
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

MONDAY, 17 JULY 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 Simon Boshier (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

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 TRO 38 Warblington Street Disabled Parking Bay (Pages 5 - 8)**

The report by the Director of Transport, Environment and Business Support to is to consider the objection to the disabled bay proposed in Warblington Street next to no.2 South Normandy, within Old Portsmouth residents' parking zone (KA).

RECOMMENDED that the disabled bay is installed within the existing

parking bay adjacent to the garden of no.2 South Normandy, just before the garage.

4 Orkney Road Parking Bay (TRO/2016) (Pages 9 - 16)

The report by the Director of Transport, Environment & Business Support, follows the deferral of a report by the previous portfolio holder in November 2016. The purpose is to reconsider the original proposal and the consultation responses to the proposed re-siting of a 2-space parking bay within The Heights residents' parking zone (BB).

RECOMMENDED that the parking provision in Orkney Road is reinstated, by way of the 2-space parking bay opposite No.15A as proposed.

5 Camber - Right of Way (Pages 17 - 36)

The report by the Director of Transport, Environment and Business Support sets out the actions taken in response to an application to record a public right of way under Section 53 of the Wildlife and Countryside Act 1981 in accordance with the application route set out on the plan at schedule 1, (the application route), setting out a summary of findings, and a recommendation on how to determine that application.

RECOMMENDED:

- (1) That no Order is made to add a Public Footpath or a Restricted Byway to the Definitive Map and Statement for Portsmouth City.**
- (2) that the Cabinet Member notes that, in accordance with established practice, the Harbour Master finalise an Access Policy for the Camber allowing public to continue to use this area subject to the day to day running of the area as an operational Port.**
- (3) that the Council, as landowner, lodge a statement to the Council, as Highways Authority, under Section 31(6) of the Highways Act 1980 to clarify its position on its intention to dedicate the land as highway.**

Public inspection copies:

The Camber report bundle is available for public inspection. Unfortunately, due to the number of documents and size of the file it is not possible to upload this onto our webpage. Therefore, the documents will be made available during office hours (8am to 4:30pm Monday to Thursday and 8am to 3:30pm Friday at the Civic Offices, Guildhall Square Portsmouth).

Members of the public can book an appointment to view the document by calling Nick Scott on 02392 841637. Please note you do not need an appointment to view the documents but it will help us have the document ready for inspection, as the document bundle is kept secured when not in use as it contains personal information.

6 Road Safety and Active Travel Work Programme Priorities (Pages 37 - 58)

The purpose of the report by the Director of Transport, Environment and

Business Support is to obtain agreement for the Road Safety and Active Travel work programmes detailed at Appendices A, B and C.

RECOMMENDED that the Road Safety and Active Travel work programmes for cycling, pedestrians and vehicles, detailed at Appendices A, B and C to this report, are approved.

7 Air Quality Strategy (Pages 59 - 132)

The purpose of the report by the Director of Transport, Environment & Business Support is to provide information on the results of the public consultation on the draft Air Quality Strategy 2017-2027, and to note the amendments made to the strategy as a result of the public consultation. The report also seeks adoption of the draft Air Quality Strategy (appendix A).

RECOMMENDED that the Cabinet Member for Traffic and Transportation adopts the Air Quality Strategy 2017-2027.

8 Isambard Brunel Road - revoke Traffic Regulation Order (Pages 133 - 144)

The purpose of the report by the Director of Transport, Environment and Business Support is to seek approval to advertise and amend the Consolidated Bus, Taxi and Cycle Lanes and Prohibition of Driving Except Buses, Taxis and Cycles (No 79) Order to remove reference to the bus lane at item 8 in schedule 1 relevant to Isambard Brunel Road. That facility is currently suspended and forms part of the construction compound for the redevelopment of Chaucer House in Isambard Brunel Road (between Greetham Street and Station Road). The removal of this from the order will facilitate the implementation of a comprehensive improvement to the public realm.

RECOMMENDED that the Cabinet Member for Traffic and Transportation gives approval to advertise and amend the Consolidated Bus, Taxi and Cycle Lanes and Prohibition of Driving Except Buses, Taxis and Cycles (No 79) Order to remove reference to the bus lane at item 8 in schedule 1 relevant to Isambard Brunel Road, to facilitate the implementation of a comprehensive improvement to the public realm.

9 Off Street Electric Vehicle Chargepoint Trial (Pages 145 - 150)

The purpose of this report by the Director for Transport, Environment and Business Support is to seek approval for the trial of electric vehicle chargepoints in selected PCC owned off-street car parks.

RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the trial for a two year period, with a progress report to be brought back after a year.

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: 17 July 2017

Subject: Warblington Street disabled bay (TRO 38/2017)

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

Wards affected: St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the objection (page 4) to the disabled bay proposed in Warblington Street next to no.2 South Normandy, within Old Portsmouth residents' parking zone (KA).

2. Recommendation

- 2.1. **That the disabled bay is installed within the existing parking bay adjacent to the garden of No. 2 South Normandy, just before the garage**

3. Background

- 3.1 The applicant is eligible for a disabled bay, holding a current Blue Badge. Although the applicant's property has off-road parking (a garage), it cannot be used as the disabled resident is unable to get into or out of the car when the vehicle is in the garage - the car door cannot be opened wide enough.
- 3.2 The applicant accesses their property from the rear, and the footpath leads out onto Warblington Street where the disabled bay is proposed adjacent to No.2 South Normandy (South Normandy itself has no vehicular access to the front)
- 3.3 The original location of the bay was going to be next to an existing bay, alongside the front access to properties in South Normandy. The applicant then explained about using the rear access and they suggested Highbury Street for the disabled bay, which is some 50 metres (over 160ft) from their property, so as to reduce any inconvenience to other residents. A further conversation took place with the applicant, as we had concerns over the distance that the applicant would have to walk if it was located in Highbury Street, which would include having to cross the road. It was therefore proposed that the bay be located at the south western end of the residents' parking bay alongside No 2 South Normandy as this would be very close to the footpath that the applicant uses to access the rear of their property and reduce the distance they would have to walk to 25 metres.

4. Reasons for the recommendation

- 4.1** The resident of South Normandy meets the criteria and is eligible for the provision of a disabled bay. Portsmouth City Council is acting on behalf of the disabled applicant to provide a parking facility as close to home as possible, in light of the inability to walk any great distance, which is made more difficult when transporting heavy items.
- 4.2** Warblington Street is a public road, and currently any KA zone permit holder may park within any of the marked bays for unlimited time and non-residents are restricted to 1 hour within any of the marked bays.
- 4.3** Whilst the residents of No.2 South Normandy report being able to use the end of the parking bay adjacent to their garage on a regular basis, which is their preference, it may be used by any vehicle (subject to the permit and waiting restrictions). The nature of providing parking spaces for disabled residents necessitates prioritising their needs ahead of those of able-bodied people, and providing a parking space as close to where they live as possible.
- 4.4** Positioning the disabled bay one space (car length) away from the garage would be further from the pedestrian footpath leading to the disabled person's rear access and therefore a longer walk, and would be putting able-bodied residents' and non-residents' needs ahead of the disabled resident. It should be noted that neighbours do not always feel able to discuss personal matters with each other.
- 4.5** When vacant, disabled bays can be used for the purpose of loading and unloading, including deliveries. With the same vehicle regularly using the disabled bay, the potential for vehicles overhanging the end of the bay and subsequently the garage entrance is reduced.

5. Equality Impact Assessment

- 5.1** A full equality impact assessment is not required as the recommendation has a positive impact for Disability groups, and does not have a negative impact on any of the remaining protected characteristics as described in the Equality Act 2010. These include Age, Race, Gender, Sexual orientation, Religion or belief, the relationships between these groups, and other socially excluded groups.

6. Legal Implications

- 6.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their 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** A local authority may by virtue of section 32 of The Road Traffic Regulation Act 1984 (the 1984Act) authorise by order the use of any part of a road within their area as a parking place. However it may not charge for parking in any on-street parking places authorised by this method.
- 6.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1** The implementation costs relating to TRO 38/2017 are estimated to be £320. These costs include advertising the TRO and line marking.
- 7.2** The applicant contributes £51 (except if on Housing/Council tax benefit), with the balance to be funded from the existing on-street parking revenue budget.
- 7.3** 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
1 email	Transport Planning

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

.....
Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

Appendix A: Public response to the proposal

OBJECTION

1. Residents, South Normandy

We are formally lodging an appeal against the proposed placement of the Disabled parking bay outside 2 South Normandy PO1 2ES.

I spoke to Nikki Musson hoping to clarify and raise my concerns with a view to try to avoid a formal appeal if a mutually convenient arrangement could be agreed by all parties concerned.

There is already a disabled bay outside South Normandy centrally placed in front of the court yard. My assumption led me to believe that the proposed bay would be placed adjacent to this bay already in existence. Indeed I raised this in the phone call and was informed that this was the proposal from the supervisor but had been rejected by the applicant in favour of the bay being placed directly next to our garage entrance.

The council were unable to confirm who the bay was for due to data protection. However on collection of a parcel held by our neighbour they confirmed voluntarily that it was for them and proceeded to give us conflicting information ie that they had requested Highbury St and not Warblington St. However the neighbour stated that they had been allocated Warblington St next to the garage by the council. But from phoning the council we were informed of a different story that the neighbours in question had rejected the proposed bay next to the existing one in favour of the adjacent area next to our garage.

There is a problem to us if the disabled space is placed directly next to our garage entrance. There is already a significant issue with restricted access at times depending on how close people park up to the demarcation lines and if a car is parked directly opposite. The swing required can be limited and at best not possible depending upon the consideration of other drivers. In addition we have regular delivery lorries that in future will be unable to manoeuvre if we are unable to utilise the parking space at required times next to the garage entrance.

In order to move this forward in a timely way we would propose that the bay be positioned one car width away from the garage demarcation line ie nearer towards our front door.

(End of report)



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

Date of meeting: 17 July 2017

Subject: Orkney Road parking bay (TRO 48/2016)

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

Wards affected: Cosham

Key decision: No

Full Council decision: No

1. Purpose of report

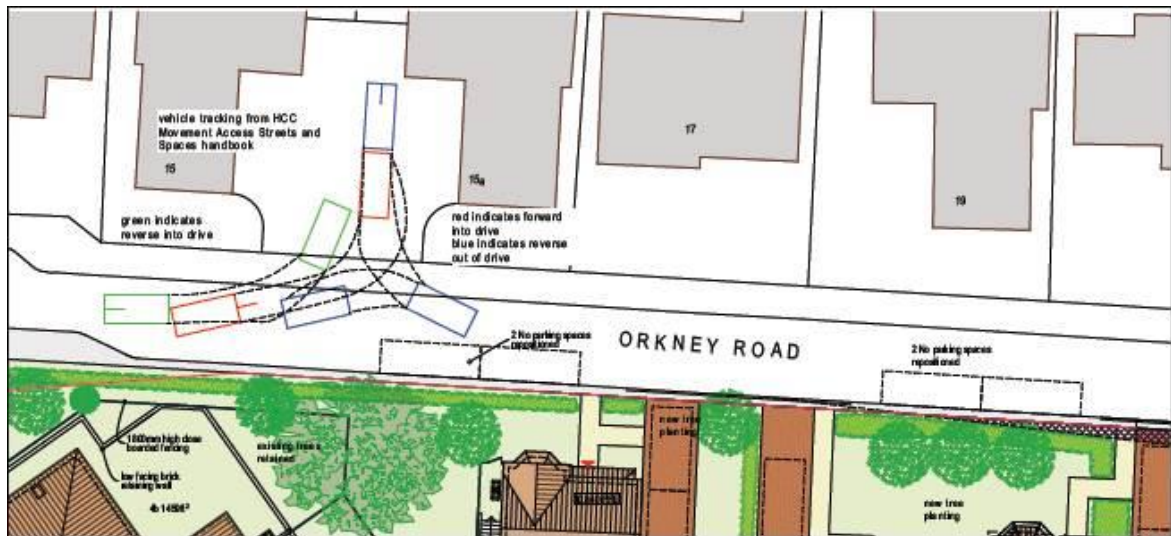
- 1.1. To return this report following its deferral by the previous portfolio holder in November 2016.
- 1.2. To reconsider the original proposal and the consultation responses to the proposed re-siting of a 2-space parking bay within The Heights residents' parking zone (BB).

2. Recommendations

- 2.1. **That the parking provision in Orkney Road is reinstated, by way of the 2-space parking bay opposite No.15A as proposed.**

3. Background

- 3.1 This report was originally presented to the Cabinet Member in November 2016. The deputations allowed at that meeting caused a decision to be deferred to enable further consideration of the proposal and a site visit by councillors. The report is now returned unchanged.
- 3.2 The 2-space parking bay opposite No.23 Orkney Road was removed to accommodate the new vehicular entrance to the former Darby House site and new residential properties. At Planning Committee in June 2015, the plan below was submitted showing that the parking bay could be suitably re-sited opposite No.15A Orkney Road:



3.2 The resident of No.15A contacted PCC shortly afterwards to indicate he was unhappy with the proposed re-siting. Therefore it was agreed the parking bay would not be installed at that time, and would only be revisited at a later date should concerns arise following the loss of public on-street parking. Further consultation would then take place at that point.

3.3 In June 2016, concerns were received from a number of residents regarding the loss of on-street parking, querying why the 2-space parking bay had not been replaced opposite No.15A. This resulted in the proposal being included in TRO 48/2016, giving an opportunity for the public to comment.

4. Reasons for recommendations

4.1 There is very little on-street parking available on this estate: 26 spaces and close to 140 properties. Whilst the majority of properties have ample off-road parking, public parking provision is required for visitors. Generic visitors, i.e. those not parking in relation to a particular property or resident would be unable to use residents' driveways, and nor do all residents wish visitors such as gas service engineers / meter readers, estate agents, health visitors, window cleaners etc., to park on their private property.

4.2 7 residents wrote in support of the proposal, and 5 residents wrote against it. The full responses are shown in Appendix A on pages 5-8.

4.2 There is no technical reason for denying the parking bay opposite No.15A, as the same arrangement currently exists opposite No.19.



(Orkney Road existing parking bay)



(Orkney Road proposed location of parking bay, 23m west of existing bay)

5. Equality Impact Assessment

- 5.1** An 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 their road network with a view to achieving, so far as may be reasonably practicable having regard to their 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 A local authority may by virtue of section 32 of The Road Traffic Regulation Act 1984 (the 1984 Act) authorise by order the use of any part of a road within their area as a parking place. However it may not charge for parking in any on-street parking places authorised by this method.

6.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

7.1 The implementation costs related to TRO 48/2016 as a whole are estimated to be £600. These costs include advertising the TRO, line marking, signage and grounds works, 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 result 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
12 emails	Transport Planning

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

.....
Signed by:
Councillor Simon Bosher
Cabinet Member for Traffic and Transportation

Appendix A: Public responses to the proposal SUPPORT:

1. Resident, Orkney Road

As the representative for Lower Orkney Road on the Residents' Association at The Heights I support the application for two parking bays to be re-instated opposite number 15a Orkney Road. We have new, extra houses and residents moving in, so more visitors will be putting extra pressure on the present parking bays. We all keep our private vehicles on driveways/forecourts, but our visitors need parking bays, which are already at a premium. The properties in the vicinity will all have ample space to manoeuvre vehicles in and out, without any inconvenience.

My husband, and other residents with whom I have discussed the matter, are all also in favour. I look forward hopefully to this application being approved.

2. Resident, Orkney Road

I fully support the application. I have been dealing with the Darby House development application as Chair of The Heights Residents Association well for over 5 years.

Prior to the new Crayfern homes being built we had 4 parking bays along Orkney Road to the East of No.15. With the arrival of the 4 new Crayfern homes plus the addition of 8 new adult residents in the Old Children's Home now known as 6E Orkney Road.

It is going to create problems along this section of our Estate where we can ill afford to lose 2 on street parking bays we really need more not less! I already have my neighbours digging up all the landscaped front garden to block pave all their frontage to Orkney Road for additional parking. Other Residents have already added additional paved off-street parking.

The owners of 15A Orkney Road have now sold their home. Along with its neighbours it has one of the largest off street parking areas/turning areas to safely access/egress Orkney Road

3. Resident, Orkney Road

We would like to support the application to provide 2 bays for parking opposite No.15a on Orkney Road. These will be a great help as eight more houses have been built and the bays opposite no.23 were removed.

