



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 27 APRIL 2017 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Local Democracy Officer 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

Written 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.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Street Naming and Numbering - Charges and Policy (Pages 3 - 22)

The report by the Assistant Director of Contracts, Commercial, Highways, IT & Procurement seeks the introduction of charges for the Street Naming and Numbering service and adoption of the policy for this.

RECOMMENDED that:

(1) The Cabinet Member approves the adoption throughout the City of Portsmouth of the legislation set out below with the purpose of introducing charges for street naming and numbering:

(a) Sections 17- 19 Public Health Act 1925

(b) Sections 64 - 65 Town Improvement Clauses Act 1847

(2) The charges for work relating to the Street Naming and Numbering service, set out in Appendix A, be adopted with effect from 27th May 2017.

(3) The Street Naming and Numbering Policy, set out in Appendix C, be adopted with effect from 27th May 2017.

4 Doyle Avenue Traffic Regulation Order 24/17 (Pages 23 - 38)

The report by the Director of Transport, Environment and Business Support is to consider the response to the public consultation on proposed amendments to stopping and waiting restrictions under traffic regulation order no.24 of 2017, and consider the information received and options available.

RECOMMENDED that:

(1) The 6-metre extension to the 'school keep clear' zig zag restriction as proposed under TRO 24/2017 is not implemented;

(2) The existing 'school keep clear' zig zag restriction is remarked on the highway, approximately 4 metres shorter in overall length;

(3) The layby is constructed and the adjacent double yellow lines amended, as proposed under TRO 24/2017;

(4) The 'school keep clear' restriction is reassessed following completion of the building works within the school (Summer 2018), in terms of the potential closure of the pedestrian entrance nearest Northern Parade.

5 Solent Transport Business Plan (Pages 39 - 46)

The purpose of the report by the Director of Transport, Environment and Business Support is to obtain agreement for the adoption of the Solent Transport Business Plan for 2017-18, known as the Solent Transport Work Plan. This is required by the Solent Transport constitution, and provides the direction for Solent Transport over the next financial year.

RECOMMENDED that the Solent Transport Business Plan 2017-18, known as the Solent Transport Work Plan, is adopted by Portsmouth City Council.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	27 April 2017
Subject:	Street Naming and Numbering (SNN) Charges and Policy
Report by:	Assistant Director of Contracts, Commercial, Highways, IT & Procurement
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

To propose that we introduce charges for the Street Naming and Numbering service and the policy under which that service will be provided.

2. Recommendations

It is recommended that:-

2.1 The Cabinet Member approves the adoption throughout the City of Portsmouth of the legislation set out below with the purpose of introducing charges for street naming and numbering:

(a) Sections 17- 19 Public Health Act 1925

(b) Sections 64 - 65 Town Improvement Clauses Act 1847

2.1 The charges for work relating to the Street Naming and Numbering service, set out in Appendix A, be adopted with effect from 27th May 2017.

2.2 The Street Naming and Numbering Policy, set out in Appendix C, be adopted with effect from 27th May 2017.

3. Background

- 3.1 The Council has statutory functions in relation to naming and numbering streets and this responsibility is covered by Sections 17-19 of the Public Health Act 1925 and section 64 and 65 of the Towns Improvement Clauses Act 1847 and is, at present, provided without charge.
- 3.2 Most local authorities charge for this service and details of the charges used by our neighbours are shown in Appendix B.
- 3.3 In setting charges, the council must be able to demonstrate that it is acting solely to recover its reasonable costs. Taking one year with another, the income from charges must not exceed the cost of provision.
- 3.4 Portsmouth City Council does not currently have an approved Street Naming and Numbering policy which causes confusion for residents, developers and officers. It also makes the authority more liable to challenge as there is no policy to refer to in order to reinforce decisions taken by the SNN Statutory Officer. A proposed new policy is shown in Appendix C.
- 3.5 We receive between 450 and 500 requests per annum, and roughly 60% are from building developers and the remaining 40% are from residents.

4. Reasons for recommendations

- 4.1 Most Local Authorities charge for the Street Naming and Numbering service, and as we currently do not, it provides an opportunity to increase our income and contribute towards the council's savings targets.
- 4.2 Street Naming and Numbering data is a valuable resource used by several council services. The data is also shared with emergency services and utility companies so that overall:
 - Emergency services can find a property quickly
 - Mail is delivered efficiently
 - Visitors can easily find where they want to go
 - There is a reliable delivery of services and products
 - Service providers have up to date and accurate records
 - Portsmouth City Council bill the right person, in the right property, for council tax and non-domestic rates.
 - Portsmouth residents are registered correctly for electoral services
 - The Land Registry and Valuation Office have the correct title details for properties
- 4.3 Additionally, the growth in the use of address data as a basis for ecommerce and credit ratings reinforces the importance of maintaining an up to date

record. It is, therefore, vital that the public are not disengaged from the process of notifying the council of changes as a result of charging.

- 4.4 The cost of providing the service is £52,000 per annum, and the estimated income based on the proposed charges would be in the order of £30,000 per annum.

The Royal Mail pay us £1 per address registered.

- 4.5 Should charges be adopted, then methods of payment will need to be put in place, so the income in the first year will not start until this is completed. Anticipated income is therefore expected to be in the region of £15,000 in 2017/18.
- 4.6 Street naming and numbering charges are not subject to VAT as the services are regarded as a non-business activity, provided under statutory powers and not subject to competition from the private sector. Therefore, VAT will not be added to the charges made.

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.
- 5.2 This is an existing service and is not being changed other than to introduce charges.

6. Legal implications

- 6.1 The powers relating to street numbering are included within sections 17-19 of the Public Health Act 1925 (PHA): Section 17 PHA requires any person proposing to name a street to give notice to the local authority and makes it an offence to put up any name to which the authority has raised objections within one month of the notice. Section 18 PHA permits the alteration of the name of any street or the assignation of a street to which no name has been given. The power to number houses in a street is contained within section 64 of the Town Improvement Clauses Act 1847.
- 6.2 Under the provisions of the Local Government Act 1972 (LGA) sections 17 to 19 only apply to those areas it immediately applied to before 1st April 1974 or to those to which it has given the requisite notice under Schedule 14, paragraph 25 of the LGA. There are alternative powers under the Public

Health Amendments Act 1907 relating to alteration of the street names. It is not permissible for both powers to apply in the same area at the same time.

- 6.3 The decision to adapt the provisions of the PHA must be advertised in a local newspaper in two consecutive weeks and the power to charge cannot come into force before 1 month from the date of the notice.
- 6.4 The Council have a general power under section 93 of the Local Government Act 2003 (or alternatively under section 1 and 3 of the Localism Act 2011 if not under the 2003 Act) to charge for the provision of services where there is no statutory duty to provide the service and the recipient agrees to accept the charge in order to obtain the service. This power can only be exercised where there is no express prohibition against charging and the charge applied must be on a cost recovery basis only.
- 6.5 The Council's exercise of the functions contained in section 17-19 of the Public Health Act 1925 and section 64 - 65 of the Town Improvement Clauses Act 1847 are discretionary.

