for England, Wales, Scotland, NI (2007)

National Air Quality Objectives

You can get this information in large print, Braille, audio or in another language by calling 023 9283 4672

Produced by: **marketing@portsmouthcc.gov.uk** • Published: **February 2017** • Ref: **74.107**

NHS Portsmouth

Portsmouth CITY COUNCIL

Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
  - negative, positive or no impact on any of the equality groups
  - opportunity to promote equality for the equality groups
  - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Service: Transport and environment

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

Air Quality Strategy 2017 - 2027

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

- ☐ Existing
- ★ New / proposed
- ☐ Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

The ten year Air Quality Strategy sets out Portsmouth City Council's aspirations for improving and maintaining healthy air quality in Portsmouth, promoting joint working amongst departments and stakeholders.

The aim of the strategy will be to drive forward Portsmouth's Air Quality Action Plan, which seeks to achieve continual citywide reductions in air pollution, specifically within existing air quality management areas, throughout the city as a whole, and with regard to fulfilling statutory duties for local air quality management and public health.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

This strategy will lead improvements in air quality in Portsmouth for all who live, work and visit the city. It will lead to improvements in health and wellbeing for all.

Various approaches and actions which are intended to be taken to improve local air quality are detailed within the strategy, each linked to one or more of six strategic objectives.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age		★	
Disability		★	
Race		★	
Gender		★	
Transgender		★	
Sexual orientation		★	
Religion or belief		★	
Pregnancy and maternity		★	
Other excluded groups		★	

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	☐	★	☐
Disability	☐	★	☐
Race	☐	★	☐
Gender	☐	★	☐
Transgender	☐	★	☐
Sexual orientation	☐	★	☐
Religion or belief	☐	★	☐
Pregnancy or maternity	☐	★	☐
Other excluded groups	☐	★	☐

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	☐	★	☐
Disability	☐	★	☐
Race	☐	★	☐
Gender	☐	★	☐
Transgender	☐	★	☐
Sexual orientation	☐	★	☐

Religion or belief	☐	★	☐
Pregnancy and maternity	☐	★	☐
Other excluded groups	☐	★	☐

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

☐ yes ★ No

Q7 - How have you come to this decision?

The Air Quality Strategy has been developed to improve air quality across the city for the benefit of all, including those who live, work or visit the city, regardless of their equality group. This strategy will help to drive forward the Air Quality Action Plan, with improvements to air quality across the city bringing about significant and lasting benefits to current and future generations, with positive effects on public health and wellbeing.

The development of the Air Quality Strategy will drive improvements towards a healthier city for all.

This strategy is not intended to discriminate against anyone. The various approaches and actions suggested within the strategy are not considered to have any negative impacts on any minority group.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Kirsty Routledge - Influencing Travel Behaviour Officer
Gina Perryman - Access & Equality Advisor

This EIA has been approved by:

Contact number:

Date: 06/02/17

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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