4. Resident, Orkney Road

I live at Orkney road and want to record my support of the changes described in item F 1 as below

F) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACE (BB zone: 1 hour limited waiting for non-permit holders)

1. Orkney Road South side, a 10m length (2 bays) opposite No.15a

5. Resident, Islay Gardens

We support the proposal to reinstate the parking bays opposite 15a Orkney Road

6. Resident, Jura Close

I agree to reinstate the two parking bays on Orkney Road.

7. Resident, Kintyre Road

I concur completely with the application to re-instate 2 parking spaces in Orkney Road, these to be opposite 15A. We have severe problems on the estate with the lack of on street parking; any reduction in the number of parking spaces coupled with the extra 8 houses will only make the situation worse. We now have 142 houses on The Heights and the limited parking which is available needs to be maintained so that residents can enjoy having family and friends visiting.

OBJECTIONS:**8. Resident, Orkney Road**

I live at Skye Close, Cosham, and would like to register my objection to the proposed 2 parking bays opposite 15a in Orkney Road. I feel that the provision of these bays will impede traffic up and down Orkney Road and also make it difficult to see clearly when pulling out of Skye Close onto Orkney Road.

9. Resident, Orkney Road

We strongly object to the repositioning of two car parking bays immediately in front of number 15A Orkney Road. The westernmost car park is immediately opposite the entrance to the driveway of 15A. This position will make it very difficult to reverse into our driveway to enable us to reverse into our garages. Equally, the same applies when reversing out of the driveway. We feel this parking proposal has been drawn up without due consideration for the impact of the existing residents. We also feel the plan is endeavouring to squeeze in the existing four parking bays into a space(s) which is clearly unsuitable for reasons as noted above. Upon reviewing existing parking bays in the Heights estate, there is clearly a number of other more suitable locations to reposition these two parking bays where residences will not be impeded, nor cause any safety hazard for users of the roads. In addition, first hand experience (pre yellow lines) of the impact of parking opposite the driveway of 15 and 15A, proved the driveway was constantly used as a turning point for cars, vans and lorries because of the proximity and size of the driveway. Should these parking bays be allowed to be repositioned, we will be back exactly to the situation before the yellow lines were installed. I should remind you of the reason why the yellow lines were installed in the first place. We do not want to revert back to this nightmare situation. Our driveway and border area were damaged by vehicles using our private property as a turning circle. We would strongly recommend this be taken into account and the parking bays repositioned to a more suitable location, or, removed altogether. Constructive proposal: Reposition the two proposed parking bays from 15A Orkney Road to the left-hand side of Orkney Road as you leave the Heights Estate. There is adequate room and would not have any impact to any residents. During the normal working week there are always a number of Blue Badge holders parked along this part of the road whilst visiting the hospital. As this area is already being used for the purpose of parking, it would make sense to allocate this for the addition parking.

10. Resident, Orkney Road

Objection to the proposed parking bays opposite No. 15A Orkney Road.

After having the building developers site entrance opposite our home for the past year, we have continuously experienced the road block that parking opposite our joint driveway causes.

It has been consistently observed that traffic uses the dropped curb, meant as access to our driveway, as an extension of the road, rather than a pavement as it is intended. If parking bays are instated opposite 15A, this will only exuberate this issue.

The plans showing diagrams of how access to/from the joint driveway indicate that we would need to reverse off of the driveway and be facing the opposite direction to our intended route. Therefore we would have to reverse down the road into Skye Close to turn around, or drive further into the estate to find somewhere suitable to turn around. This is completely unacceptable to force particular driving practices upon residents.

Every house within this estate has its own off-road parking, fitting a minimum of 2 cars, in addition to their garage(s). It could be suggested that visitors use their hosts facilities in the unlikely event that there is not any available parking bays at that particular time. The vast majority of the time, the parking bays are used by taxi's or those who don't wish to pay for hospital parking. There are still 6 remaining parking bays along Orkney Road, as well as the parking bays also available in the adjoining roads.

In addition, there will shortly be new homeowners at 15A, who may well be completely oblivious to the proposed parking bays opposite their home. It is felt that their views should also be considered, if anything other than courtesy.

It should also be noted that those residents whom approve the notion of additional parking, are not directly affected by the plans opposite 15A. Therefore these residents benefit from additional parking, without any detrimental effects to their property and lifestyle. Perhaps those residents whom are adamant additional parking is necessary within the Cosham Heights estate, could propose their properties as new parking sites.

11. Resident, Orkney Road

I have recently moved in to Orkney Road and have noticed a proposal to put parking spaces on Orkney Road opposite number 15A, which is directly outside my living room window and my front door. I wish to strongly object to this proposal for the following reasons:

- 1) The new properties built by Crayfern homes have ample parking spaces for the residents and visitors, therefore extra parking is entirely unnecessary.
- 2) I believe the person who has requested additional parking spaces lives at the opposite end of the road, and therefore the look of these spaces would have no effect on his/her property, whereas it would on my own.
- 3) I am concerned the houses opposite my own would be unable to access their driveways easily, and it would take a lot of manoeuvring to get on to their driveways. If it were to snow, or the roads became icy it is highly likely the cars would slip off their driveways, as they are steeper than they look, in to any vehicles parked there and cause substantial damage.
- 4) Emergency services would be unable to get down the road, which I believe from talking to other residents in the area, has happened previously when someone was having a heart attack.
- 5) The footpath where you are proposing to put the parking bays is 19.5 inches wide, not wide enough to stand on let alone open a car door and get out of the car, which would result in people standing on my land beyond the footpath which is unacceptable.

6) Judging by the plans I have seen, it would be extremely difficult for us to get on and off of our own driveway, and in adverse weather there is a substantial risk of colliding with one of the cars in the parked bay.

12. Resident, Orkney Road

Please note that I would like to object to the application.

(End of report)



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

Date of meeting: 17th July 2017

Subject: The Camber Dock - Public Rights of Way

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

Wards affected: St. Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 This report sets out the actions taken in response to an application to record a public right of way under Section 53 of the Wildlife and Countryside Act 1981 in accordance with the application route set out on the plan at schedule 1, (the application route), setting out a summary of findings, and a recommendation on how to determine that application.

2 Recommendations

- 2.1 It is recommended that no Order is made to add a Public Footpath or a Restricted Byway to the Definitive Map and Statement for Portsmouth City.
- 2.2 It is recommended that the Cabinet Member notes that, in accordance with established practice, the Harbour Master finalise an Access Policy for the Camber allowing public to continue to use this area subject to the day to day running of the area as an operational Port.
- 2.3 It is also recommended that the Council, as landowner, lodge a statement to the Council, as Highways Authority, under Section 31(6) of the Highways Act 1980 to clarify its position on its intention to dedicate the land as highway.

3. Background

- 3.1 In November 2014, Portsmouth City Council (the Council) received an application for the modification of the Definitive Map and Statement in respect of a claimed Byway Open to All Traffic (BOAT) at the Camber Quay for a continuous route around the entire edge of the Camber. The application asserted that the rights extended over a width of approximately 10 metres.

- 3.2 Further to investigation by the Council, involving analysis of user evidence, witness statements, archive evidence and photographic and mapping evidence, a decision was made that a public footpath could be considered to exist around the edge of the Camber Quay. However it was considered that any public right of way around the Camber would conflict with the statutory purpose for which the Camber Quay was created, and maintained, therefore the application was declined.
- 3.3 The applicants appealed the decision of the City Council to the Planning Inspectorate in 2015. On the 25th May 2016 the Planning Inspectorate concluded that the appeal should be dismissed on the grounds that Section 66 of the Natural Environment and Rural Communities Act 2006 (NERC Act) prevented claims for future routes for mechanically propelled vehicles subject to some exceptions (Section 67 of the NERC Act 2006). The Inspector ruled that there was insufficient evidence to conclude any of the exceptions applied.
- 3.4 On 19th July 2016, two further applications, under Section 53 of the Wildlife and Countryside Act 1981, were submitted by the same applicants, relying on the same evidence with the exception of one additional submission, for the addition of a Restricted Byway and a Public Footpath respectively.

4. Reasons for recommendations

- 4.1 The Council in accordance with Schedule 14, paragraph 3, must *investigate the matters stated in the application*, and has made an assessment of the evidence submitted to it by applicants and collected by the Council, as set out below.
- 4.2 If the point raised in 4.3 below did not apply, the application to make an Order adding a public footpath to the Definitive Map and Statement for Portsmouth City would be accepted and the application to make an Order adding a Restricted Byway to the Definitive Map and Statement would be rejected.
- 4.3 As the application route falls entirely within the undertakings of the Camber Quay then in accordance with the commentary and response of the Harbour Master, at 13 below, no route should be registered as a right of way - as to do so would conflict with the statutory purpose for which the Camber Quay undertaking was created, and is maintained.
- 4.4 The Harbour Master remains committed to permitting the public to benefit from permissions to use areas within the undertakings as walking and recreational routes, subject to the overriding power of the Harbour Master to use areas over which those routes may run, for the purposes of maintaining port and dock facilities, citing buildings in relation to those facilities, and operating machinery in relation to those facilities, and manage access by way of an Access Policy.

5. Investigation, duties, process and findings

- 5.1 On the 19th July 2016 two applications were received by the Council to make Orders adding a Public Footpath and a Restricted Byway to the Definitive Map and Statement (Definitive Map) for Portsmouth City around the entire outer edge of the Camber Quay (as shown in Schedule 1). The application shows the area coloured as that being claimed.
- 5.2 The application relies on the evidence submitted as part of the original investigation (3.1) and all other evidence considered by the Council during the original application and that brought up during the appeal process (3.3).
- 5.3 Due to the extensive efforts of the applicants and the Council to collect evidence as part of the original application from 2014, it is considered that this is acceptable evidence to draw upon when investigating the claims for a Public Footpath and Restricted Byway as well. Given the volume of this information, the comprehensive and contemporaneous nature of the consultation and evidence gathering exercise undertaken by the Council is considered to represent a full and complete discharge of its duty under Schedule 14, paragraph 3, of the Wildlife and Countryside Act 1981. The applicant did, however, submit one additional piece of evidence not originally referred to and this has been included as part of this investigation.
- 5.4 The Council is asked to make an order to modify the Definitive Map on the basis of, section 53(3)(b), or (c):
- (b) the expiration, in relation to the way in the area to which the map relates, of any period such that the enjoyment of the way during that period raises a presumption that the way has been dedicated as a public path.
 - (c) the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows –
 - (i) that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates ...”
- 5.5 Accordingly, the Council needs to consider whether there is evidence before it which demonstrates that the claimed right of way has been used:
- a) by the public;
 - b) “as of right” rather than “by right”, (that is, as if they had the right, rather than pursuant to some express or implied permission)
 - c) without interruption; and,
 - d) for a full period of 20 years (Section 31(1) of the Highways Act 1980)
- 5.6 The Council must also consider whether there is sufficient evidence (for example, by the erection of suitably worded signs, or active efforts to deter trespassers) that there was no intention to dedicate it.
- 5.7 Separately, under section 31(8) of the Highways Act 1980, and in accordance with case law on the matter, the Council must consider whether:
- a) where it has acquired land for a specified statutory purpose, and is continuing to carry out those purposes, whether the prescribed use is incompatible with those purposes; and,

- b) Where express rules apply to the land, derived under bylaws, or other legislation/orders, whether the existence of those rules is to preclude the use of the application route as of right.

- 5.8 The application was investigated with evidence being gathered from a variety of sources including witness statements, photographs, historic maps etc.
- 5.9 It is open to the Council, having investigated the matter, when making an order to modify the Definitive Map to do so with such changes as are necessary - for example to the footprint of the application route, as appear to be requisite in consequence of the evidence.

6 As of right and without interruption

- 6.1 "As of right" use is where the acts of enjoyment of the claimed route are done openly without secrecy, force or permission.
- 6.2 Evidence submitted by witnesses and gathered by the Council certainly shows "as of right" use over the undertaking at times but there are also various reports of individuals gaining access over the claimed route for the purposes of visiting businesses on the Quay, accessing moored boats and for work purposes.
- 6.3 Whilst it is noted that an element of such access for work purposes or to access a business or boat moored on the Quay does not preclude "as of right" use at any time this evidence must be considered when analysing witness accounts to get a clear picture of whether all use is suitable to satisfy the legal tests.
- 6.4 This reported use must also be balanced against the evidence submitted by the Harbour Master (13) and KB Boats (10) in relation to any interruption of use and efforts made to show a lack of intention to dedicate.

7. Evidence of use

- 7.1 The original application submitted included evidence of use from 11 people reporting use on foot, pedal cycle and car (motorised vehicle). Further to this, through the original investigation further evidence of use was put forward amounting to over 90 accounts of various use on foot, pedal cycle and motorised vehicle.
- 7.2 Considering the outcome of the original application and the dismissal of the appeal of the Council's decision not to make an Order adding a BOAT, evidence of use with a motorised vehicle has been discounted from this investigation.
- 7.3 As two applications have been submitted it is first appropriate to consider what level of public use must be proved to establish the status applied for. Firstly, considering the application for Restricted Byway, it should be noted that for an application for such status to be recommended on user evidence would require 20 years ("as of right" and

uninterrupted) use by foot, horseback, bicycle and horse-drawn carriage (or other non-motorised vehicle) Use by a bicycle without other non-motorised vehicle use is more commonly attributed to a public Bridleway (since pedal cycles became permitted on Bridleways under section 30 of the Countryside Act 1968), and bicycle use is dealt with as such in this investigation. In the case of the application for a Public Footpath this will require evidence of use for 20 years on foot ("as of right" and uninterrupted).

- 7.4 To establish the relevant 20 year period it must first be considered when the right of the public to use the way was first brought into question. With the BAR development beginning in 2014, causing the route to be blocked completely, it is a fair assumption that this is when the right was brought into question, therefore the relevant 20 year period would be between 1994 and 2014.

8. Evidence of use by non-motorised vehicle (pedal cycle)

- 8.1 No user evidence has been submitted to support use by non-motorised vehicles, other than pedal cycle. With pedal cycle use being more common to a Public Bridleway status after 1968 the evidence before 1968 has been looked into.
- 8.2 The pedal cycle use is reported to go back as far as the early 1940's but the earliest account does make reference to using the route socially and during the course of work. If use was during the course of work then this could be considered as a private right to use the Camber Quay to access their place of work however it does give an indication that social use may have taken place at other times.
- 8.3 A further 7 reports of pedal cycle use are made prior to 1968 with only 1 of these reporting use throughout the relevant period of 20 years (1948 and 1968). The other 6 witnesses report use from 1952 to 1968 for various periods.
- 8.4 Looking at the pre-1968 figures first it seems that there is limited user evidence to support the claim for a Restricted Byway, based on this non-motorised vehicular use. With limited witnesses reporting use prior to 1952 on pedal cycle it is not considered this is suitable evidence to meet the legal tests to add a Restricted Byway.
- 8.5 Although an application was not received for a Public Bridleway it is considered necessary to investigate user evidence in relation to this status as well. 19 witnesses report use at some time during the relevant 20 year period between 1994 and 2014, with 14 reporting use throughout that whole 20 year period.
- 8.6 Looking into this user evidence further it seems that 11 users report use "as of right" at all times. The other reports make suggestions of accessing the Bridge Tavern at the eastern end of the Camber, the old fish market and accessing boats they have moored on the Camber Quay. Whilst this does not mean that "as of right" use was not undertaken it does raise the possibility that if they were entering and exiting for the purposes of visiting businesses or accessing their own vessels then they were less likely to be challenged at other times.

- 8.7 Considering this reported use it leaves 6 witnesses who have used the route for the full 20 year period (1994 to 2014) with no reference to any private/permissive right at any time and 5 who have used it at some time during that 20 year period with no reference to a private/permissive right at any time.
- 8.8 The evidence of use of pedal cycles during the 20 year period required under section 31 is reasonable with 11 people using it at some time between 1994 and 2014. Some of these reports suggest their use was occasional and looking at the evidence as a whole it seems this level of use was far less prevalent than the evidence of use on foot, addressed below.

9. Evidence of use on foot

- 9.1 All witnesses who have submitted evidence report some level of pedestrian use around the Camber Quay dating as far back as the 1920's. Of all the witnesses 87 report to have used the claimed route within the relevant 20 year period with 56 of those reporting use throughout the whole 20 year period between 1994 and 2014. As with the user evidence on pedal cycle there is reference to gaining access for moored boats on the Quay and accessing the pub and fish market but 69 of the witnesses who used it between 1994 and 2014 report to have used the claimed route "as of right" at all times.
- 9.2 This is compelling evidence and whilst there are various reports of having to stop and divert around various features on the undertaking it all paints a picture of pedestrian use over a period of time suitable to establish a public right under Section 31.