7. Director of Finance's comments

- 7.1 Members approved the introduction of charges for this service as part of the 2017/18 budget savings proposals reported to City Council in December 2016. Revenue budget provision for 2017/18 reflects the anticipated income for £15,000 from this service.

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Signed by: Greg Povey

Appendices:

- Appendix A - Proposed Charges
- Appendix B - Charges used by other Local Authorities
- Appendix C - Proposed Street Naming and Numbering Policy

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
Sections 17-19 of the Public Health Act 1925	
Section 93 of the Local Government Act 2003.	

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

.....
Signed by:

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Appendix A - Proposed Charges

Portsmouth City Council - Proposed Charges

New development of 2-5 plots	£200
New development of 6-20 plots	£200 + £10 per property
New development of 21-100 plots	£400 + £5 per property
New development of 100+ plots	£950
Naming of new block of flats/building	£200 + £10 per property
New postal address for an individual property, annexe or change/addition of a house name	£100
Change to new addresses due to the development changing after the schedule has been issued	£15
Research archive for address history	£100
Renaming of an existing street	£200 + £5 per property

High Level Comparison

Authority	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	Tier 7	Tier 8	Tier 9
Portsmouth (Proposed)	£200	£200+ £10	£400+ £5	£950	£200+ £10	£100	£15	£100	£200+£5
Fareham BC	£200	£200+ 10	£400+ £5	£950	£200+ £10	£100	£15	£100	£200+£5
Gosport BC	£200	£200+ £10	£400+ £5	£950	£200+ £10	£100	£15	£100	£200+£5
Southampton	£200	£200+ £10	£400+ £5	£950	£200+ £10	£100	£15	£100	£200+£5
Isle of Wight	£37.34 per plot £186.7 for 10.	£222 for 10 £259 for 20	£296 for 21 £431 for 100	Price on applica tion		£49.62			£245.52 +£48.59 per property

Key:

Tier 1 - 2-5 plots

Tier 2 - 6-20 plots

Tier 3 - 21-100 plots

Tier 4 - 100+plots

Tier 5 - Naming of new block of flats/building

Tier 6 - New postal address for an individual property, annexe or change/addition of a house name

Tier 7 - Change to new addresses due to the development changing after the schedule has been issued

Tier 8 - Research archive for address history

Tier 9 - Renaming of an existing street

Appendix B - Charges used by other Local Authorities

Chichester District Council

New or amended building name of an existing property	£30
Change of street name where requested by residents	£200 + £20 per property

East Hampshire District Council

Rename a road	£300
Rename a property	£100
First plot of new development	£200
Additional Plots 2 - 20	£40
Additional plots 21 and above	£30

Fareham Borough Council

New Development of 1 - 5 plots	£200
New Development/phases of 5-20 plots	£200.00 + £10.00 per property
New Development/phases of 21-100 plots	£400.00 + £5.00 per property
New Development/phases of 100+ plots	£950.00
Naming of new block of flats/building	£200.00 + £10.00 per property
New postal address for an individual property	£100
Change to new addresses due to development changing after the schedule has been issued.	£15 per property
Research archive for address history	£100
Renaming an existing Street	£200.00 + £5.00 per property

Gosport Borough Council

New Development of 1 - 5 plots	£200
New Development/phases of 5-20 plots	£200.00 + £10.00 per property
New Development/phases of 21-100 plots	£400.00 + £5.00 per property
New Development/phases of 100+ plots	£950.00 + £5.00 per property

Naming of new block of flats/building	£200.00 + £10.00 per property
New postal address for an individual property	£100
Change to new addresses due to development changing after the schedule has been issued.	£15 per property
Research archive for address history	£100
Renaming an existing Street	£200.00 + £5.00 per property

Isle of Wight County Council

House name change	£49.62
Renaming of street requested by residents	£245.52 + £48.59 per property
New property Plots 1-5	£37.34 per plot (up to £186.70)
New property Plots 6-10	£222
New property Plots 11-20	£258.82
New property Plots 21-30	£296.67
New property Plots 31-50	£306.90
New property Plots 51-100	£431.71
New property over 100 Plots	Price on application
Renumbering of new development by developer	£36.32 per plot
Naming of new street/access road	No fee applicable
Renaming of a new street/access road	£245.52 plus £36.32 per plot

Southampton City Council

New development of 2-5 plots	£200
New development of 6-20 plots	£200 + £10 per property
New development of 21-100 plots	£400 + £5 per property
New development of 100+ plots	£950
Naming of new block of flats/building	£200 + £10 per property
New postal address for an individual property, annexe or change/addition of a house name	£100
Change to new addresses due to the development changing after the schedule has been issued	£15
Research archive for address history	£100
Renaming of an existing street	£200 + £5 per property

Winchester City Council

New Development of 1 - 2 plots	£70
New Development of 3 - 5 plots	£125
New Development of 6-10 plots	£225
New Development of 11 -20 plots	£400
New Development of 21-50 plots	£500
New Development of 51-100 plots	£725
New Development of 101 - 150 plots	£950
New Development of 151 - 250 plots	£1,200
New Development of 251 - 300 plots	£1,500
New Developments over 300 plots	£1,500 plus £15 each additional plot
Naming of new block or apartment building	£125 and £15 for each address within.
New postal address for an individual property	£70
Creation of each new street on the development. The number of streets is at the discretion of Winchester City Council.	£70 per street
Changes to new addresses due to the development changing after the schedule has been issued.	£25/plot
Research archive for address history	£200.00

This policy sets out:-

- The legal powers used by Portsmouth City Council to exercise its duty in respect of Street Naming.
- The rules for naming and numbering streets and properties.
- The Consultation and notification that we will undertake with affected parties.
- The charges that will apply to this service.

Date of Issue	<i>27/04/2017</i>
Next Review Date	<i>27/04/2018</i>
Policy Owner (TITLE not name)	<i>Assistant Director of Contracts, Commercial, Highways, IT & Procurement</i>
Policy Author & Department	<i>Andrew Mills - Information Service</i>
Related Documents	<i>Public Health Act 1925, Local Government Act 2003</i>
Applicability	<i>Anyone who requests numbering/renumbering of Street Names and Numbers, and those that provide this service.</i>
Revision History	

1 Introduction

Portsmouth City Council provides a service to name and number streets and to approve and register official property addresses in Portsmouth. This is an important function as it allows the Council to maintain a comprehensive, unambiguous and accurate list of addresses. In turn, this enables:

- Emergency services to find a property quickly
- Residents to be registered correctly for electoral services
- The Land Registry and Valuation Office to have the correct details for properties
- Mail to be delivered efficiently
- Visitors to find where they want to go
- Services and products to be delivered reliably

2 Purpose

This policy sets out:-

- The legal powers used by Portsmouth City Council to exercise its duty in respect of Street Naming and Numbering
- The rules for naming and numbering streets and properties
- The Consultation and notification that Portsmouth City Council will undertake with affected parties
- The charges that will apply to this service

3 Scope

This policy applies to the naming of streets and the numbering of properties within the city of Portsmouth.

It applies to anyone who requests the naming/renaming of streets, the numbering/renumbering of properties, and those who provide this service.

4 Responsibilities

1. PCC are responsible for the allocation of Street Names as per sections 17-19 of the Public Health Act 1925.

2. The Street Naming and Numbering (SNN) Officer (or delegated officer) will consult, as appropriate, before proceeding with the allocation of street names.
3. The Royal Mail are responsible for allocation of the locality names (e.g. Whale Island), the Postal Town i.e. Portsmouth or Southsea, and the post code.
4. It should be noted that the Royal Mail has no statutory responsibilities or powers to either name a street, number, rename or renumber a property.
5. The Royal Mail has sole responsibility for assigning a postcode, following liaison and notification of the new or amended address detail to Portsmouth City Council.

5 The part played by the Royal Mail

1. PCC will request an official mailing address from the Royal Mail where there is an operational requirement to do so (e.g. Council Tax purposes, Emergency services purposes etc.) or the property is being used for permanent residency.
2. Mailing addresses have to meet the Royal Mail's requirements for secure delivery points. When an approved address is agreed by all parties, the Royal Mail will confirm a postcode. The maintenance and any future changes to this postcode are the responsibility of the Royal Mail.
3. The Royal Mail will only allocate a postal address where a building is a residential dwelling or a bone fide business address that has clear signage displaying the business name. The building has to be occupied during business hours and the delivery point should be secure and easily accessible for the delivery of mail.
4. Where applicants object to a locality name in their postal address (e.g. Cosham, Milton, and Eastney), the Royal Mail has a procedure laid down in their code of practice by the Postal Services Commission for adding or amending locality details. It should be noted that postal addresses are not geographically accurate descriptions, but routing instructions for Royal Mail staff.
5. Postal towns are either Portsmouth or Southsea, except where a property/street is on a boundary, in which case a Locality name may be used.
6. The Royal Mail will only hold a name for a property where there is no numbering scheme in place. If a property is named and numbered, the name of the property will only be held as an "Alias". Therefore, even if there is an

officially-approved name for a property from Portsmouth City Council, the Royal Mail may not pass this name on to other organisations when they make their address database available to those other organisations.

7. The Royal Mail do not make new addresses publically available until the property is occupied.

6 Rules for Naming and Numbering

1. PCC will accept suggestions from Developers for road and street names subject to them meeting the criteria below.
2. PCC will avoid giving new streets similar names to those currently used in the same locality. The Local Land and Property Gazetteer (LLPG) will be used to verify the existence of all streets within the location for the new development and the appropriateness of adopting the proposed street name.
3. Consideration will be given to the identification of properties on the new street for the purposes of emergency services and other Authority service delivery, i.e. no ambiguity should be apparent when introducing the new address to the existing address base.
4. The use of local family names and national personalities will be refused unless there are exceptional circumstances. Due consideration will be given to possible sensitivities that may arise from naming streets after controversial or notorious figures, and will also consider the likelihood that the public perception of a living person may change considerably, for better or worse, over the course of the rest of their life and in some cases following their death.

Where exceptional circumstances do arise, acceptance from the named person, or the person's family or estate administrators, will be obtained prior to adoption or approval unless they have been deceased for 50 years or more. This approval will be sought by the Developer and provided in writing to the SNN Officer.

5. Names that could be considered or construed as obscene, racist or which would contravene any aspect of the council's equal opportunities policies will not be acceptable.
6. Names will be deemed to be unacceptable if they are likely to give rise to spelling difficulties or lead to variations in the use of punctuation as these are likely to give rise to confusion or result in early demands for a change of address from occupiers.

7. Royal names can only be accepted if approval has been granted by the Royal names team at the Cabinet Office. This permission must be sought by the developer.
8. Until any new development address scheme is formally registered, no interim postal addressing or historical postal codes will be used. Developers will be advised not to use their own marketing names as these can be subject to change and this will not be deemed to be an acceptable reason to adopt a name that does not fit with the policy.
9. PCC will accept requests from Developers to omit the number 13 from numbering schemes of new developments.
10. All properties will be numbered where a numbering convention already exists in a road or street.
11. Buildings (including those on corner sites) will be numbered according to the street in which the main entrance is to be found.
12. If a multiple occupancy building has entrances in more than one street, then each entrance will be numbered in the appropriate road.
13. In multi-residential buildings (for example, blocks of flats) a street number will be allocated to each dwelling.
14. Numbers will normally be used these will only be followed by letters where there is no alternative. For example these are needed when one large house in a road is turned into flats. To include the new flats in the numbered road sequence would involve renumbering all the higher numbered houses on that side of the road. To avoid this each new flat will be given the number of the old house with either A, B, C or D added. Letters will also be used if the new development is situated prior to the numbering scheme commencing. For example, if 4 houses were built prior to the first property number 2. The new dwellings would become 2A, 2B, 2C, 2D. This is to aid emergency service response and mail delivery.
15. If a building is demolished then the existing numbering sequence will be retained and reused in any new development as far as possible.
16. Main roads will be numbered so that, when travelling away from the center of a town, odd numbers are on the left hand side and even numbers on the right. Side roads will be numbered ascending from the most important road that they lead off. In certain cases such as cul-de-sacs it will be more appropriate to number properties sequentially.

17. Where a property has already been named and numbered and a request to remove the number from the official address is made this will be declined.
18. Property Names will only be accepted and recognised where there is no numbering convention.
19. We will endeavor to retain an appropriate naming convention to reflect the previous heritage of the location, building or redevelopment where it is practical, identifiable and feasible to do so.
20. Deviations from the above rules will be allowed where it can be demonstrated that such deviations enhance the overall objective of easing the delivery of local services to the correct property.

7 Street Renaming

1. The Council by order may alter the name of any street, or part of a street, or may assign a name to any street, or part of a street, to which a name has not been given.
2. Not less than one month before making an order, the Council shall cause notice of the intended order to be posted at each end of the street, or part of the street, or in some conspicuous position in the street or part affected.
3. Every such notice shall contain a statement that the intended order may be made by the Council on or at any time after the day named in the notice, and that an appeal will lie under this Act to the Magistrates court against the intended order at the instance of any person aggrieved.
4. Any person aggrieved by the intended order of the Council may, within twenty-one days after the posting of the notice, raise an appeal with the Magistrates court.
5. In the event that an existing street name is required to be altered or a street name is assigned to a street to which a name has not been previously given existing residents will be fully consulted.
6. Where residents request the naming or renaming of an existing street and where two thirds of residents are in agreement, an application may be made to change the name of a street. The application will require specific reasons in relation to the request which will include the choice of the new name. The new name must adhere to the principles set out within the policy.