10. Evidence from KB Boats

- 10.1 A "Statement of Fact", accompanied by photographic evidence, has been submitted by Ken Brown Boats, as private boat yard operator and in their capacity as Agents to the Port Authority for the Camber.
- 10.2 Included are various references (and supporting photographs) to occasions when the route was restricted, mainly for health and safety reasons. These include:
- Introduction of the Crane Bay in 1995 restricting access to part of the claimed route at all times by metal posts and chains (as shown in Schedule 3).
 - Associated boat lifting tasks restricting part of the claimed route.
 - The introduction of a red and white barrier on the northern side of the Camber to restrict access.
- 10.3 KB Boats also note "On instruction from the Harbour Master, it must be a condition that any working area of the quays of the operational Port must continue to be blocked off to public access when lifting or other operations within the risk assessments demand".
- 10.4 It should be made clear that KB Boats have not requested public access is prevented altogether at any time and report that part of the character of the Camber is the limited public access and would consider it safe to continue if certain conditions were imposed to retain the safe working environment as an operational Port.

11. Photographic evidence

- 11.1 Photographic evidence has been looked into as part of this investigation in the form of aerial photographs and historic photographs of various locations around the Camber. The historic photographs do support use of the Camber by what appears to be the public but there is little to show whether the use is "as of right" or not.
- 11.2 The aerial photographs again are inconclusive as they support that the claimed route was available, at times fully and at others not, but other than this they add no further actual evidence to this application.
- 11.3 Photographs submitted by KB Boats as part of their submission show examples of when the route was restricted, such as boat lifting, but on each occasion there seems to be some level of public access available to users.

12. Archival documentary evidence

- 12.1 Lots of documentary evidence was submitted by the applicants and further documents were looked into as part of this investigation. Much of this, particularly in the 1980's and 1990's discusses the desire to develop the undertakings in the future and in each case public access (pedestrian predominantly) is encouraged but at no stage does it refer to an established public right of way around the Camber Quay.
- 12.2 Earlier documents are referred to by the applicants, which they believe support public rights around the Camber. One is an extract from the Evening News in 1935. This refers to Cromwell Court being closed as a highway. Cromwell Court seems to have run at right angles from East Street to the North Quay. In this same document however it refers to highways as routes on the Camber that were used by vehicles transporting goods. Therefore this does not support the "public highway" status, as transporting goods to and from the Camber would not be considered "as of right" use.
- 12.3 In relation to the claim for a Restricted Byway this could be successful if the evidence suggests that the route was considered a vehicular highway in the past (when the majority of the 'vehicles' would have been non-motorised). There is little evidence that suggests that non-motorised vehicles used the claimed route for recreation and considering the 1935 document (12.2) it is considered that if non-motorised vehicles (such as horse and cart) did use the claimed route it was most likely for delivering and collecting goods to and from the Quay. As explained in 12.2 this would not be considered "as of right" use.
- 12.4 The applicants, as part of the appeal process, did submit a document dated 1959 (Portsmouth Corporation Bill) where the claimed route, referred to as Town Quay in this document and supporting plans, is recorded as public highway. This adds support to the application but gives no indication as to what status any such highway may be.
- 12.5 Further documentary evidence supports the existence of public access for enjoyment and "as of right" use and an example of this is a guided walk leaflet called "Portsmouth Point". This encourages the public to use the claimed route as part of a larger route.

Whilst this does not put a status on the claimed route it does add support to public use.

- 12.6 During the 1990's there are various documents which deal with the undertakings in a way consistent with public highway. Examples of these are the proposals to pedestrianise the area outside the Bridge Tavern and a temporary closure of the area to the east of the Bridge Tavern to vehicles for 3 months and then future recommendations to implement this permanently.
- 12.7 A fresh piece of documentary evidence was submitted as part of the two new applications (3.4) and this was a report dated 7th March 2000 where the northern, southern and western sections of the Camber are referred to with a view to a prohibition of driving, a prohibition of waiting and waiting restrictions. This report ties part of the claimed route in with other public highway in the area, however, section 142 of the Road Traffic Regulation Act 1984 is clear in providing that traffic regulation orders regulate *roads*, and that the definition of *roads* encompasses not only highways but any other road to which the public has access. Accordingly, it is not inconsistent for the Council to have utilised these powers in relation to the application route.
- 12.8 Whilst the documents referred to above do give some indication that at times part of the claimed route was treated in a way consistent with public highway these all need to be considered against the empowering legislation relating to the undertakings as an operational port.

13. **Statutory purpose**

Officers sought the opinion of leading counsel in relation to the interpretation of the law as it applies to this application, and in particular, the context of the application route lying on what forms a part of the operational port land. A key extract from that opinion is below:

The Council should decline to modify the Definitive Map if it concludes that the dedication of a right of way over the Camber would be incompatible with the exercise of its statutory functions as harbour master. Whether there is such a conflict is a matter of fact for the Council to determine, having regard to what is reasonably foreseeable. However, I have identified a number of areas where, depending upon the relationship between the precise route of the proposed right of way and the operational needs of the harbour, the Council would be entitled to find that such conflict existed.

The areas referred to include:

- a) Whether there is a realistic possibility that a public right of way would impede the use of the adjoining quay to moor vessels;
- b) Whether the existence of a right of way would restrict the Council's ability to alter the existing quay;

- c) Whether the existence of a right of way would interfere with the wish or need to allocate areas of the Camber for parking and to restrict the power to erect fencing (as the empowering legislation in relation to the Camber provides for);
- d) Whether a public right of way would affect the Council's power to set apart and appropriate any part of the dock undertakings for the exclusive or preference use and accommodation of any particular trade, activity, person, vessel or class of vessels;
- e) Whether a public right of way would restrict the Council's ability to construct warehouses, storehouse, sheds or other buildings, or gates, fences, and entrances within the harbour, dock or pier.

The opinion of the Harbour Master is that the existence of a right of way - even one which lies outwith the current disposition of the buildings and fencing - would interfere with the ability of the Council, as manager of the operational port land of the Camber, to organise itself toward current and future operation. The preference of the Harbour Master is to retain the primacy of the port undertaking, but to continue to manage and permit pedestrian access as part of a policy toward encouraging open usage and enjoyment.

The legal advice above continues to be current and accurate for the purposes of this report.

14. Evidence of width and alignment

- 14.1 It is not the Council's position to determine the width of a public right of way based on what is reasonably necessary to exercise a public right. The width is determined by what the evidence demonstrates has occurred, as a matter of fact. If however the width cannot be reasonably established from the evidence submitted as part of this application the Council may need to determine a width suitable for the rights that are proven to exist.
- 14.2 Based on the user evidence submitted it is difficult to establish an exact width due to various changes that have taken place on the Camber Quay, and recognised by the witnesses. There are numerous reports that at times people had to avoid features on the Quay, in line with the working practices taking place and also barriers and obstructions which did not appear to block access but did mean that the whole width of the route applied for was not available.
- 14.3 It could be the case that at times the whole claimed route was available but as both the user evidence and that submitted by the Harbour Master and KB Boats clearly shows, this was not always the case, particularly during the relevant period of 1994 and 2014.
- 14.4 Therefore considering the various reports of features restricting parts of the claimed width it seems unlikely that this whole claimed route was walked without interruption between 1994 and 2014. Examples of this include reference to the Crane Bay on the

Quay which required people to divert around it and the chain fencing erected for health and safety purposes and the introduction of the red and white drop down barrier that may not have been used much but was in operation when required (referred to in paragraph 10.2). Whilst users report these did not stop them from exercising their right to use some of the claimed route it does have implications as to what width, on the balance of probability, can reasonably be claimed.

- 14.5 There is also reference in some witness statements and evidence submitted by KB Boats that people could not always use part of the claimed route due to boats being lifted out and loading and unloading of various items on and off boats moored on the Camber.

15. Application of the legal tests

- 15.1 Responses were received by, and interviews conducted with, a sufficient mix of individuals to support a finding that the uses described more fully, and explored in more detail below, were enjoyed by the public - not a limited group of users, or those exploiting a private right.

15.2 Intention to dedicate

Section 31 of the Highways Act 1980 provides that a right of way which meets all other relevant tests:

Is deemed to be dedicated as a highway unless there is sufficient evidence that there was no intention ...[...] to dedicate it

The commentary above refers to the relevant substantive evidence, and the legal position is that there must be some evidence of the landowner, the Council, having manifested there being no intention to dedicate the route. This is, ordinarily, in the form of signage, and whilst a landowner may establish a lack of intention to dedicate by other means, the legal burden is on the landowner to provide sufficient evidence that his lack of intention was made clear to those who were using the claimed right of way.

In this instance, the evidence of control being asserted is by the periodic control over the areas open to the public to use - and asserted by the Council as landowner, but more particularly in its role as Harbour Master, by way of itself and its agent, KB Boats.

What is clear from the evidence of those interviewed, is that they did not acknowledge that the landowner had sought to prevent them from using the application route but there is recognition that some areas were blocked temporarily and sometimes they had to wait whilst certain activities took place. This evidence is reinforced by the direction and control of the Harbour Master and the Harbour Master's appointed agent over the site.

16. Conclusion

- 16.1 There is evidence to support the existence of a public footpath around part of the claimed route, based on user evidence and supporting documentary evidence referenced above but insufficient user or documentary evidence was found to support a Restricted Byway or a Public Bridleway.
- 16.2 Due to the inconsistencies of the route able to be used by members of the public, as recognised by witnesses and detailed by KB Boats, it is considered appropriate for this right to exist over the width of 2-3 metres to the edge of the footprint of the buildings as shown in Schedule 2.
- 16.3 This route however is subject to the interferences in respect of which the Council is empowered (Portsmouth (Camber Dock and Flathouse Wharf) Harbour Revision Order 1990) to take action, such as the power to:
- Provide facilities for the parking of vehicles on land "within the undertakings", and for that purpose to erect barricades or fencing with related offices, waiting room and other conveniences (Art 4);
 - Set apart and appropriate any part of the undertakings for the exclusive or preferential use and accommodation of any particular trade, activity, person, vessel or class of vessels (Art 7 (1)), with the consequence that no person or vessel may then make use of the part of the undertakings so set aside or appropriated without the consent of the harbour master (Art 7(2))
 - The power to construct warehouses, storehouses, sheds and other buildings and works necessary for the accommodation of goods within the harbour, dock, or pier (section 21). A similar power is conferred under Art 3 of the 1911 Harbour Revision Order, and section 22 of the 1959 Act, which respectively include the power to maintain such gates and fences, and gates and entrances as the harbour authority considers necessary (importing provisions from the Harbours, Docks, and Piers Clauses Act 1847);

As well as this there is a duty to ensure that the Camber is "open to all persons for the shipping and unshipping of goods and the embarking and landing of passengers" upon payment of the relevant rates (section 33, Harbours, Docks, and Piers Clauses Act 1847).

Various examples of this include the erection of crane bay on the southern side of The Camber; the movement of dry stack over areas previously used for parking, the positioning of RS Divers and the locating of the BAR building on The Camber. Therefore considering this and the points raised in 13 it is considered that the Council should decline to modify the Definitive Map and Statement under Section 31(8) of the Highways Act 1980.

- 16.4 The importance of retaining The Cambers existence as a statutory port is further illustrated by the document 'Maritime Futures: Solent Waterfront Sites', produced for the Solent Local Enterprise Partnership (SLEP) in September 2015. This provided a better understanding of the Solent area's waterfront assets further to concerns being raised by the marine and maritime business community and some policy makers that land suitable for marine industries is being lost to alternative uses such as residential.

The loss of land at strategic waterfront sites reduces the Solent area's ability to provide the right sites and cater for demands from the marine and maritime (M&M) sector which is growing.

- 16.5 Section 4 of this report considered the importance of each site in supporting M&M activities relative to one another. In this document Town Quay - BAR (The Camber) is considered a location with good marine access, an existing presence of marine and maritime activities and limited potential to grow, based on the existence of vacant land, derelict buildings and prospects for redevelopment and intensification (for instance, inefficient/ poor land and building utilisation). Considering these factors the location is categorised as Tier 1 - Primary Importance. Sites defined as Tier 1 are of prime importance and are relatively the most important sites for M&M activities in the Solent. They display, on balance, the best characteristics to give continued support and growth to M&M business.
- 16.6 This document highlights The Cambers importance to local business and industry in the Solent and supports the importance of retaining the Ports ability to undertake its statutory purpose, therefore adding weight to the recommendation to decline to modify the Definitive Map and Statement under Section 31(8) of the Highways Act 1980.
- 16.7 A further recommendation is to finalise an Access Policy for the Camber allowing public to continue to use this area subject to the day to day running of the area as an operational Port.

17. Equality Impact Assessment

- 17.1 An equality Impact Assessment is not required for this report as it does not change any physical features on the ground and simply relates to recognition or not of whether a public right of access exists around the Camber.

18. Legal Implications

- 18.1 It is the duty of Portsmouth City Council, as Highways Authority, to keep the Definitive Map and Statement of Public Rights of Way under continuous review.
- 18.2 If the application is refused the applicants will have the opportunity to appeal the Councils decision to the Planning Inspectorate who will consider all the evidence looked at as part of these applications.
- 18.3 The Planning Inspectorate then have the decision to make whether the Appeal should be rejected or upheld. If the Appeal is rejected then no further action will be necessary but if it is upheld the Council may be instructed to make an Order adding a new Public Right of Way around the edge of the Camber.
- 18.4 Any Order made is then advertised and open to objection. If objections are received then the matter may have to be determined at a Public Inquiry but if no objections are received the Order can be confirmed by the Council, unopposed.

19. Director of Finance's comments

- 19.1 Approval of the recommendations within this report do not have any implications.
- 19.2 In the event that the recommendations are not approved as presented, and the application to record a public right of way under Section 53 of the Wildlife and Countryside Act 1981 is accepted, the anticipated financial cost would be managed from existing Traffic and Transport budgets.

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

Background list of documents:

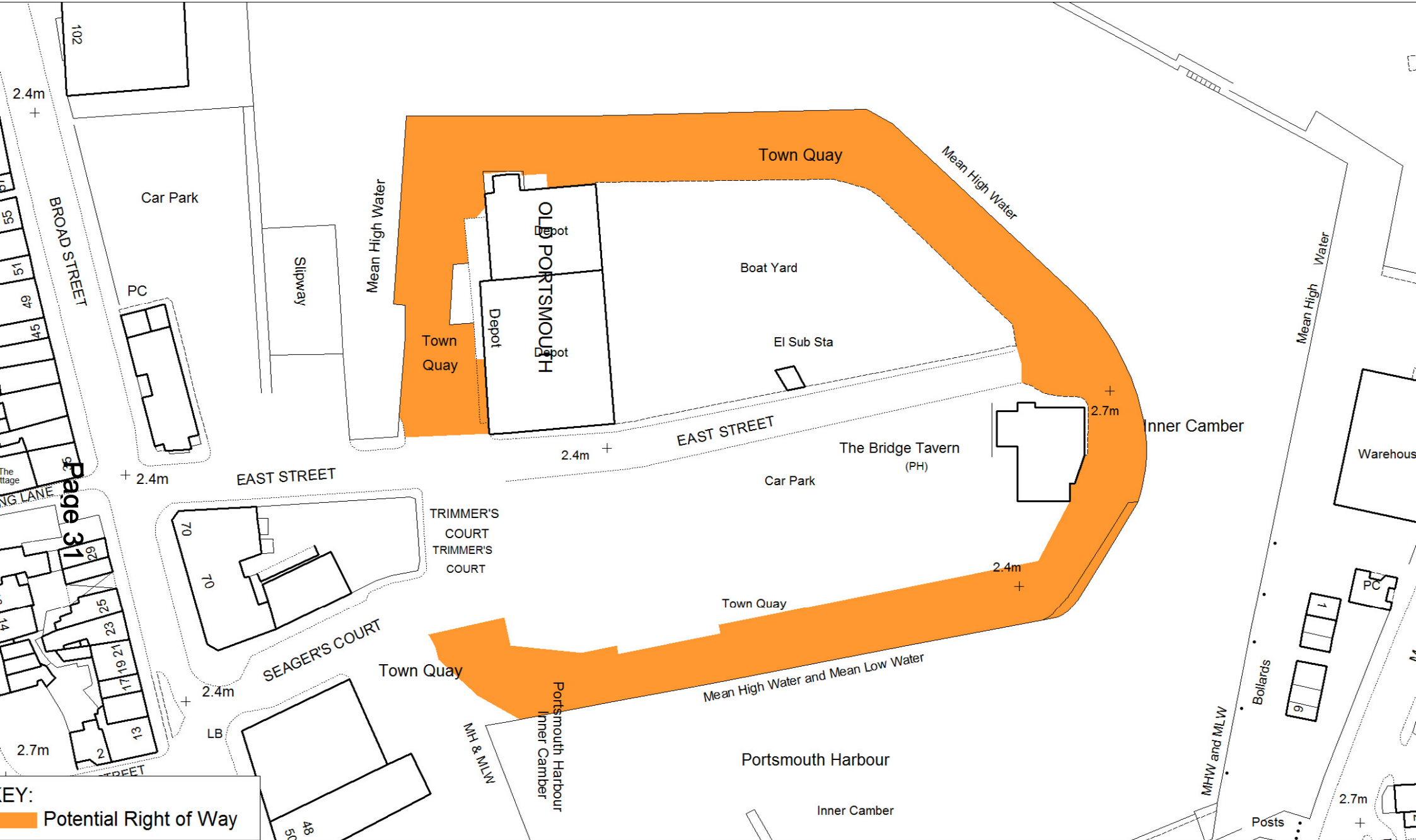
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Application under Section 53 Wildlife and Countryside Act 1981 to add a Public Footpath and Restricted Byway to the definitive Map and Statement for Portsmouth City	
Camber evidence bundle	

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

.....
Signed by:
Councillor Simon Bosher
Cabinet Member for Traffic and Transportation

(End of report)



Portsmouth
CITY COUNCIL

Title: **SCHEDULE 1**

Prepared for: **Transport Planning**

Prepared by: **Highways Geographic Information Service**

Drg No: **Plan**

Scale: **1:1,000 @ A4**

Date: **03/09/2015**

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MLW

KEY:
[Orange hatched box] Proposed RoW

FB

Slipway
MLW

Page 33

EAST STREET

TRIMMER'S COURT

The Bridge Tavern
(PH)

1 to 4
The Old Pilots Office

SEAGER'S COURT

6 to 12

1 to 5

Mariners
Court

13 to 20

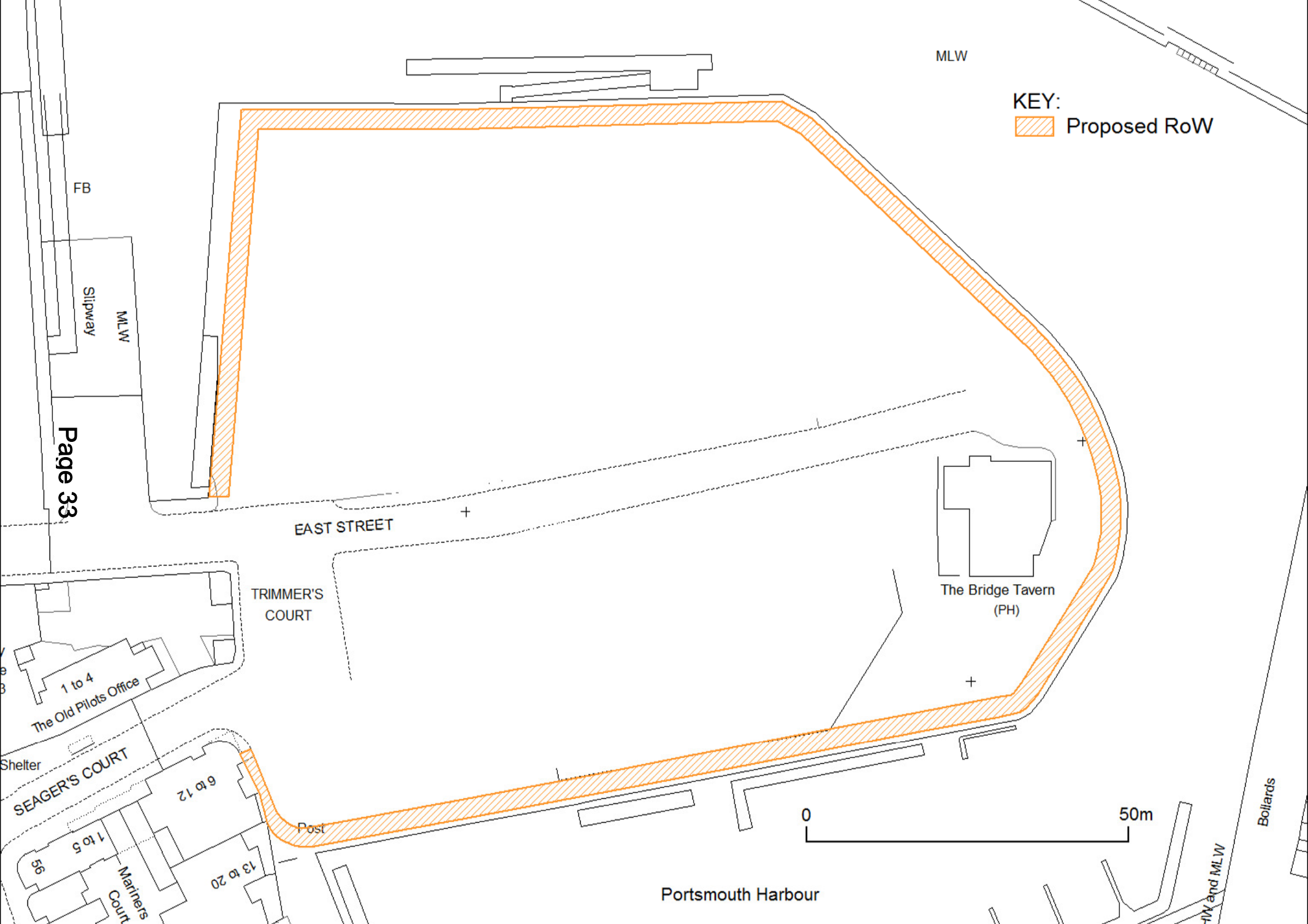
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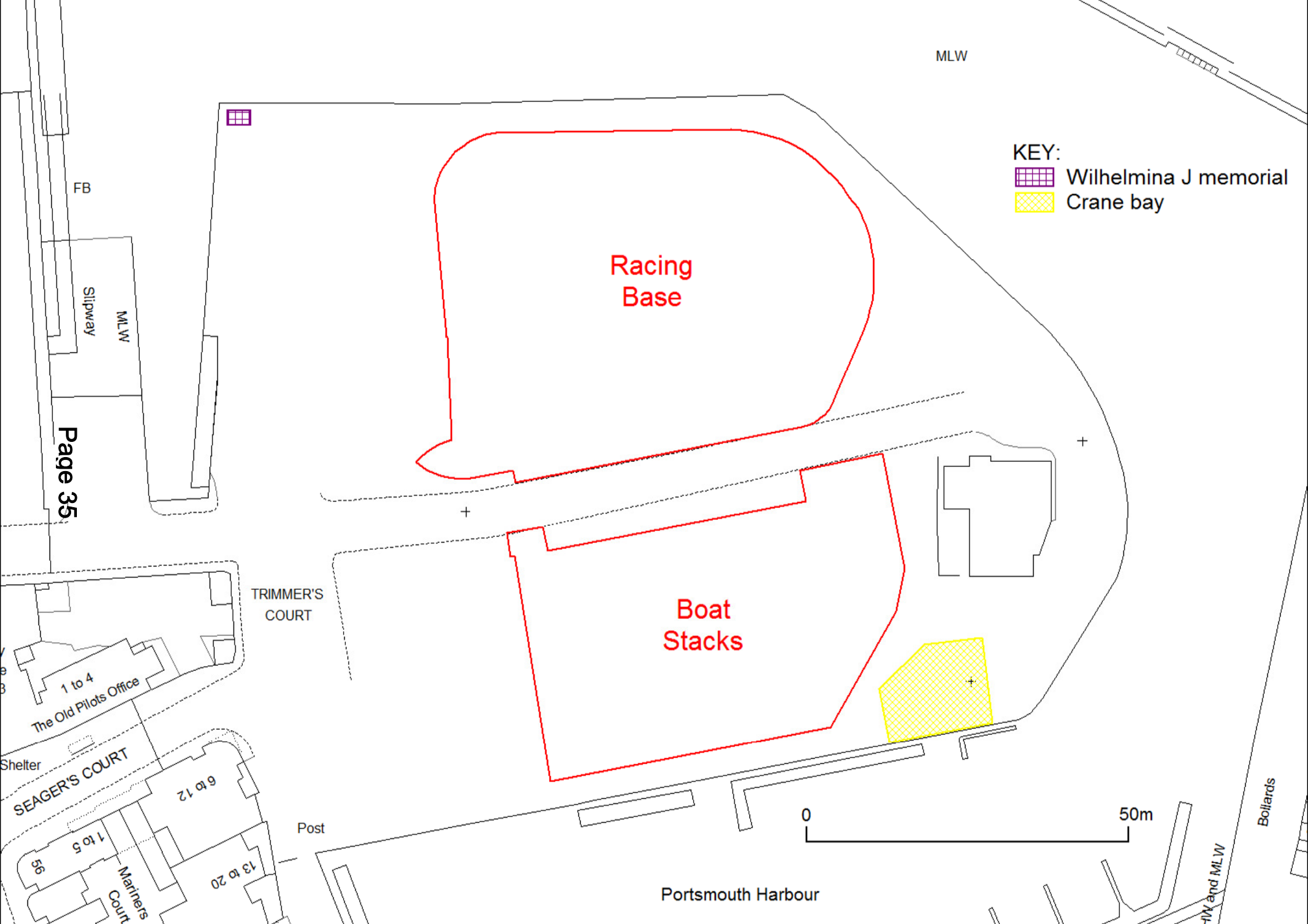
Portsmouth Harbour

Bollards

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Agenda Item 6



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	17th July 2017
Subject:	Road Safety and Active Travel Work Programme Priorities
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 Road Safety and Active Travel work programmes detailed at Appendices A, B and C.

2. Recommendations

- 2.1 That the Road Safety and Active Travel work programmes for cycling, pedestrians and vehicles, detailed at Appendices A, B and C to this report, are approved.

3. Background

- 3.1 Cycling and walking can bring many benefits to health and wellbeing, the economy and local air quality, as well as being a low to no cost form of travel.
- 3.2 In April 2017, the Government published its Cycling and Walking Investment Strategy (CWIS), which has objectives and targets for increasing and improving cycling and walking across the country. The Government wants walking and cycling to be a normal part of everyday life, and the natural choices for shorter journey's such as going to school, college or work, travelling to the station, or for simple enjoyment.
- 3.3 An ambition within the CWIS is to double cycling activity by 2025, and each year reduce the rate of cyclists killed or seriously injured on English roads. Through this strategy, the Government wants to deliver better safety, better mobility and better streets.

- 3.4 There is currently a high reliance on the car for short trips, with 16% of all car trips starting and finishing in Portsmouth being 'short trips' of less than 3kms in lengths.
- 3.5 Portsmouth is well suited to walking and cycling for local journeys, with significant scope for increasing current levels.
- 3.6 Whilst it must be acknowledged that Portsmouth has a high number of cycle casualties, the number of collisions involving cyclists in the city has been going down since 2011, based on data from Hampshire Constabulary. Importantly the actual number of serious/fatal incidents fell from 44 in 2011 to 26 in 2015 although 2016 showed a sharp increase towards the 2011 figures, rising to 38. Trends show a high number of these are situated at junctions along 30mph roads,
- 3.7 However it is important to remember that Portsmouth has a high number of cyclists. The 2011 census data shows 7,148 (4.7%) of our residents regularly commute by bike in Portsmouth. This is double the Hampshire average (2.2%). So, it could be argued that the potential for there to be more accidents involving cyclists is greater on our busy network.
- 3.8 Despite this, the council is acutely aware of the need for investment in both infrastructure and behavioural programmes to improve safety for cyclists and pedestrians within the city. For example, it is hoped that by diverting cyclists from the busier, faster routes the number of cycle casualties will be reduced.
- 3.9 While Portsmouth has high numbers of utility (commuting) walking there are concerns about health levels and environmental issues. Portsmouth experiences widespread obesity, low levels of wellbeing, and, low levels of physical activity. 64% of avoidable deaths are caused by lifestyle behaviours including low levels of physical activity. 65% of Portsmouth adults do less than 30 minutes of physical activity per week including walking and cycling. Levels of child obesity in Portsmouth are higher than average for England. In 2014/15, 33% of children were overweight or obese on leaving primary school.
- 3.10 Key to increasing the levels of cycling and walking within the city is removing the main barriers to cycling and walking within the city. Concerns have been raised regarding levels of pollution in some parts of the city, and the need to have safe places to lock bikes whilst at work and school. The desire for more cycle lanes in the city and improved safety for cyclists was also apparent.
- 3.11 More needs to be done to address safety and infrastructure, along with increased publicity in order to help people to make informed choices about their travel behaviour.
- 3.12 The attached plans in Appendices A, B and C aim to address the barriers and to promote walking and cycling as the preferred mode of travel for short and long

journeys. The infrastructure investment programme being delivered through the Local Transport Plan will complement the aims.

4. Reasons for recommendations

- 4.1 Cycling and walking are positive for health. Portsmouth has higher than average levels of obesity which is impacted on health outcomes in the city. Quieter, less busy routes provide an alternative and safer route for cyclists to use
- 4.2 An ongoing Behaviour Change programme tackles the key barriers to walking and cycling, enabling increased levels of cycling and walking.
- 4.3 Comprehensive Road safety initiatives involving drivers, cyclists and pedestrians will help reduce the number of road casualties in Portsmouth. Improved actual and perceived cycle safety will increase the levels of participation across the city.

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 programme will be developed further following approval. Once the Cabinet Member has approved the work programme this will release associated funding streams necessary for consultations and the EIA process will be followed fully.

6. Legal implications

- 6.1 Under Section 39 of the Road Traffic Act 1988 local authorities have a statutory duty to promote and provide road safety advice and measures. Local authorities are under a duty to take such measures as appear to the authority to be appropriate to prevent accidents (including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads)
- 6.2 Failure to carry out the above obligation could result in action being taken against the authority for breach of statutory duty. Providing a road safety service involves education, training and publicity which benefits road safety and enables the upholding of laws in relation to the safe use of the highway.
- 6.2 Section 508A of the Education Act 1996 places a general duty of local authorities to promote the use of sustainable travel and transport. The duty applies to children and young people of compulsory school age who travel to receive education or training in a local authority area. This duty relates to journeys to and from institutions where education or training is delivered.

6.3 Sustainable modes of travel are those which the Authority considers may improve the physical well-being of those who use them, the environmental well-being of all or part of the local authority's area, or a combination of the two. Such obligations should form part of the above recommendations.

6.3 It should be noted that any changes to the highway infrastructure will need to be considered in conjunction with the Authorities Private Finance Initiative ('PFI') Contract and as such the commissioner of this report should liaise with the PFI Network Co-ordinator.

7. Director of Finance's comments

7.1 Road Safety and Active Travel initiatives are currently funded from both revenue and capital sources, depending on the nature of the initiative, and form part of the Traffic and Transport Portfolio Revenue budget and the Local Transport Plan within the approved Capital Programme.

7.2 The work programmes proposed in this report and detailed in the appendices for cycling, pedestrians and vehicles are all anticipated to be funded from existing resources and as a result there are no adverse financial implications from the adoption of the work programme.

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

Appendices:

- A - Cycling work programme
- B - Walking work programme
- C - Vehicles work programme

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

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

.....
Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

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Safer Cycling Work Programme

2017/18

This document outlines the current packages of work planned for 2017/18, outlining the key evidence guiding the allocation of resources in the areas of most need.