8 The process

1. Requests for new street names or property numbers should be submitted by email to SNN@portsmouthcc.gov.uk

Or by letter to:-

Street Naming and Numbering Officer
Information Service
Portsmouth City Council
Civic Office
Guildhall Square
Portsmouth
PO1 2AL

2. The following data should be provided (where applicable):-
 - 1) Planning reference number - please note we cannot apply for formal addressing until planning permission is granted.
 - 2) Proof of ownership or delegated responsibility of the development i.e. land registry, conveyance document or appropriate documentation to confirm that yourself and/or project team have the appropriate authorization in place to undertake site development proposals and addressing/naming scheme. (This is required to ensure that we do not receive incorrect instructions or register address changes and schemes inappropriately from unauthorized persons).
 - 3) A proposed site plan with your most up to date plot layout indicating where main entrances will be and onto which road/highway the primary access is.
 - 4) A copy of the latest floor plans. This is important to the emergency services as we update them on the development details and address when we register it.
 - 5) Confirmation that each property will have its own letterbox.
 - 6) An estimate of when the development will be completed.
3. We will respond (approve or object) to requests within 28 days of receiving the application.
4. We will endeavor to complete all applications for naming and numbering within 10 working days from receiving postcodes from Royal Mail (these are normally received within 10 working days from application).

5. All requests for changes to addresses or creating new addresses must be made in writing (email or letter) and proof of ownership must be provided by the requestor.
6. If planning approval is required this must be granted before any application for addressing is accepted.
7. All costs, including consultation, legal notices, highway signage and residents engagement are the responsibility of the requestor.

9 Notifications

- Details of new street and property names will be notified to Members via the Members Information Service (MIS) where there is a need to deviate from the policy above.
- The Street Naming and Numbering Officer will notify, as appropriate, the Royal Mail, Electoral Registration, Council Tax, and the custodians of the Local Land and Property Gazetteer and other council services as required.

10 Appendix A - Charges

New development of 2-5 plots	£200
New development of 6-20 plots	£200 + £10 per property
New development of 21-100 plots	£400 + £5 per property
New development of 100+ plots	£950
Naming of new block of flats/building	£200 + £10 per property
New postal address for an individual property, annexe or change/addition of a house name	£100
Change to new addresses due to the development changing after the schedule has been issued	£15
Research archive for address history	£100
Renaming of an existing street	£200 + £5 per property

All costs, including consultation, legal notices, highway signage and residents engagement are the responsibility of the requestor.

11 Appendix B - Glossary

Developer	Any person or organization that builds/renovates a property/area development
Local Land and Property Gazetteer (LLPG)	This is a standardized (BS7666) database of all land and property within a Local Authority boundary. Each record is given a unique Property Reference Number (PRN). The individual LLPG's are combined to form the National Land and Property Gazetteer (NLPG).
Locality Name	This is assigned by the Royal Mail. E.g. Cosham, Milton, and Eastney
Members	Elected members of the Council
Postal Town	This is assigned by the Royal Mail and is either Portsmouth or Southsea, except where a property/street is on a boundary, in which case a Locality name may be used

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Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 27 April 2017

Subject: TRO 24/2017: Doyle Avenue amendments

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

Wards affected: Hilsea

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the response to the public consultation on proposed amendments to stopping and waiting restrictions under traffic regulation order no.24 of 2017, and consider the information received and options available.

Appendix A (pages 5-6): Notice of proposals

Appendix B (pages 7-11): Public response to the formal proposals and officer comments

2. Recommendations

- 2.1 **The 6-metre extension to the 'school keep clear' zig zag restriction as proposed under TRO 24/2017 is not implemented;**
- 2.2 **The existing 'school keep clear' zig zag restriction is remarked on the highway, approximately 4 metres shorter in overall length;**
- 2.3 **The layby is constructed and the adjacent double yellow lines amended, as proposed under TRO 24/2017;**
- 2.4 **The 'school keep clear' restriction is reassessed following completion of the building works within the school (Summer 2018), in terms of the potential closure of the pedestrian entrance nearest Northern Parade.**

3. Background

- 3.1 On 5 July 2016, approval was given to carry out camera enforcement outside schools within Portsmouth:
<http://democracy.portsmouth.gov.uk/documents/s11534/Camera%20Enforcement%20of%20School%20Zig%20Zags%20r.pdf>

- 3.2** The Northern Parade schools site is one of nearly 20 schools in the city identified for automatic camera enforcement of the yellow zig zags markings outside the entrance. Despite various public campaigns and engagement with the schools and parents, compliance with the 'no stopping' restriction remains low in Doyle Avenue.
- 3.3** The current layout of the restriction is unsuitable for the images required to be captured on camera, and therefore a 6-metre extension to the zig zags was proposed. This was chosen as a low-cost option that would require minimal time and highways works to implement.
- 3.4.1** On-street parking availability is of concern to local residents, which was highlighted during the initial consultation on proposing to extend the 'school keep clear' markings with the loss of 1 daytime parking space. 5.5 metres is allowed for an average parking space, and the proposal would affect 6 metres of the highway.
- 3.4.2** As a result, the proposal was revised to include an amendment to 20 metres of double yellow lines to accommodate the construction of an adjacent layby using part of the footway between Northern Parade and the service road linking Doyle Avenue / Kipling Road. The footway is over 5 metres in width.

4. Reasons for recommendations

- 4.1** The consultation showed that the loss of parking that would occur as a result of the proposal was unacceptable to local people. Whilst reconfiguring and remarking the 'school keep clear' restriction is a relatively expensive option and one likely to cause minor damage to the road surface, it represents a balance between local parking needs and the requirements for camera enforcement.
- 4.2** Constructing the layby for the purpose of parking up to 4 vehicles will provide legitimate parking space, take vehicles off the carriageway and deter the current practice of driving over the footway and parking on it adjacent to the private property.



- 4.3** Building works within the school grounds, including 9 additional parking spaces, are due to commence at the end of June 2017 and be completed in Summer 2018. Until that work is complete, closure of the westernmost pedestrian gate will not be possible. As per the recommendation, the 'school keep clear' markings will be reviewed in conjunction with the requirements for pupil entrances at a later date.