Work Package	Description	Evidence for Review	Target Population
Be Bright	<p>A joint operation between Hampshire Constabulary and Portsmouth City Council to promote safe cycling during the hours of darkness.</p> <p>In this joint campaign, cyclists without lights are stopped by the Police. Cyclists are given the opportunity to avoid a fine for cycling without appropriate lights (£50) if they purchase and install lights at one of four partner retailers within 28 days.</p> <p>RS&AT Team provide education and guidance at road side with everyone stopped receiving a hi-viz backpack cover and those without a temporary set of jelly lights.</p>	<p>Hampshire Constabulary Stats 19 collision records show that between 2012 and 2015 there has been an increase in accidents involving cyclists in winter months (November to January) although 2016 shows a reduction.</p> <p>This data shows the accidents occur predominantly because drivers are failing to see cyclists, with 74% of collisions involving cyclists citing this as the main cause.</p> <p>Hampshire Constabulary Stats 19 data also shows that Portsmouth has seen an increase in cycle collisions during November to January 2011 to 2015 with 55% of those accidents occurring in darkness.</p> <p>This Stats 19 data also shows that most collisions during 2016 happen during morning and evening rush hour (10% between 07:00-08:00 and 15% 15:00-17:00), and are assumed to be associated with commuters.</p>	<p>The evidence shows that young males (17-25), from Transient renters, rental hubs and aspiring homemakers MOSAIC groupings are over-represented in accident statistics.</p> <p>In order to target this population, the 'Be Bright' campaign will be held in areas where there are geographical clustering of the above MOSAIC types, and along key commuter routes.</p> <p>University Students - University Specific event with counts before and after to measure behaviour change.</p>

Share the Road	<p>A joint operation between Hampshire Constabulary and Portsmouth City Council to promote safe driving in relation to cyclists.</p> <p>A covert Police cyclist will be used to tackle drivers who overtake recklessly and fail to give way at junctions. Drivers will be given the opportunity to avoid prosecution by attending a PCC education intervention.</p>	<p>84% (769 out of a total of 920) of cycle collisions occur on the 30mph routes, therefore events will be focussed on these routes (2011-2015).</p> <p>In 2016 84% of cycling collisions is also shown to occur at junctions.</p> <p>This operation will help tackle both these major elements of collisions.</p>	<p>Participants are surveyed to compare those engaged with our high risk profile which ensures the campaign reaches high risk demographics: Transient renters, rental hubs, aspiring homemakers and family basics.</p>
Light Goods Vehicle Cycle Safety	<p>Direct liaison with businesses with large fleets of light goods vehicles operating within the city.</p> <p>RS&AT will develop and provide a package of resources to be used within existing driver training and CPD courses within the partner organisations.</p>	<p>During the 5 year baseline period 2011 to 2015 light goods vehicles accounted for 7% of cycle collisions - in 2016 this trend almost doubled to 12%.</p> <p>DfT vehicle figures for year ending March 2017 suggests the number of cars on the roads rose during the year by 1.4% to a record 252.9 bvm (business vehicle miles) , van traffic rose three times as fast, increasing by 4.5% to a new peak of 49.6 bvm.</p>	<p>Employers and drivers of light goods vehicles operating within Portsmouth.</p>

Exchanging Places	<p>Event using a car and a HGV to demonstrate to members of the public the most common behaviours at junctions and how best to avoid such collisions. Staff demonstrate how positioning can place them in a blind spot with pedestrians, drivers and cyclists taking each other's viewpoints.</p> <p>This event aims to educate and inform drivers and cyclists on vehicle blind spots to address the trend of accidents involving cyclists at junctions, demonstrating cyclists' vulnerability to other road users.</p> <p>Participants are surveyed to compare those engaged against high risk categories to ensure the campaign reaches high risk demographics: Transient renters, rental hubs, aspiring homemakers and family basics.</p>	<p>Based on Stats 19 data collected, collisions at junctions have increased from 78% between 2011 and 2015 to 84% in 2016.</p> <p>Cross referencing Stats19 casualty data with Experian Mosaic social profiling data shows four priority high risk groups - Transient renters, rental hubs, aspiring homemakers and family basics.</p>	<p>Peak commuter time and during July are the highest risk time so these events are focused during June and July, on weekends in large footfall areas and events to maximise the benefits and likelihood of delivery to working people/commuters.</p>
Bike Dr	<p>Precinct based mobile bike maintenance service open to the public. To enable more people to cycle/stay cycling by offering free or low cost bike maintenance - often a barrier to continued or cycle take up.</p>	<p>Sessions during the financial year 16/17 were held at Commercial Road (twice a month) and Cosham High Street (twice a month). During this time 544 people attended the Commercial Road sessions and 269 people attended the Cosham High Street sessions.</p> <p>These sessions give people a resource for free bike maintenance improving road safety for cyclists across the city.</p>	<p>Local residents/commuters/visitors and students.</p>

		This also encourages people, who have a bike but do not ride it due to its condition, an ability to get it checked over and regularly maintained for free, removing one of the barriers of cycling (maintenance costs), particularly for those in less affluent areas.	
Bikeability	School timetable cycle training delivered by an external provider (Pedal Power). Pupils (year group 5-7) are taught how to cycle safely to provide key skills and experience to enable them to cycle safely on the road network.	<p>In 96 of 147 child cycle collisions 2010 to 2014, Stats19 data identifies drivers and cyclists failing to look as the key contributory factor. Teaching young people to cycle safely which includes cycling at an appropriate speed, being alert and road positioning aims to combat this.</p> <p>Casualty stats show that cycle collisions involving the age ranges of year group 5-7 have increased from 14% between 2011 and 2015 to 17% in 2016</p> <p>Portsmouth has growing levels of obesity within the population: 9.5% of children aged 4-5 years and 20.9% of children aged 10-11 years are classified as obese.¹</p> <p>Promoting cycling will encourage increased physical activity which will contribute to combatting this increasing trend.</p>	Pupils between years 5 and 7.

¹ PCC's Healthy Weight Strategy for Portsmouth 2014-2024

Street Skills Year 8/9	Secondary school aged cycle safety messages aimed at year 8/9 pupils. Session aims to educate pupils who undertake travel to school independently through a class-based cycle safety training package.	<p>Casualty data shows that collisions involving children between 12 and 16 has risen from 11% between 2011 and 2015 to 15% in 2016.</p> <p>This intervention at years 8 and 9 will reinforce early learning at this transition stage, in order to promote road safety.</p>	Year 8/9 pupils focus.
Events	Pedal Portsmouth and Glow Ride Cycle Events offering wide scale participation and promotion of cycle activities. Pedal Portsmouth 'Summer Series' events at various locations across the city the city to improve awareness and promote 'Quieter Routes'.	<p>Participatory cycling events such as the annual Pedal Portsmouth encourage people to get back on their bikes if they haven't ridden for a few years, and give an opportunity for young cyclists to get out and gain some confidence by riding out on the roads, contributing to PCC aims to increase levels of cycling in the city.</p> <p>Casualty data shows an increase in accidents for cyclists during the winter months, when peak hours for cycling are darker (see 'Be Bright'). The Glow Ride promotes the importance of high visibility for cyclists, complimenting other 'Be Bright' measures. It also provides young families and beginners with a unique opportunity to take part in an exciting cycling spectacle on the seafront.</p> <p>'Quieter Routes' events The 'Summer Series' will take a number of cycling engagement activities on a tour of the city; allowing PCC to promote cycling on a more local level. Residents from the more deprived communities in the city are over</p>	<p>Families with children and novice or cautious cyclists.</p> <p>'Quieter Routes' is aimed at new cyclists and those less confident or family groups.</p>

		<p>represented in casualty statistics - the locations of the summer series enable PCC to engage directly with cyclists in these areas.</p> <p>The DfT Propensity to Cycle tool shows the key areas of the city that cyclists commute from- the chosen locations will enable direct promotion of the Quieter Routes to residents in these areas, encouraging them to use this network and avoid high casualty routes.</p>	
Transition year training cycling and walking - route planning	School-based training package aimed at year 6/7 (final primary/junior year group) at secondary school 'taster' events.	2011 to 2015 casualty data shows under 11 year olds represent the highest proportion of pedestrian casualties (21%). This trend is also apparent in 2016, outlining the need for focus on this age group in terms of training.	<p>10/11 year olds undergoing transition days at their new secondary school.</p> <p>For autumn/winter 2017 approximately 200 children will be delivered to. January to July 2018 this number will be increased to cover 6 to 8 schools/1080 to 1440 pupils.</p>
Student programme	Awareness raising campaign aimed at cycle security and cycle law and cycle safety	<p>Casualty stats and mosaic data show this age range (17 - 24) to be the highest risk group with accidents contributing to 27% of all cycling casualties across the city.</p> <p>Cycle theft discourages a large proportion of cyclists from continuing to do so.²</p> <p>Between April 2016 and March 2017 1,085 bicycles were stolen across Portsmouth; breaking down to approximately 5 bikes stolen that year per 1000 population.³</p>	18 - 24yr age group.

² TfL's Cycle Security Plan


³ ukcrimestats.com

Cycle security	Link in with the British Transport Police to reduce cycle theft which is a priority in Portsmouth for them.	<p>Between April 2016 and March 2017 1,085 bicycles were stolen across Portsmouth.⁴</p> <p>TfL's Cycle Security Plan suggests that 23% of those who have had their bike stolen will not buy a replacement, and that theft therefore discourages a large proportion from continuing to cycle.</p>	Students\commuters\visitors\residents.
Quieter Routes	Further promotion and awareness to be raised about 'Quieter Routes' through events across the network, See Events above.	<p>48% of respondents to the 2014 Travel Attitudes Survey in Portsmouth claimed that lack of confidence on the roads is a major factor preventing them from cycling/cycling more. Quieter Routes address this barrier by providing an easy to follow network of routes which avoid busy roads and signpost cyclists onto cycle infrastructure or the 20mph network.</p> <p>84% (769 out of a total of 920) of cycle collisions occur on the main 30mph road network (stats19 2011-2015). Encouraging use of the Quieter Routs will aim to provide cyclists with a safer alternative.</p>	Families and young children\elderly\less confident cyclists\novice\new cyclists.

⁴ ukcrimestats.com

		By addressing this key barrier, the Quieter Routes project contributes to wider objectives such a reduction in inactivity and obesity in children and the overall promotion of cycling as a means of transport to new or novice cyclists.	
Cycling UK	Through engagement projects across England, Cycling UK have been involved with establishing 47 new Community Cycle Clubs and supported 40 existing clubs to reach over 15,000 beneficiaries. Cycling UK have a launched a project working in the Portsmouth area, engaging with local community groups to promote cycling for those who do not engage in any, or low levels of cycling which PCC will link into wherever possible.	Through nationwide engagement in 2016 Cycling UK: <ul style="list-style-type: none"> Established 47 new community cycle clubs; Supported over 40 existing clubs; Reached over 15,000 beneficiaries through over 800 activity sessions; Of those engaged with, 29% were physically inactive and 48% were not meeting guidelines of 150 minutes of activity a week. (Cycling UK Summary Report 2016) <ul style="list-style-type: none"> With Cycling UK support this success nationwide could be replicated in Portsmouth and at no cost to the city council. 	Aimed at all ages, abilities and genders.
Operation Dismount	<p>A community led Hampshire Police operation which focuses primarily on the risks that cycling on pavements in pedestrian zones poses to vulnerable people.</p> <p>Cycling on the pavement is an issue that affects all pedestrians, but it has a significant impact on members of our community with visual and hearing impairments, and</p>	Research within Portsea and Landport community groups, using social media, and communicating with members of the public on the street has identified that there is a clear concern from residents about the danger cycling in pedestrianised areas poses to vulnerable members of our community.	Members of public who cycling on pavements in pedestrian zones.

	<p>residents with mental health difficulties.</p> <p>Unmarked officers patrol areas of high footfall and stop members of the public who are cycling on pedestrian-only routes. They will receive either a warning or issued with fixed penalty notices where appropriate.</p> <p>The overall goal is to educate residents - and cyclists in particular - with crime prevention advice and general advice about safer cycling in urban areas.</p>		
Share with Care Campaign	<p>Shared-use paths are popular with people who are looking for motor-traffic free routes, either for leisure or for getting to work or the shops, for example. Inconsiderate cycling undermines the tranquillity of these paths and is particularly intimidating for people with reduced mobility, or who have hearing or vision difficulties. Speeding is a growing problem. More people are riding along shared-use paths for fitness training or to record personal bests, for instance - activities that are much better suited to quiet roads.</p> <p>To reinforce the code of conduct (promoted by Sustrans and endorsed by Cycling UK) within Portsmouth City the</p>	<p>According to the last census Portsmouth has the highest level of commuter cycling in the south east region (around 7500 people per day). Casualty data shows that there have been 11 recorded collisions between cyclists and pedestrians in the past 5 years in Portsmouth, and whilst these are regrettable this figure is extremely low.</p> <p>Portsmouth City Council undertakes infrastructure development, promotional methods, and education to encourage safe cycling.</p> <p>Whenever new cycle infrastructure is considered it must go through a series of checks including consultation with relevant stakeholders, including disability groups, local</p>	Cyclists and Pedestrian using shared path ways

	<p>RS&AT Team have a spray sign template.</p>  <p>The signage will be sprayed onto shared routes where there is reported risk of conflict between Pedestrians and Cyclists.</p> <p>Education can, however, be a more effective way to prevent accidents and to change behaviours through schemes like - Bikeability (national cycle training scheme) Be bright events, Exchanging places events and Pedal Portsmouth events complement safer cycling for all.</p>	<p>interest forums, the Police and the general public. Schemes are designed by highways engineers in accordance with DfT guidelines/regulations and where required schemes are subject to an independent Road Safety Audit.</p>	
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Safer Pedestrians Work Programme

2017/18

This document outlines the current packages of work planned for 2017/18, outlining the key evidence guiding the allocation of resources in the areas of most need.

Work Package	Description	Evidence for Review	Target Population
Child Pedestrian Training	<p>Teacher or volunteer run sessions using a PCC devised film and lesson plan.</p> <p>Child Pedestrian Training (CPT) seeks to equip all youngsters (in Year 1) with essential road safety awareness life skills to enable them to cross city roads.</p> <p>Children are taught to look for safe places to cross. They are taught to cross safely between park cars where they have no other option to address the highest ranking cause of road related incident 'failure to look'.</p>	<p>Portsmouth has a higher than national average for walking to schools 70% (2011 Census data).</p> <p>Casualty Stats data for the city shows that 46% (44 out of 96 collisions in 2016) of collisions involving pedestrians are caused by the pedestrian failing to look properly so this training will aim to tackle this primary cause.</p> <p>Stats19 data also shows the 0-11 age group as the highest pedestrian casualty group (20% in 2016)</p>	Year 1 children in Portsmouth Schools
Primary Schools Education Training and Publicity (ETP)	<p>Road Safety Officers attend schools to provide assemblies, class and year group sessions on road safety. This is tailored to suit each school and is available to school years R-11.</p> <p>Develop and deliver an E-learning package to engage KS1/2 children in the key messages.</p>	<p>Stats19 data 2010 to 2014 Key Stage 1&2 Contributory Factors show out of 75 accidents two contributory factors stand out for young pedestrians - 53 cases of 'Ped failed to look properly' and 19 cases of 'Crossed behind parked cars'</p> <p>Coupling this with the 2016 stats19</p>	All school age children.

		data showing 0-11 year old children being the joint highest pedestrian casualty group 20% - (19 out of 96 total pedestrian collisions in 2016) highlights the need to offer road safety training to these age groups.	
JRSO (Junior Road Safety Officer)	A resource where schools can register and select 8 JRSO's (two pupils per year from years 3-6). These JRSO's receive support from council Road Safety Officers to help provide road safety information to other pupils in the school.	Primary school age pedestrian casualties have reduced since 2011 (17 in 2011 down to 11 in 2016). This school community led programme will build on and continue this downward trend.	Year 3-6 pupils
Park & Stride	An initiative to encourage walking for part of the journey to Junior school where a longer part of the journey is required to be by car. Through providing mapping of walking time from the school to the surrounding area.	Only 21% of boys and 16% of girls aged between 5-15 meet the Chief Medical Officer (CMO) recommendations for activity each week. ¹ Portsmouth has growing levels of obesity within the population: 9.5% of children aged 4-5 years and 20.9% of children aged 10-11 years are classified as obese. ² Promoting cycling will encourage increased physical activity which will contribute to combatting this increasing trend.	Primary schools Visitors, residents and students Visitors, residents and students
Route4you	Web based mapping system (city wide) detailing	In Portsmouth approximately 16% of	Visitors, residents and students

¹ Public Health England: Everybody active every day evidence based approach 2014

² PCC's *Healthy Weight Strategy for Portsmouth 2014-2024*

	<p>accessible routes for the elderly, visually and physically impaired. This will help to improve accessibility across the city for those with disabilities and give a real time view of areas requiring improvement.</p>	<p>residents have a long-term health problem or disability that limits their day-to-day activities.</p> <p>Route4U gives disabled people the information they need to plan routes but give confidence that there will be no barriers or obstacles to stop them reaching their destination. Our main consultative body for disability is Portsmouth Disability Forum, Rout4U have met with the group to discuss the project and were fully supportive of this new approach of gaining access knowledge of the surrounding area.</p>	
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Road Safety with Vehicles Work Programme

2017/18

This document outlines the current packages of work planned for 2017/18, outlining the key evidence guiding the allocation of resources in the areas of most need.