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 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.
- 6.3 A minimum width of 1.8 metres is specified for bay markings and there is no maximum width, nor a minimum or maximum length apart from those for disabled badge holders. The intention is to allow traffic authorities flexibility in determining the bay or parking space size appropriate both for the intended vehicle type and the surrounding street environment.
- 6.4 Bay markings and parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement.
- 6.5 Minimum dimensions are prescribed for bays reserved for disabled badge holders. These must be a minimum of 6.6 metres long, 2.7 metres wide, or 3 metres wide where placed in the centre of the carriageway. There is an exception for cases where, on account of the nature of traffic using the road, the overall width of the carriageway is insufficient to accommodate a bay of that width.
- 6.6 Any new signs indicating parking places and areas subject to parking controls must be in accordance with the Traffic Signs Regulations and General Directions regulations 2016. Zig-zag lines indicating part of the carriageway outside an entrance where vehicles must not stop should be a minimum length of 25.56 metres and a maximum of 43.56 metres.
- 6.7 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 proposed creation of a layby and amendments to the line markings in Doyle Avenue is estimated to cost £10,200. These costs include:

Advertising of the Traffic Regulation Order in the local newspaper	£300
Layby Construction	£7,400
Removal and remarking of lineage	£2,500

The zig zag line markings will be funded from the LTP Safer Routes to School capital scheme and the layby construction funded from the Improvements to Neighbourhood Living and Street Environment capital scheme.

.....
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
4 emails including 1 petition	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

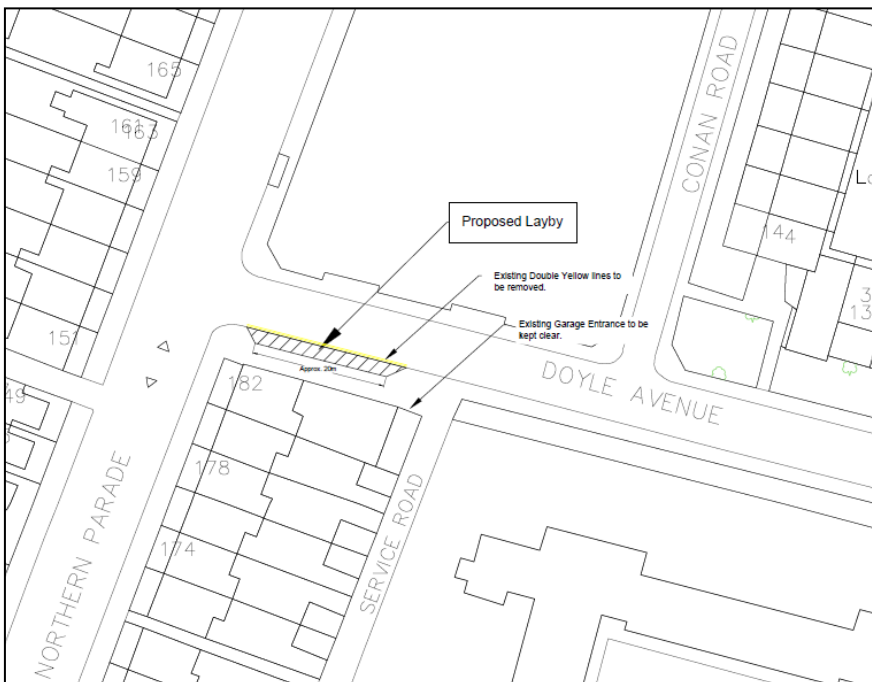
THE PORTSMOUTH CITY COUNCIL (DOYLE AVENUE) (AMENDMENTS TO WAITING AND STOPPING AND WAITING RESTRICTIONS) (NO.24) ORDER 2017

1 March 2017: Notice is hereby given that Portsmouth City Council proposes to make the above Order under Sections 1 – 4 of the Road Traffic Regulation Act 1984. The effect would be as follows:

A) CREATION OF LAY-BY AND REMOVAL OF ADJACENT DOUBLE YELLOW LINES

1. Doyle Avenue

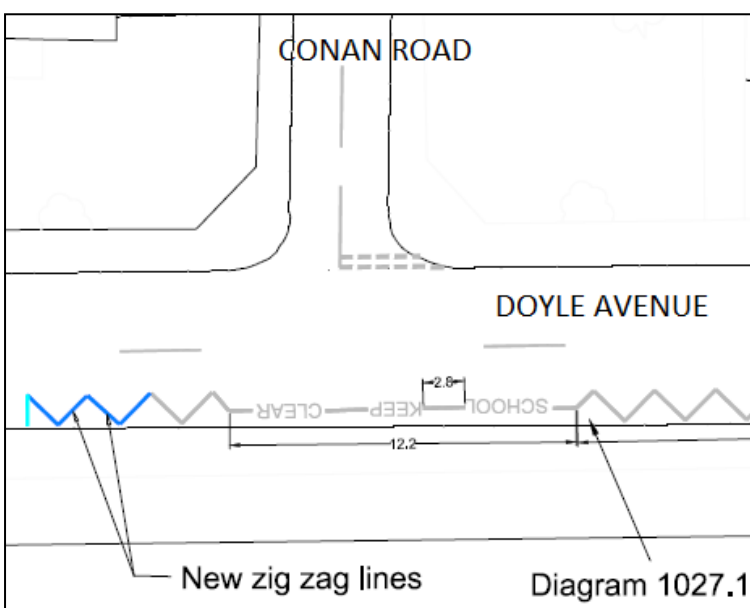
South side, a 20-metre length between Northern Parade and the service road



B) EXTENSION TO SCHOOL KEEP CLEAR MARKINGS (YELLOW ZIG ZAGS) MONDAY - FRIDAY 8AM - 4PM

1. Doyle Avenue

South side, a 6-metre length westwards opposite the junction of Conan Road



Persons wishing to object to or support 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 24/2017**, stating the grounds of objection or support by **23 March 2017**.

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

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, a statement of reasons and plans are available for inspection at the main reception, Civic Offices, during normal opening hours.

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. Ward Councillor Harris

I have reservations over the Zig Zags, even now. I have residents coming to me and via feedback from the survey who state it is not popular to remove two spaces and were glad when it was originally stopped.

I know the reasoning behind it, but it was not acceptable before and in my view it will not be acceptable again. I know there are two alternatives to the Zig Zags being extended:

1. Reduce the zig zags at the other end of the "School Keep Clear" to match those at the western end. The downside to this would be that the two sets would have a gap between them that will encourage parents to park (even if we put a single yellow between).
2. Hydroblast off the western set of zig zags/School Keep Clear and freshly paint a new set within the existing boundary of the restriction. The downsides to this are cost (approximately £2,500) and the removal will damage the road surface.

I think either one of these ideas is better than extending the Zig Zags, at the moment it seems like we are giving the residents 4 spaces and taking away 2. I would rather give them 4 spaces and let them keep 2!