Child Car Seats	To continue to build upon the successes of the previous year's events to ensure information about child car seat safety is available to parents, grandparents and carers in the city.	Brake, the road safety charity, state that properly restrained infants are 12.7 times less likely to present to a trauma centre following a motor vehicle crash. ¹ Previous events have reduced incorrectly fitted car seats from over 70% to 20% in Portsmouth.	Parents, grandparents and carers of children aged 0-12 years.
Safe Drive Stay Alive	Support from PCC to a Hampshire Constabulary and Hampshire Fire Service initiative to educate college age pupils on the risks as a new driver - utilising live accounts from victims, family members and emergency services.	Drivers between 17-24 account for 7% of all full car driving license holders in Great Britain. In 2013 total car fatalities were 785 and 17% (131) of those were 17-24 year olds. Collision rates are reducing involving younger drivers but they remain over represented at a national level.	16-18 year olds.

¹ Stewart, C. et al., Infant car safety seats and risk of head injury, 2014

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	17th July 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

1. Purpose of report

- 1.1 The purpose of this report is to provide information on the results of the public consultation on the draft Air Quality Strategy 2017-2027, and to note the amendments made to the strategy as a result of the public consultation.
- 1.2 The further purpose of this report is to seek adoption of the draft Air Quality Strategy, as attached in:
Appendix A: Draft Air Quality Strategy 2017 - 2027

2. Recommendations

- 2.1 That the Cabinet Member for Traffic and Transportation adopts the Air Quality Strategy 2017-2027

3. Background

- 3.1 Portsmouth City Council acknowledges the impact that poor air quality has on health, and the need for co-ordinated action to reduce air pollution. The attached draft Air Quality Strategy sets out how we intend to drive forward improvements to air quality across the city.
- 3.2 Following approval at the Traffic and Transportation meeting on 16th March 2017, public consultation on the draft Air Quality Strategy ran for a period of 6 weeks, from Monday 27th March until Monday 8th May. The strategy was available online along with a consultation questionnaire. Posters advertising the consultation were included in local libraries, and council e-newsletters. In addition, face-to-face meetings with residents were held during routine community engagement work in Commercial Road, and presentations were given at The Old Portsmouth and Gunwharf Quays Neighbourhood Forum, The Transport Liaison Group meeting and Green Drinks (a local community group interested in environmental issues).

- 3.3 A total of 58 questionnaire responses were received, and of these, 50 were from individual residents (86.2%). A further five responses were received via email. A consultation report was produced, as attached in:

Appendix B: Draft Air Quality Strategy Consultation Results Report

4. Summary of Responses

- 4.1 The consultation responses showed strong support for action and awareness to further improve local air quality. Of the 58 respondents who completed the questionnaire, 55.4% either agreed or strongly agreed with the aims of the strategy, with 50.9% either agreeing or strongly agreeing with the strategic objectives.
- 4.2 The table below highlights the key themes or issues raised during the consultation, with a response for each:

Theme/ Issue	Response
More provision for, and better promotion of walking and cycling	<p>Portsmouth has a large number of walking and cycling routes, but further work is required to complete the network creating continuous facilities that are safe and attractive to use. Increased uptake of walking and cycling across the city can contribute to improving health, well-being and local air quality.</p> <p>PCC is currently producing a draft Cycling and Walking Strategy to bring further improvements to the cycling and walking network. This strategy will incorporate the objectives from the Government's Local Cycling and Walking Investment Strategy, and will work towards the Government's ambitious targets for walking and cycling. The work arising from this strategy will complement the Air Quality Strategy.</p>
The aims or strategic objectives should be more ambitious	<p>The Air Quality Strategy is a long term 10 year document, and does not include specific details about measures which will be used to reduce air pollution. These specific details will be provided in a new Air Quality Action Plan (AQAP), which will be developed over the coming months. This new AQAP will build on the work that has already been delivered to reduce air pollution in Portsmouth.</p> <p>Local Authorities are required to produce an Annual Status Report (ASR) for DEFRA, work on which is currently underway by PCC. The results from this, along with the results from an updated Source Apportionment Study, will inform the needs and targets of the AQAP. Once identified, an Air Quality Steering Group, including representation from PCC, local businesses and stakeholder groups, will be formed to help develop the AQAP and to monitor its progress.</p> <p>The AQAP will detail measures to improve air quality and quantify their impact over time.</p>
There needs to be a priority on improving health	<p>The strategy recognises that poor air quality has a negative impact on human health. A key aim of the strategy is therefore to contribute to the protection of public health. Through the various measures that will arise from the work of this strategy, improvements will be made in support of protecting public health from local air pollution. We will</p>

	also work closely with Public Health to strengthen the work in this area.
Improved communication and engagement to raise awareness of air quality and air pollution	The strategy identifies the need to engage with residents and commuters, in order to raise awareness of air pollution and the effects it can have, and to encourage consideration of sustainable travel behaviour. Much work has already taken place in this area over recent years, and through the life of this strategy, further initiatives will be developed to continue to promote and support active travel and sustainable travel options.
No measureable outcomes/ targets	The Air Quality Strategy is a long term 10 year strategy, which seeks continuous improvements to air quality and compliance with national targets. Further specific targets will be provided in the Air Quality Action Plan, as detailed above.
Consideration of planning, trees and green space	No specific reference to the use of trees and green space had previously been made within the strategy, however further investigation into this would be beneficial. An additional action will therefore be added to the section 'The approaches we will take' on page 20. This addition will read: 'Investigate the role that green infrastructure can play in Portsmouth in helping to remove contaminants from the air' .
The strategy lacks detail on specific action and how improvements to air quality will be achieved. Some requests were made to see the Air Quality Action Plan	A new Air Quality Action Plan will be developed over the coming months, which will provide specific detail on a range of actions to address the problems associated with air pollution in the local area. The Air Quality Action Plan will be presented at Traffic and Transportation Committee for formal adoption, giving an opportunity for individuals to make representations.
Greater use and promotion of electric/ hybrid vehicles	<p>PCC is keen to investigate the potential for introducing additional electric vehicle charging points around the city, and are planning to trial electric vehicle charging points at three council owned car parks across the city.</p> <p>In addition to this consideration is being given to submitting a bid to OLEVs On-street Residential Charge Point Scheme (OSRCS).</p> <p>One of the actions listed in the strategy was for the development of a Low Emission Vehicle Policy for Portsmouth. This will now be incorporated into the Local Transport Plan however, rather than the development of a separate policy. The wording on page 20 "Develop a Low Emission Vehicle Policy" will therefore be removed.</p>
Public transport should be 'green', buses should be electric	Whilst PCC does not have any direct influence on the type of bus fleet used by local bus operators, we will continue to work closely with them in order to support the services being as sustainable as possible. We will continue to actively seek funding opportunities to support the introduction of electric buses in the city. An additional action will be added to the section 'The approaches we will take' on page 20. This addition will read: Work with bus operators to facilitate improvements to the existing fleet and to

	<p>collaboratively seek funding for the possible introduction of electric buses in Portsmouth".</p> <p>Currently in Portsmouth, the majority of the bus fleet are Euro 5 or Euro 6 level or above, meaning that they meet stringent emission standards (Euro levels range from 1 to 6 with level 6 being the most environmentally friendly).</p>
There needs to be a Clean Air Zone or car free city centre	<p>Following the development of the Air Quality Strategy, consideration will be given to the most appropriate local solutions for reducing air pollution.</p> <p>Whilst there is currently no obligation on PCC to develop a clean air zone in the city, further work will be needed in order to determine which measures will be most suitable, including whether a clean air zone will be required.</p>
There is a lack of political will/courage to tackle air pollution	<p>Tackling air pollution is a priority in both local and central Government, with a strong desire to see air pollution reduced to safe and compliant levels. The Department for Environment, Food and Rural Affairs (DEFRA) advise of the paramount importance in ensuring Action Plans fulfil their goal in achieving reductions in local air pollution.</p> <p>PCC is keen to move forward with the delivery of effective schemes and initiatives which will support a reduction in local air pollution and support the delivery of the Governments aims, at the local level.</p>
More use of public transport	<p>Whilst PCC does not have a direct influence on the services run by the local bus operators, we will continue to work closely with them to work towards ensuring good coverage of routes across the city.</p>
More should be done to reduce engine idling	<p>Whilst PCC does not currently formally enforce vehicle idling, there has been a focus on education of this issue, with awareness campaigns being run which have highlighted the importance of switching off engines when stationary.</p> <p>Further consideration of effective ways to reduce engine idling and raise awareness of the need to avoid it will take place during the life of the strategy, to help to reduce emissions and improve the quality of the air.</p>
Park and Ride should be extended during football matches	<p>The option to extend the Park and Ride service during football matches has been investigated in the past. Whilst it was not a viable option at the time, we will bear this potential option in mind for possible future consideration if appropriate. From our experience, for this option to be a possibility, significant subsidy would be required.</p>

4.3 The overall response to this consultation shows that there is strong desire for measures to improve local air quality.

- 4.4 The Air Quality Strategy will help to drive improvements towards a healthier city for all, leading on a collaborative approach in reducing air pollution across the city. The Air Quality Action Plan, once developed, will detail the specific measures that will be implemented.

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 As a local authority, the Council has a statutory duty under Local Air Quality Management (LAQM) legislation (Part IV of the Environment Act 1995 (EA 1995)) to review air quality and assess whether the air quality standards and objectives (set out in the Air Quality (England) Regulations 2000 and in the [National Air Quality Strategy](#)) are being achieved. Where the relevant standards and objectives are not being met, or are not likely to be met, the Council is required by order to designate air quality management areas and to prepare and implement a remedial Air Quality Action Plan (AQAP).
- 6.2 The Department for Environment, Food & Rural Affairs has issued statutory guidance to local authorities on the exercise of their functions under the LAQM legislation - 'Local Air Quality Management Policy Guidance (PG 16) April 2016': <https://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>. The Council must have regard to this guidance in exercising its relevant functions.
- 6.3 The LAQM legislation does not place an absolute obligation on the Council to meet the relevant national standards and objectives, but merely requires that the Council takes action "in pursuit of the achievement of air quality standards and objectives in the designated area" (Section 84 of the EA 1995).
- 6.4 The Air Quality Strategy proposed for adoption in this report has been developed with a view to assisting the Council to meet its legal obligations in relation to LAQM and having due regard to the statutory guidance.
- 6.5 It must be noted however, that in June 2017 Central Government completed a consultation on a revised air quality plan on tackling nitrogen dioxide, which is planned to be published by 31st July 2017. Details of the consultation are available on the DEFRA website at:

<https://consult.defra.gov.uk/airquality/air-quality-plan-for-tackling-nitrogen-dioxide/>. The proposed Air Quality Action Plan envisages new obligations to be placed on Local Authorities in respect of management of air quality which will need to be taken into account when implementing the Council's proposed Air Quality Strategy.

- 6.5 A public consultation was carried out in respect of the Council's proposed Air Quality Strategy, the details of which are set out in the Appendix B. In 2016, the Cabinet Office published updated guidance on the consultation principles that central government and other public bodies should adopt (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/492132/20160111_Consultation_principles_final.pdf). In addition, case law provides guidance on what constitutes lawful consultation. The so-called "Gunning principles" (as set out in *R v London Borough of Brent, ex p Gunning [1985] LGR 168*) have often been accepted and applied by the courts in consultation challenges and provide that:
- a) The consultation must be at a time when proposals are still at a formative stage.
 - b) The proposer must give sufficient reasons for any proposal to permit an intelligent consideration and response.
 - c) Adequate time must be given for consideration and response.
 - d) The product of consultation must be conscientiously taken into account in finalising any statutory proposals.
- 6.6 Based on the information contained within the results of the consultation on the proposed Air Quality Strategy, the above consultation principles have been followed.

7. Director of Finance's comments

- 7.1 There are no additional resource requirements or adverse financial implications arising from the adoption of the Air Quality Strategy, although it is recognised that the subsequent delivery of the strategy may identify projects in the future that will have financial implications. Each of these future projects will need to be supported by a robust financial appraisal that demonstrates that the project is not only in accordance with the approved strategy, but also delivers ongoing value for money for the Council.

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

Appendices:

Appendix A - Air Quality Strategy (draft)
Appendix B - Draft Air Quality Consultation Results Report

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 Simon Boshier
Cabinet Member for Traffic and Transportation

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AIR QUALITY STRATEGY

2017 - 2027



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FOREWORD

4

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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 Simon Boshier

Portsmouth City Council's Cabinet Member for Traffic and 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.

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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. A conservative estimate for one type of pollution (particulates) is that it reduces average life expectancy in the UK by around 6 months, worth £16 billion a year (Defra). It is estimated that in Portsmouth, 95 deaths per year occur where air pollution has been a contributing factor (Public Health England). 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.

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' [1] European Environment Agency).

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REGIONAL BACKGROUND POLLUTION*

LOCAL BACKGROUND POLLUTION*

INDUSTRIAL



SHIPPING



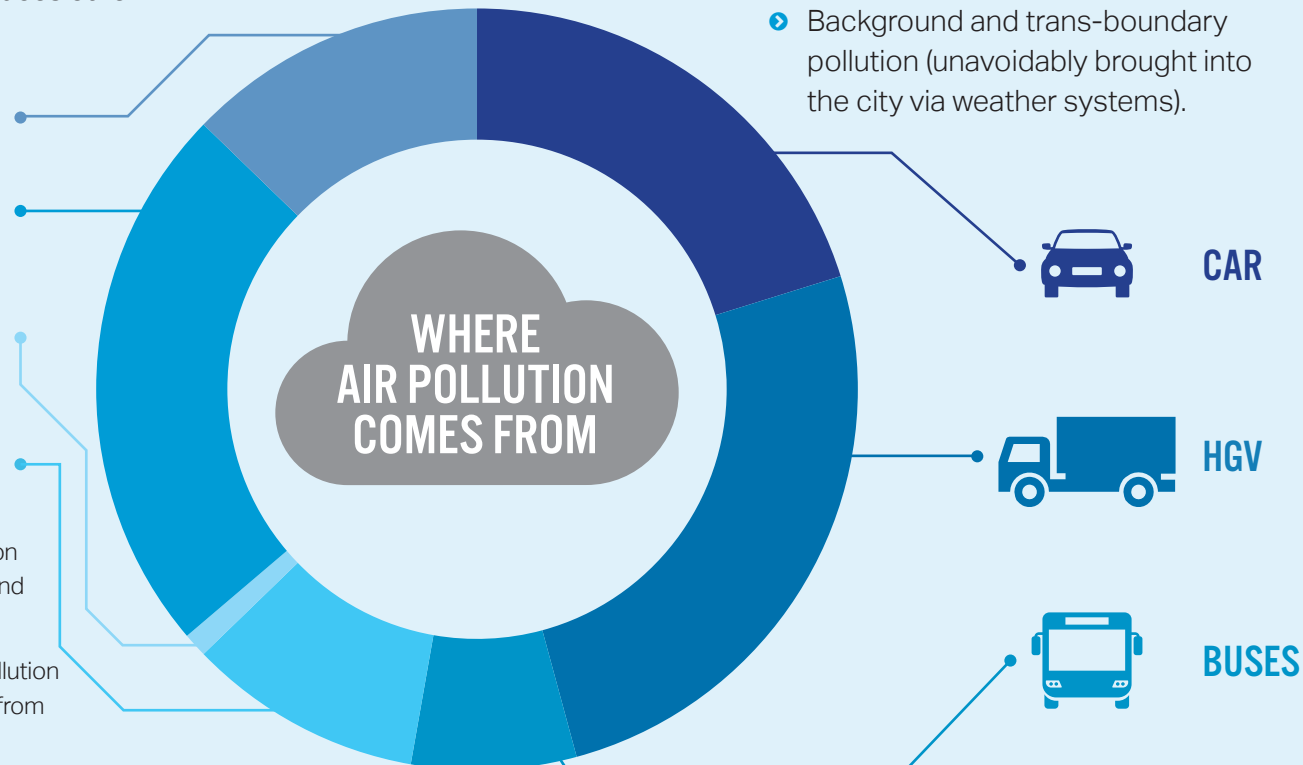
*Regional Background pollution - pollution that is transported into the city by the wind from further away

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

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).



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 (NO²) 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 (NO ₂)	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/m³)

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.

Best data, from 2014:



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

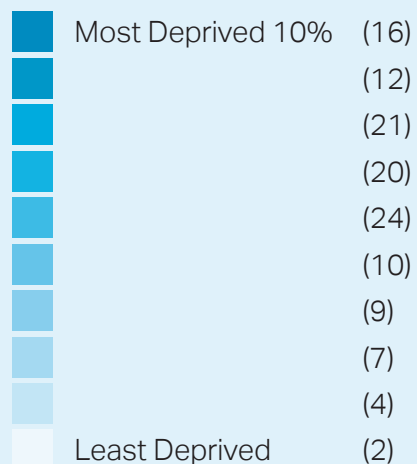
Quality Action Plan sets out the manner in which improvements in these five AQMAs are delivered. Through this plan the Council will strive towards consistently meeting all statutory local air quality standards across the whole of the city. Portsmouth City Council is committed to a continuing improvement in air quality in order to fulfil its legal obligations.