2. Resident, Northern Parade

43 residents of Northern Parade, Doyle Avenue, Templeton Close and Kipling Road completed survey slips to object to the proposed 6-metre extension to the 'school keep clear' markings on the following grounds:

It is believed the proposal to lengthen the zig zags has been taken without PCC's consideration for local residents and the major parking issues that currently exist around the Northern Parade Schools which seem to go unnoticed. By lengthening the zig zags on Doyle Avenue, residents would lose these 2 valuable unrestricted parking spaces and it is also believed that existing zig zags already take up a considerable length of Doyle Avenue as they do on Kipling Road. Removal of these spaces will impact on all roads noted.

I will take this opportunity to note that residents are concerned about child safety following a number of incidents around the school but taking away space is not the answer as this will further increase illegal parking along the roads and lanes which would actually increase the prospect of potential child accidents in the area. The issue of parking around the school is a major ongoing problem which will only become worse once the capacity for children is increased by up to 50% to take in children from across the city later this year.

Officer comments

The information received from residents in response to the consultation has directly influenced the recommendations set out in this report (see paragraph 4: Reasons for recommendations).

3. Resident, Doyle Avenue (images below provided by the resident).

The resident supports any additional parking, but does not feel the proposal is as generous as outlined and that purpose of extending the zig zag markings is justifiable.

- Parking

Currently at the end of the zig zag lines there is enough parking for 2 - 3 cars. They will be re-located in 4 (more legal) parking spaces. Appears a positive gain at face value.



Officer comments

5.5 metres is allowed for an average parking space, and the proposal would affect 6 metres of the highway. This equates to the space between the end of the zig zags shown in the first image and the front of the car on the left. It could therefore be assumed that the overall gain in legitimate parking spaces is 3 (4 within the layby minus 1 due to the extension to the zig zags).

- School zig zags

The current zig-zag line lengths have been existence now for a number of years. Checking the school expansion plans I see no change to the boundary gates in that area warranting or declaring such a change (checked all associated plans as well).

For zig-zag line comparison I viewed the other side of the school – Kipling Road. It clearly shows only a small portion of the school boundary has Zig Zag lines. In comparison it could be suggested that the council have already been far too generous with the zig-zag lengths in Doyle Avenue: with the very wide pavement and apart from the current parking in question at the very end, it encapsulates the whole boundary length. With no evident changes it does naturally beg question why change the markings now?

I suggest this is no mere ‘tidying up’ road marking exercise with a bit of take from one hand but giving with the other.

In addition to the Zig-Zag which every driver knows is an offence to disobey, there is signage:



It is clear that it is ineffective. The yellow one is official and noticed but the others have been there so long nobody even notices them anymore.

Officer comments

The 'school keep clear' markings vary from site to site depending on the number and size of pedestrian and vehicular entrances. Each set of markings can be a minimum of 25.56 metres and a maximum 43.56 metres, as prescribed by the Department for Transport, to accommodate the individual requirements of school sites.

Child safety is one of Portsmouth City Council's highest priorities. Enforcement is regularly focused on the locations with the lowest compliance, but unless an enforcement officer is present twice a day at each location, many drivers take the risk and park on marked parking restrictions, pavements and across dropped kerbs.

The Council's Road Safety & Active Travel team continues to work to educate schools and parents with regard to appropriate parking and more consideration for the impact on others. For example, time-zoned 'park & stride' maps have been produced for every primary aged school child, which highlight the dangers of parking outside schools and the benefits of parking 2, 3 or 5 minutes away and walking the rest of the way to school.

This direct approach has helped improve the effectiveness of campaigns such as those highlighted by the resident in the photographs above. However, there remains a minority of school sites where compliance with regulations is consistently lower than others, and these have been identified for enforcement via automatic camera.

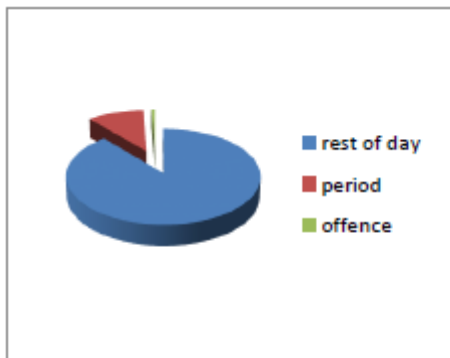
- Camera enforcement

Apart from the expected Mountbatten Centre, the Hilsea residential area is a virtual desert for CCTV cameras. CCTVs can be a great help, they truly have their place in modern society:

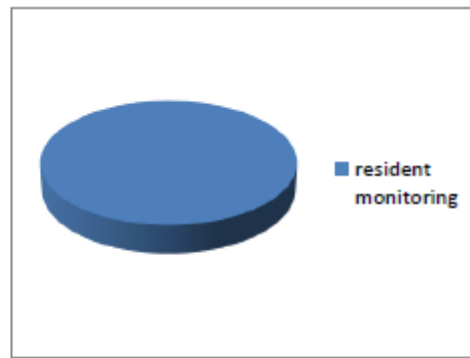
- Motor way monitoring
- Busy street junctions where accidents occur
- Areas of high crime rate
- Areas concerning personal assault
- Congregation points of substance abuse
- Areas of anti –social behaviour
- Shopping centres etc.

There are no CCTV cameras in this area of Hilsea because it is a residential area where people carry out their daily lives. It doesn't suffer any of the criteria mentioned above. There is no justifiable need for the council to mount CCTV in our residential area. It is an unwanted and unasked for invasion of our privacy and lives.

Suspecting any parking issue centred on parents dropping off / picking up their children morning, lunchtime & afternoon. An hour period for each. The drop off /pick uptakes 5 minutes each, let's look at that pictorially per day -



Green slither shows crime time per day



Time residents are under surveillance per day

It's just not justifiable is it? The solution clearly is not fit for purpose. Using a sledge hammer to crack a nut. The problems are focused on school activities, so let's see what they are doing about it

Officer comments

Camera enforcement of 'school keep clear' markings was approved by the Cabinet Member for Traffic & Transportation in July 2016; more details and the rationale behind it are set out in the report referenced at paragraph 3.1 of this document.

CCTV that monitors the local area for the purposes outlined by the resident is not the same as a fixed camera in place for the sole purpose of detecting contravention of the 'no stopping' restriction outside schools. The camera does not and cannot view anywhere other than the school keep clear markings: no residential properties are visible in the footage.

The camera is only operational during the times the 'no stopping' restriction is in effect. It is part of an unattended system that is not constantly monitored. The only footage seen or used by Council staff is that relating to vehicles parking in contravention of the restriction. Officers are not able to move the camera or observe anything other than the school markings - this is quite specific.

The code of practice relating to camera enforcement can be viewed on the Council's website here: <https://www.portsmouth.gov.uk/ext/documents-external/trv-cop-bus-lane-cameras.pdf>.

4. Resident, Northern Parade

I strongly object to the proposed three car lay-by outside my house. This will inconvenience myself for access to my property. I have a side entrance to my house which is in Doyle Avenue, my entrance to my garage is also in Doyle Avenue. Outside the front of my house I have zig zag lines due to the fact there's a pelican crossing two doors up from my property.