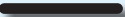
Figure 1: Index of deprivation (ID) 2015 - map of Portsmouth with the England rank of Index of Multiple Deprivation (IMD) 2015 score in deciles by 2011 Census Lower Super Output Areas (LSOAs) overlaid with electoral wards and AQMAS.

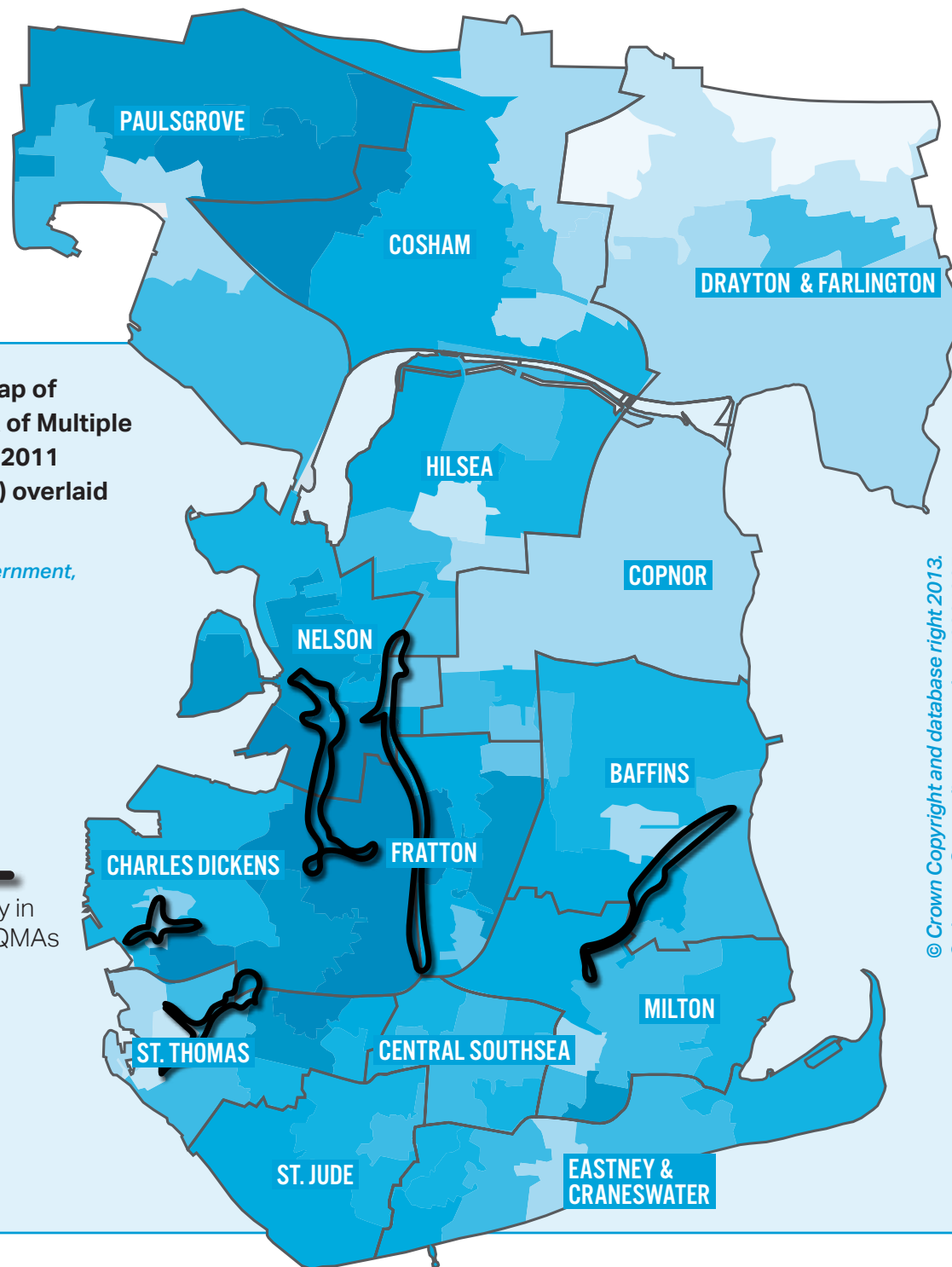
Source: Department for Communities and Local Government, Indices of Deprivation 2015.

England Rank of IMD 2015 score (Decile)

By LSOA (no. of)



 Currently in place AQMAS



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

15

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

16

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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

Seek funding opportunities to support the possible introduction of electric buses in Portsmouth

1,2

Investigate the role that green infrastructure can play in Portsmouth in helping to remove contaminants from the air

1,4

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

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

22

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.



References

Air Quality Plan for NO² 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

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Draft Air Quality Strategy Consultation

RESULTS

DUBOCK, KELLY

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Background

Portsmouth City Council are in the process of updating and releasing a new Air Quality Strategy. As required a draft of the strategy went out to public consultation to allow feedback from residents and other relevant parties.

Methodology

The draft strategy document was published online, as well as being available in hard copy format too.

The consultation ran from Monday 27th March - Monday 8th May 2017. The strategy document was available online, as well as a consultation questionnaire. Posters and advertising about the consultation was included in local libraries and in council e-newsletters.

In addition, researchers raised awareness in face-to-face meetings with residents during routine community engagement work in Commercial Road.

Finally, members of the TEBS team also attended local residents meetings to talk about the draft Air Quality Strategy Consultation and encourage residents to complete the questionnaire.

The following events were attended:

- Old Portsmouth and Gunwharf Quays Neighbourhood Forum
- The Transport Liaison Group meeting
- Green Drinks (local community group interested in environmental issues)

Feedback

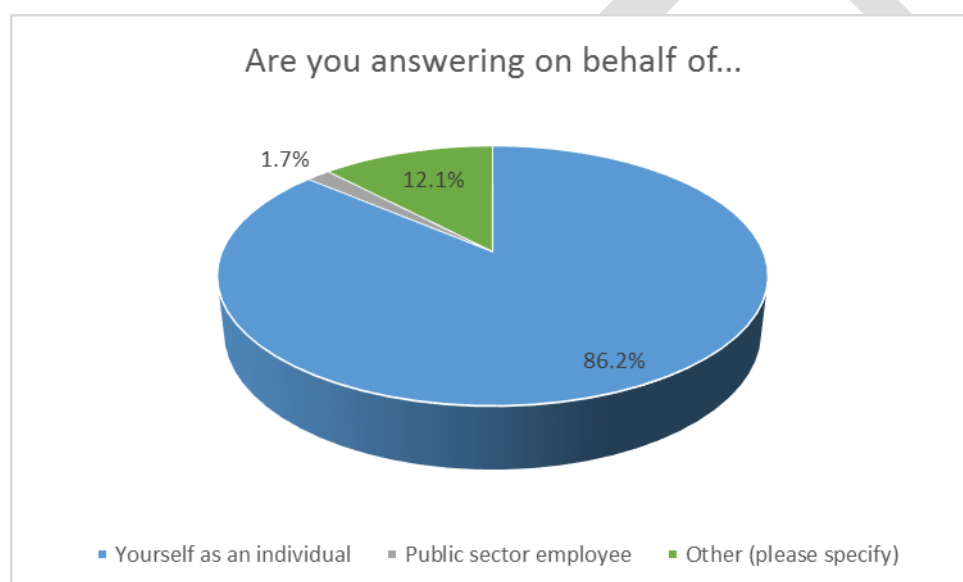
In total 58 questionnaires were completed and predominantly were from individual residents.

As well as the online questionnaire, it was also possible to submit feedback and free form comments directly to Portsmouth City Council. PCC received a further 5 freeform responses from:

- An individual
- FOOPA
- Highways England
- Natural England
- Go South Coast

Responses can be found towards the end of this report.

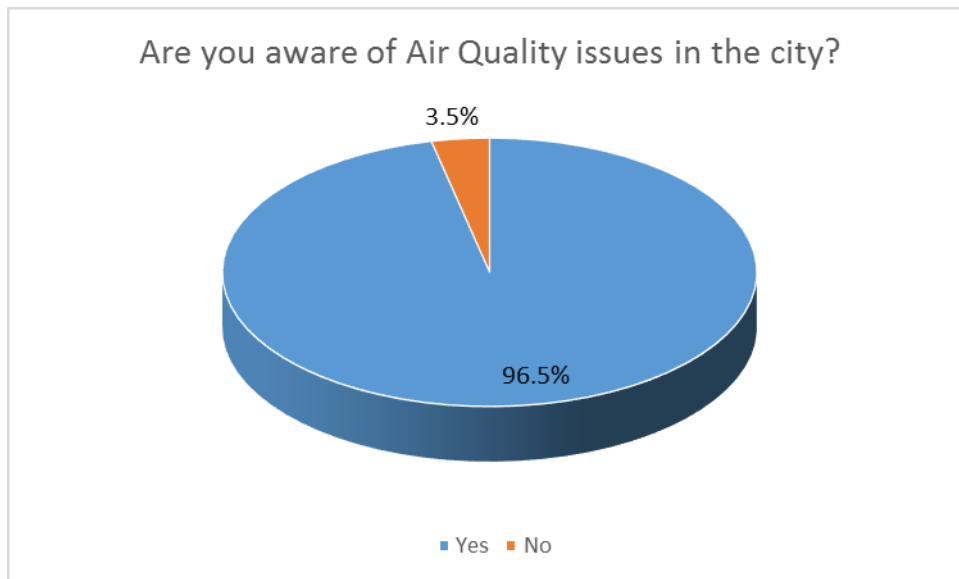
Questionnaire Responses



The majority of those who responded, did so as an individual.

Of those who stated 'other' the following options were given:

- Transport Operator
- Sustrans
- MILTON NEIGHBOURHOOD FORUM
- Company providing services in the city
- Milton Neighbourhood Planning Forum
- Uber (private hire operator)
- Portsmouth Friends of the Earth



Of the 58 who responded the majority indicated that they were aware of air quality issues in the city.

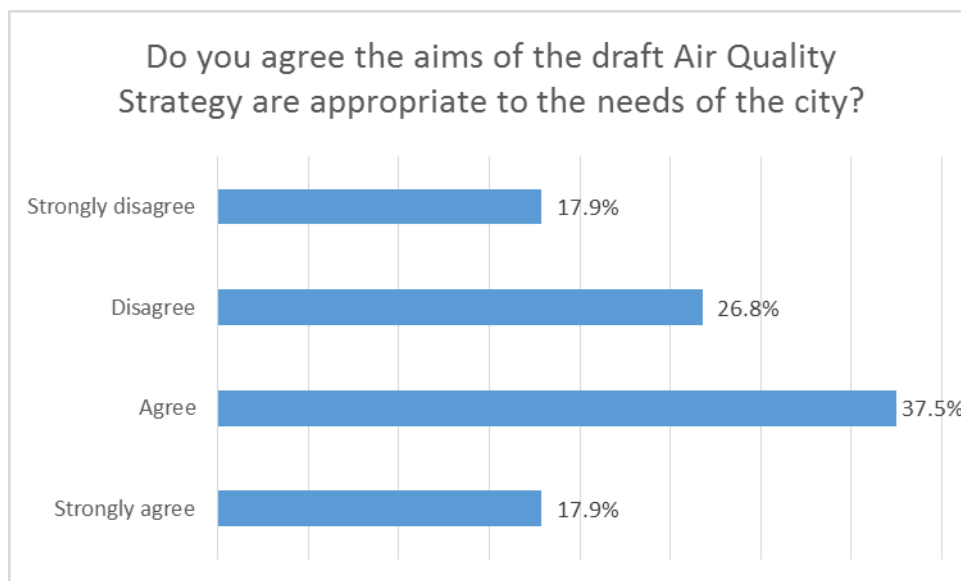
Varies indicators were given, but the experience of living in the city or with someone with a respiratory disease were mentioned, as well as those who had read reports from political parties or interest groups.

Those who were aware gave the following replies when asked how they had become aware of any issues within the city:

General Comments

1. Council
2. Portsmouth Cycle Forum
3. Newspapers and other media reports
4. PCC Annual Air Quality Monitoring Reports/Strategies
5. Green Party Portsmouth
6. Consultation, local news, DEFRA maps
7. My children's health I have 2 young children who both suffer chronic respiratory disease exacerbated by road vehicle emissions near my house
8. Local research, your own material etc.
9. Issues for Portsmouth Friends of The Earth and evidence given at Public Enquiry[2000] for
10. new incinerator
11. living here
12. Media reports
13. my daughter's asthma is triggered on hot high pollution days
14. living here
15. Internet, local news
16. My own experience as a cyclist and Milton Green
Personal observations; also news media, e.g.: <http://www.portsmouth.co.uk/news/warning-as-portsmouth-s-air-quality-nears-unsafe-levels-1-7450194>
17. The News

18. Green Party, Portsmouth News
19. DEFRA, media, client earth actions
20. 2006 Air Quality SPD
21. Friends of the Earth, PCC Documents
22. newspaper and journal articles
23. The 2006 Air Quality SPD, the VW scandal, Public Health England and my own GP.
24. Portsmouth FoE and this draft strategy
25. Media coverage
26. Portsmouth Friends of the Earth
27. Improving air quality is a strategic priority, we well connected with policy makers at the
28. national level and have aware from conversations at a local level of the issues
29. Facebook
30. Milton Forum
31. PCC & DEFRA & FOE webpages
32. Report, FOE, Green Party
33. Long term personal experience of living in the city. An awareness of environmental issues
34. through higher education qualifications'
35. Personal experience
36. Poor air quality, too many cars.
37. Portsmouth Friends of the Earth
38. Draft Air Qual strategy
39. cycling behind diesel vehicles
40. My experience of being in the city.
41. Internet
42. Multiple sources.
43. Friends of the Earth, Portsmouth AQ Strategy
44. PCC AQ monitoring, The News, BBC



Overall respondents agreed with the overall aims of the strategy with 55.4% agreeing or strongly agreeing that the aims are appropriate to the needs of the city.

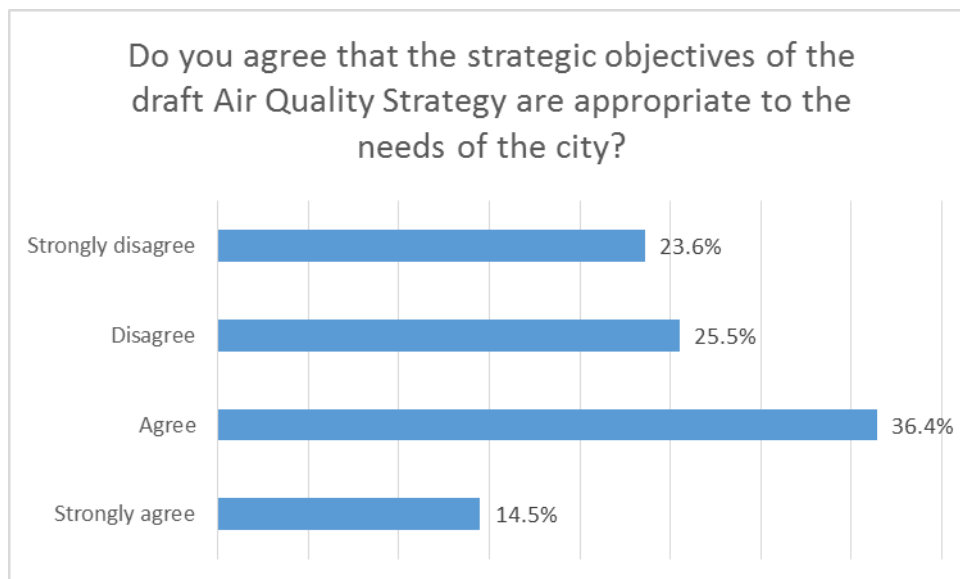
However, some did believe that while appropriate, more could and should be done across the city and not just in those identified areas (AQMAS). Others felt that the strategy should be more 'ambitious'.