If I require to use my side entrance for unloading shopping or placing anything in my car this would mean blocking the entire footpath off. The same goes for using my garage, where daily I'm loading my van up with tools to carry out my duties as a builder. If I was to pull my van alongside my garage this would mean blocking the footpath off yet again. We as a house hold have enough noise from traffic living on a main road, to add to this we would have car doors slamming all times of night outside my children's bedroom window and our bedroom window. I cannot understand you're reason why or what you think this would achieve?

On my understanding this is being done to position a camera to catch illegal parking and safety of children. The parking problem comes from the school which is just expanding to another 150 children next years term and the following year 258 in total. That mean extra teachers extra parents which is going to increase more cars and parking problems to this area. They've took away the school car park to expand the school, the teachers now park in the streets around this area. Now add even more teachers to the school where are they going to park??? Where are the new parents going to park???

By adding a 4 car lay-by what is this going to achieve??? Your taking away two car parking spaces away and the adding another one/ two. What are your plans for the future where car problems are going to increase??? I don't think by expanding the school that any thought was given to the congestion of traffic in this area.

I cannot even park in the alley way behind my garage because of parents/ visitors/teachers park there and block the other resident garages. This has got to be sorted! But a camera will only cause more illegal and dangerous parking in other areas around our streets.



Officer comments

Resources and funding are focused on the areas directly outside schools as this is the point where the volumes of child pedestrians converge and are most concentrated. Much of the information provided in response to objection no.2 above is relevant to the points raised here. However, in relation to parking adjacent to the property, this is a public footway that appears to be used for illegitimate parking purposes. The same provision will be legitimately accommodated within the new layby without affecting pedestrian access, and will also move the vehicles and any associated noise further away from the property.

It will remain possible for the resident's vehicle to stop in front of the garage for the purposes of loading and unloading, whereas other vehicles would be obstructing the dropped kerb and garage.

The layby is to be constructed for the purpose of increasing parking provision where possible, and is not related to camera enforcement.

Camera enforcement is a last resort to improve compliance with the 'no stopping' restriction in place at certain school entrances, and is not a decision that has been made likely. The school expansion has been subject to Planning Permission and education facilities are deemed a high priority within the city. Existing measures as described within this report to discourage parents from dropping off and collecting children by private vehicle will continue to be promoted, and any further measures identified for reducing traffic congestion will continue to be explored.

(End of report)

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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:**

Traffic scheme amendments

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

Traffic Regulation Order no.24 of 2017: Doyle Avenue

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 improve road safety, pedestrian safety and parking provision in Doyle Avenue.

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 road users, particularly child pedestrians accessing local schools. Towards the western end of Doyle Avenue where it meets Northern Parade, parents vehicles frequently stop on the double yellow lines or drive on the footway to drop off/collect children. The proposed layby would take these vehicles off the road (improving traffic flow and visibility for anyone crossing the road) and reduce the conflict between vehicles and pedestrians on the footway. Additional, legitimate parking space could benefit residents and allow some to park nearer to home. This would be of particular benefit in the evenings.

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disability	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Gender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Transgender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sexual orientation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Religion or belief	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Pregnancy or maternity	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other excluded groups	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Disability	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Gender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Transgender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sexual orientation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Religion or belief	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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?

Public consultation has taken place on constructing a layby for parking as described. Neither concerns nor particular support have been expressed by anyone from the equality groups. The proposal aims to improve the environment, particularly in terms of safety, for child pedestrians during the day and local residents at other times.

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



Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	27 th April 2017
Subject:	Solent Transport Business Plan 2017-18
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

1.1 The purpose of this report is to obtain agreement for the adoption of the Solent Transport Business Plan for 2017-18, known as the Solent Transport Work Plan. This is required by the Solent Transport constitution, and provides the direction for Solent Transport over the next financial year.

Appendix A (page 5): Solent Transport Work Plan 2017/18

2. Recommendations

2.1. That the Solent Transport Business Plan 2017-18, known as the Solent Transport Work Plan, is adopted by Portsmouth City Council.

3. Background

3.1 Solent Transport is a partnership led by the four highway authorities in the Solent sub region: Portsmouth City Council, Hampshire County Council, Southampton City Council, and Isle of Wight Council. By working collectively, Solent Transport provides a more powerful and effective strategic force for improving transport in the Solent sub region.

3.2 The overall vision of Solent Transport is to create a transport system for the sub-region that:

- Can cope with current and future transport requirements;
- Will not have a detrimental effect on the area's environment;
- Will improve its residents' quality of life.

3.3 To focus the direction of Solent Transport a Business Plan is developed, and appendix A outlines the work plan for 2017/18. This builds on past successes and relationships, however it must be considered as a live document, due to new emerging policies.

- 3.4 Since the previous Solent Transport Business Plan was adopted, change has been a continuing theme. Central Government began to implement its plans for the devolution of funding and decision-making to the UK's regions and cities. Hampshire and the Solent area have been the focus of much debate about what would represent the optimum devolution arrangements for area. At the time of writing this report, no local devolution agreements have been signed.
- 3.5 The funding mechanisms for transport schemes have also evolved over recent years. A significant proportion of transport funding is now devolved through Local Enterprise Partnerships (LEPs) via Local Growth Deals. Funding has also been made available by the Department for Transport (DfT) for Large Local Major Transport Schemes, both for scheme development costs and implementation. Other funding streams have included the Sustainable Travel Transition Year, Low-Emission Bus Scheme and the Access Fund. There has been a reasonable level of success in securing funding for the Solent's transport network during the life of the previous Business Plan.
- 3.6 Other recent changes to the transport landscape include a major review carried out into Network Rail's investment programme to 2019 after several major issues were experienced with the delivery of major rail infrastructure projects nationally. This review has meant that a number of projects have been pushed forward beyond 2019. More locally-focused, ABP has consulted on its twenty year Masterplan to 2035, setting out its strategy for growth and identifying the future development and infrastructure requirements (on site only) needed to maintain and enhance the role of the port as a major international gateway. This has implications for transport across the Solent area and beyond. In 2016, the Solent LEP published its Strategic Transport Investment Plan in support of its Strategic Economic Plan, highlighting the requirement from the business community for significant transport investment in light rail, ferry, Park & Ride and Bus Rapid Transit and highway networks towards 2040.
- 3.7 Over the last twelve months, the Solent area has taken the opportunity to influence the next South Western Rail Franchise. DfT consulted widely on stakeholders' aspirations for the next franchise, with Solent Transport co-ordinating the responses of the four partners. The focus has been on three main areas: quicker journey times from Southampton and Portsmouth to London Waterloo, quicker east-west journey times across the Solent area and the importance of securing the future of the Island Line.
- 3.8 Solent Transport's main areas of work over the last two years have focused on:
- Management of the Sub Regional Transport Model (SRTM). Securing funding and managing the upgrade of the model to a 2015 base year and dealing with the commissioning of model runs. A major customer of the SRTM over this period has been Highways England, making use of the model for various motorway improvement schemes e.g. M27 J3/M271 & M27 J5, and to plan its M27 Smart Motorway project.
 - Providing strategic transport intelligence to the Partnership for Urban South Hampshire (PUSH) for the PUSH Spatial Strategy Review to 2034.
 - Responding to emerging funding opportunities by co-ordinating, supporting and submitting bids, e.g. Sustainable Travel Transition Year, Low-Emission Bus Scheme, Access Fund, Local Growth Deal and the Large Local Major Transport Schemes fund.
 - Supporting the Solent LEP through the work of the Solent Strategic Land, Property & Infrastructure Board; the LEP's Strategic Transport Investment Plan and the Large

Local Major Transport Schemes Steering Group (Solent Metro and Southampton Airport Economic Gateway).

- Administration, retail and promotional responsibilities for the Solent Go smartcard, working closely with SHBOA – the South Hampshire Bus Operators Association. Delivered the renewal of the Solent Transport website www.solent-transport.com
- Co-ordinating responses to consultations, e.g. South Western Rail Franchise; Network Rail’s Henty Review; ABP Southampton Port Masterplan; Western Access by rail to Heathrow; Network Rail’s Freight Study.
- Running the Solent Transport Strategy Working Group, regularly bringing together Highways England, DfT, SHBOA, the Solent LEP, Network Rail, South West Trains and the Solent Transport authorities to ensure a joined-up approach to transport delivery in the Solent across multiple agencies.

4. Reasons for recommendations

- 4.1 The Solent Transport partnership provides a mechanism through which solutions across boundaries can be developed, along with establishing relationships with partners and securing funding. A key strength of the partnership is that the four authorities also pursue independent local priorities as well as working collectively on strategic matters.
- 4.2 The Solent Transport Business Plan (2017-18), known as the Solent Transport Work Plan, highlights priorities for the area. Many of these would benefit Portsmouth considerably.
- 4.3 The aims and objectives of Solent Transport and the Solent Transport Business Plan 2017/18 are in line with Portsmouth City Council’s LTP3 priorities to make Portsmouth an accessible city, with sustainable and integrated transport.

5. Equality Impact Assessment

- 5.1 It is not considered necessary to undertake a full Equality Impact Assessment at this stage as each aspect of the work plan will be developed further following agreement of the work plan by local authorities. Once the local authorities have agreed the work plan this will release associated funding streams necessary for consultations and the EIA process will be followed fully.

6. Legal Implications

- 6.1 There is a statutory duty to ensure that PCC has an up to date LTP policy base. Further the Local Transport Act 2008 requires that an LTP contains an implementation plan to deliver the LTP strategy.
- 6.2 Under the Transport Act 2000, as amended by the Local Transport Act 2008, all local transport authorities are required to produce an LTP relating to transport to, from and within their area. In considering this duty authorities should bear in mind that patterns of transport use are not necessarily restricted by local authority boundaries. It is important that an LTP is a practical document, and provided that cross-boundary travel is

particularly important to users, a joint Local Transport Plan should be considered by neighbouring authorities.

- 6.3 Under the joint agreement of the Solent Transport Partnership, all members are called upon to decide whether policies and decisions in relation to Solent Transport should be adopted. Accordingly, the Council, is asked to decide whether to adopt the Business Plan, or to reject it.

7. Director of Finance's comments

- 7.1 PCC's 2017/18 contribution of £40,000 has been set aside within the Transport Policy revenue budget.
- 7.2 Solent Transport is predicting a £76,000 surplus for the financial year 2016/17 as a result of Sub Regional Transport Model commissions. The Committee has previously agreed that this surplus be set aside and ring-fenced 'to fund the next major upgrade in 2021.

.....
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

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: Solent Transport Work Plan for 2017-18

1	Manage and maintain the SRTM , overseeing the completion of the 2015 base year upgrade. Continue to market the use of the SRTM amongst stakeholders and developers, in order to build up funding for the next upgrade in 2021.
2	Play a co-ordinating role in the ‘Travel Demand Management (TDM) aspects of the Highways England Smart Motorway project, bringing together Highways England, SHBOA, train operators, the local highway authorities and businesses to promote alternative means of travel along the M27 corridor during the construction period.
3	To run the Solent Transport Strategy Working Group , bringing together the sub-region’s key transport stakeholders Highways England, DfT, SHBOA, the Solent LEP, Network Rail, South West Trains and the Solent Transport authorities every two months to ensure a joined-up and co-ordinated approach to transport delivery in the Solent across multiple agencies.
4	To continue to contribute to the work of the Isle of Wight Infrastructure Task Force , taking evidence from multiple stakeholders with a view to identifying the transport interventions required to deliver an effective integrated transport network for the Isle of Wight that will enable the island to achieve appropriate levels of economic growth and development.
5	Finalise and adopt the Solent Transport Public Transport Vision and work with public and private sector partners to carry out further study and feasibility work to take forward the development of deliverable schemes, e.g. Bus Rapid Transit expansion in South East Hampshire & Portsmouth, and Gosport Bus Interchange.
6	Provide strategic transport intelligence and support to PUSH as part of the Spatial Strategy to 2034.
7	Work with SHBOA on the Solent Go (travel smartcard) Management Committee to deliver new Solent Go products and joint marketing activities. Work with the new South Western rail franchisee to plan for the expansion of Solent Go to include rail products. Continue administration and retail responsibilities for Solent Go.
8	Respond to emerging funding opportunities to co-ordinate, support and submit funding bids for the Solent area.
9	Continue to support the Solent LEP through the Solent Strategic Land, Property & Infrastructure Board; the Land, Property & Infrastructure Delivery Panel; as a member of the Solent Metro and Southampton Airport Economic Gateway Steering Group; and further development of the LEP’s Strategic Transport Investment Plan.
10	Provide expert transport advice and support to partner authorities in dealing with potential emerging major developments in the Solent area , e.g. Fawley, Welborne, Eastleigh.



11	Work across the Solent Transport authorities and share expertise to help develop and co-ordinate strategies to improve Air Quality Management Areas , with an initial focus on public awareness and behaviour change as part of the Southampton Clean Air Strategy.
12	Support the implementation of local sustainable transport projects , sharing learning experiences across the Solent Transport partners and stakeholders, e.g. the Southampton CC & Hampshire CC and Isle of Wight Access Fund projects from 2017-2020.
13	Administer and co-ordinate the Solent Transport Joint Committee meetings , the Senior Management Board and Strategy Working Group, maintain and update the Solent Transport website. Promote the work of Solent Transport and its partners in various local and national forums, e.g. Hampshire Chamber of Commerce, Business South, BRT UK and Passenger Focus.

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