The following comments were received:

1. I dislike the fixation on PM2.5 pollution, as all forms of air pollution are harmful. As such, the City Council should be acting on all forms of air pollution, not just those which it is legally required to address.
2. We agree that air quality needs to be tackled—not only in the identified AQMAS, but across Portsmouth. The consequences for our health and environment from air pollution are avoidable. If we improve air quality, we improve quality of life for everyone.
3. The aims are good, but they lack detail.
4. They do not come anywhere near providing any real strategy and measurable outcomes.
5. The 3 aims are OK but need to be strengthened by adding in BY CREATING NEW AREAS FOR
6. AIR QUALITY MONITORING E.G. BEFORE AND AFTER MAJOR DEVELOPMENTS E.G.FORMER PRISON SITE
7. It talks about 'drive forward Portsmouth's Air Quality Action Plan', there are no details about what that plan is
8. If the aim is to work collaboratively PCC needs more authority. It cannot enforce citizens to stop using or buying diesel cars & switching to electric vehicles. It cannot reinstate the bus to serve the Hayling ferry.
9. Road congestion appears to be a serious problem, with your proposed focus on "sustainable travel" being, in my view, a desirable objective.
Sets out a practical approach
10. It does not go far enough
11. it does nothing to address the issues of match days and the city centre generally

12. I think it's on the right track but more needs to be done regarding cycling as a sustainable and attractive means to get around in the city.
13. They're a good ambition to have.
14. The aims are to drive forward the air quality action plan. This seems like a circular argument with no real meaning.
15. Unambitious
16. Something needs to be done to tackle the problem head on, however I don't think it's enough
17. We all have a duty to collectively improve the air quality - we will all benefit from this
18. Health issues cannot be ignored
19. The strategy aims to 'drive forward Portsmouth's Air Quality Action Plan', but it does not provide any details on what this plan entails.
20. The aims only strive to work towards meeting legal limits. The draft is not robust in clearly stating commitments and delivery of improved air quality. The reality is that DEFRA has cited
21. Portsmouth as third worst air quality in south-east.
22. The aim is fine but the strategy is weak
23. The aims of the document are too weak, tougher strategies need to be used to address the issue.
24. Haven't read it, was not given a link
25. If the biggest offender to poor air-quality is road transport would expect the Strategy to recommend Low Emission Zones in all 5 AQMAs. I would also expect to see real differences in the promotion of sustainable transport. Most damning of all is the relegation of the priority of cyclists and pedestrians at signalised road crossings in order to keep the traffic flowing. That's encouraging car-dependency and discouraging the "active travel" you are claiming to promote!
26. a long-term strategy is needed
27. I think they should be more ambitious. The health of our citizens is vital and we should aim higher than the statutory duties.
28. Portsmouth need an air quality action plan
29. This needs both a specific and broad scope to deliver change
30. The problems in the are relatively minor and require small changes to effect a solution.
31. Health is very important. Decline in health has knock on effects such as increased strain on health services. Public transport should be increased to make it more attractive and practical for individuals to use. Increased use of public transport decreases fumes.
Remove the word 'existing' before 'air quality management areas' as these could change over the 10 year period of this strategy. ALSO, the aim is to improve public health and the environment, to help make Portsmouth a healthier and more sustainable and prosperous city by ...etc. . . .
32. Because without a clear set of aims to tackle the problem nothing will change. Pollution is no longer confined to the AQMAs.
33. Strategy of any kind is imperative for the health and wellbeing of residents
34. Diesel cars should be banned, we need action now, city centre car free.
35. Uses objectives such as strive, aim, work towards. Can see little evidence of education, not just in schools but in the community, and enforcement. a joined up approach with traffic and planning, and health for example
36. The way in which the current aims are written suggests a do minimum approach to meet statutory requirements.
37. Looks like a tick box exercise.

38. More could be done to discourage traffic
39. They don't go far enough. Reduce in town journeys, more Park and Ride facilities, green public transport and taxis etc. etc.
40. Portsmouth is one of the worst cities for AQ in a country that has ignored EU warnings.
41. Admirable but do not go far enough.
42. We need to prioritise clean air



When asked about the strategic objectives, 50.9% agreed or strongly agreed that they are appropriate to the needs of the city.

As with the previous question, individuals felt that more could be done and more details and drive were needed.

The following comments were given:

1. I feel they could go much further. Air pollution is having a detrimental effect on people's lives, and contributing towards deaths, so it should be given a lot higher priority.
2. The objectives read as if they were written by a PR agency, with no metrics, and nothing that can be pointed at to demonstrate that the strategy is not working if air quality does not substantially improve.
3. The document is wholly insufficient. I believe that you should take a look at something like the greater Manchester air quality strategy. This provides real objectives, specific measures and the whole document provides quality of research and law. The strategies are measurable. The PCC draft document is without sources and does not contain nearly enough detail on consultation or contributors. You would expect an academic quality. This draft air quality report appears to be a PR exercise.
4. The Strategy overall is weak on aspiration and on effective implementation. The strategy should have a GOAL with a realistic chance of success and timed targets to indicate progress.
5. It's not clear from this strategy whether the goal is to tackle a public health issue, improve quality of life or mitigate statutory responsibility.
6. The council doesn't commit itself to meeting any targets in this strategy. It doesn't even commit to work towards meeting statutory targets - only to 'strive to consistently work

towards' them. This strategy should set targets that are measurable and commit to ensuring air pollution stays within all legal limits.

7. I am disappointed that the air quality strategy does not contain more specific, measurable and urgent actions, which are required to address this serious public health issue. In fact, we are in need of an immediate and strong intervention. A better plan would specify specific measures to be taken within a set time frame. Also, targets for reduced NO2 levels by particular dates should be defined.
8. So 1, 2, 5 & 6 are reasonable. So 3 is daft unless the Council monitors more effectively CPM 2.5s are not properly measured. So4 contradicts the joint health and well beings aim to encourage active travel because it relegates the priority of pedestrians and cyclists in favour or motorised transport. So4 is nonsense.
9. The objectives appear to be mutually inclusive of one another and, coupled with an effective information campaign, should allow citizens to grapple with the situation and take sustainability into account on their own initiative.
10. Can be measured
11. They do not go far enough
12. it offers no solutions
13. As stated Portsmouth is an island city with restricted roads in and out.
14. They seem to be well thought-through.
15. These seem to broadly point in the right direction, but for any objective to be useful it must have measureable outcomes so that progress can be monitored. The document is far too long but contains minimal useful detail.
16. Wish-washy
17. There is no action included on how we can use trees and plants to remove the harmful pollutants from the air
18. They are appropriate to the issue but also impact positively on other aspects of the economic vibrancy that the city needs.
19. The strategy does not commit the council to meeting any targets. It does not state that pollution will stay within statutory limits - which should be a bare minimum. It doesn't even commit to work towards this very low target - only to 'strive to consistently work towards it'.
20. The objectives set in this strategy should be clear and measurable. Strong commitments to staying within statutory limits should be the starting point, while efforts should be made to exceed them.
21. These objectives are not strategic, they are practical measures and as such, there is no evidence that PCC is currently heeding any of these. E.g. Has Environmental Health liaised with the Tree Department about this? Why isn't PCC tougher on engine idling? Why isn't the city expanding 20mph zones that would improve air quality?
SO's 1,2,5 & 6 are acceptable; for 3 to be effective we would need more monitoring especially of the fine particulates PM2.5; and 4 is counter-productive because it de-prioritises "active-travel" by relegating it at road crossings.
22. They are not clear and do not go far enough.
23. Haven't read the strategy because there was no link, I only found out about this poll through a third party and the questionnaire is not sufficient to take into account those that have not read it.
24. PM 2.5 is not being monitored at the roadside but at Gatcombe Park 119m away where it cannot record roadside pollution notwithstanding your reports which say recordings need to be taken at roadside. PM 2.5 is the fine particulate matter most damaging to the cardio-vascular system. You cannot claim to work collaboratively with your partners if you cannot

get First Bus to link back to the Hayling Ferry notwithstanding it was reinstated 9 months ago!

25. It is evidence based

Reducing traffic needs to be given greater priority, and not hidden within 4, but separated out, and perhaps integrated with 2 and modal shift is imperative to this and also has health and wellbeing benefits.

26. They encompass many key elements: working with a broad range of partners, encouraging intermodal transport as well as encouraging innovation to address these challenges

27. The problems in the are relatively minor and require small changes to effect a solution.

Objective 4: It is important to separate out traffic reduction and traffic movement as they are different and will be achieved by different actions. We suggest that Objective 4 should focus on increasing efficiency of traffic movement by reducing congestion, stop-start travel and idling to reduce emissions ALSO This objective might encourage cleaner, lower emission vehicles in the city (e.g. via more electric vehicle charging points, low emissions vehicle policy, private hire minimum emissions, low emission buses). Objective 2 might then refer to reducing the amount of traffic via, e.g. modal shift in transport from the car to active travel supported by public transport. (This would also include such strategies as Park & Ride, city parking restrictions, allocating space for car clubs, car free days, and travel planning, and reducing freight movements.)

28. Because they provide a clear plan for action with measurable steps, involving all agencies including member of the public, whose experience and observations are critical.

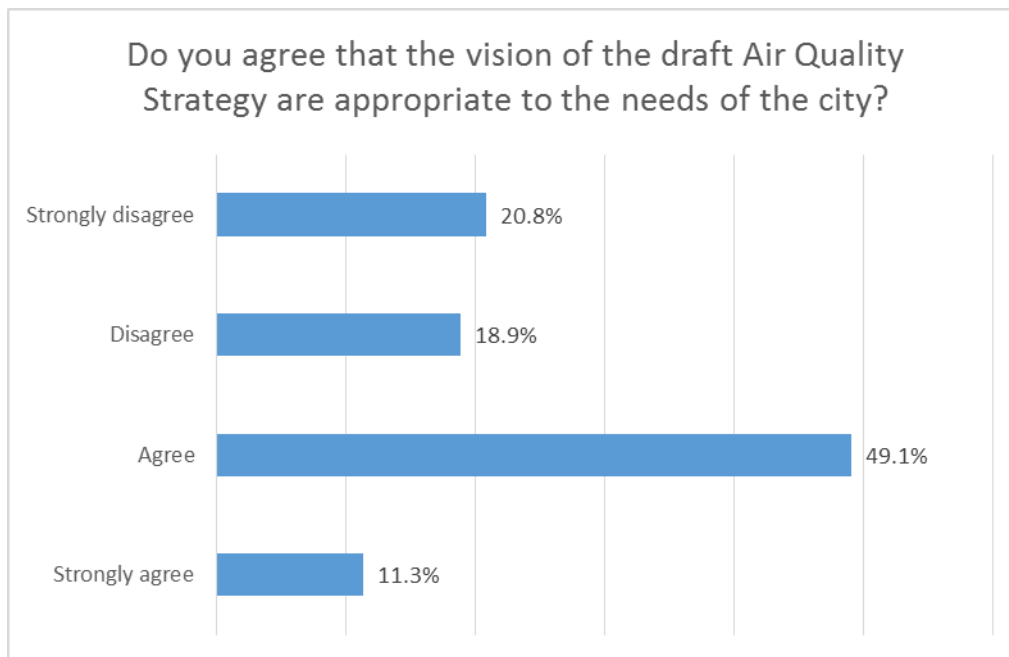
If they are implemented now, buses should be electric, that would help they don't go far enough.

29. They are very woolly and weak. Promoting things, increasing awareness of things will do very little. The suggesting that reducing congestion is one of the answers is very worrying indeed.

30. Not ambitious enough.

31. The objectives appear to be well defined

32. Too much vague aspiration and not enough action pledged



Although 60.4% agreed or strongly agreed that the vision is appropriate, a number still feels more could be done.

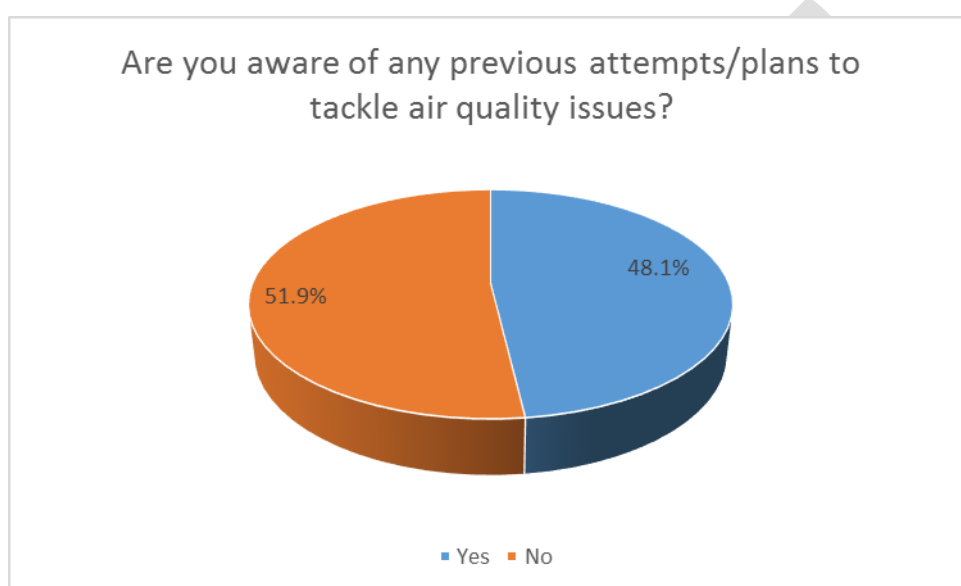
The following comments were received:

1. We agree that this is a public health issue—there are no 'safe' limits to air pollution. However, it is also about creating a better city. By tackling air quality, particularly by relieving traffic congestion and making the city a more attractive place to walk and cycle, the quality of the city—for tourists, employees and residents, will improve.
2. I can't find any vision in this document.
3. For all the reasons above. This city has specific problems and specific opportunities. Apart from a very vague line drawn on a map of depravation there is no collated stats, few measures and the 'working towards' is wholly inappropriate and does not consider local issues, past data and real targets.
4. 1.'Closer working with partners' is too weak when the Council has so little control over them. .e.g. The Council has never effectively worked with Portsmouth University to get on top of the problem of student cars in the City. We know that you cannot prevent someone bringing a car onto our roads, but you can incentivise them by offering bribes such as gym memberships or free to loan cycles in collaboration with UNI and City to those who do not bring a car to Portsmouth. 2. We already see that there is no partnership working with First Bus, otherwise there would be a bus linking up with the Hayling Ferry. The strategy should be about enforcement and not collaboration in avoidance, if over half the City's air pollution is generated from transport then the modes of transport are too dirty and the transport infrastructure is inadequate or a combination of both. When we visit Portugal, their buses run on LPG with no pollution. PCC is fooling itself if it thinks it will ever change the transport system. 3. If you provide quality information on local air quality, what can the public do about it, not go to work that day?? It is quite unrealistic. 4. There is no need to 'develop' measures to reduce traffic and congestion related emissions, the systems already exist. You

need to introduce existing systems into Portsmouth such as the new cameras which are capable of identifying those vehicles whose emissions are above acceptable levels. These can identify the vehicle whilst on the road. We only have 3 ways onto Portsmouth, the cameras could operate at the entrance to the city and a mobile force follow them up, stop them and issue them with restriction notices banning them from future entry. 5. Stimulate sustainable citywide economic growth to reduce carbon emissions. This will only happen if there is more employment on Portsea Island. The daily grind of traffic up the M275, London Road and Eastern Road starts at 5.45am to transport huge numbers of employees out of the city. Then the return clogs up these road at night as they return to a dormitory city. The Council's City Plan must reflect policies which will govern site allocations so that they contribute to sustainable development i.e. don't designate land for housing, it just puts up the value so that it cannot be used for a new Police Hub, school, clinic, business or goods vehicle parking area. Bring in policies which prevent current employment sites, petrol stations, pubs, being turned into housing with consequent loss of employment sites within the city.

5. There are no clear and measurable targets, no hard commitment to staying within statutory limits, no commitment to reduce pollution by a set amount. As it is, it's not fit for purpose. It should improve public health protect is inappropriate if 95 people are dying every year due to poor air.
6. Important that all areas can benefit
7. It is too limited for the scale of the problem because there is nothing to support it, HOW do we encourage the alternatives
8. Just about. Again more could be done regarding cycling, I'm thinking wider lanes for tricycles and electric bikes for maybe older less mobile people.
9. It's a good intention.
10. Vision statements are fundamentally spin to try to distract the public. We would all like to think that our council will be working to improve the city's air quality, so we can safely leave this out if we want to be taken seriously.
11. Corporate speak without substance
12. Could go further - grow planting around chimneys, encourage new hotels to be creative with greenery. Protect mature trees from being destroyed in new debts. Protect green spaces.
13. The strategy does not include any clear and measurable targets, such as committing to staying within all statutory limits, reducing pollution by a specified percentage, extending the park and ride scheme to Fratton Park on match days, etc. Without these, the strategy does not serve its purpose.
14. There is no vision, otherwise why would the document contain 4 images of Spinnaker Tower? What is the relevance? How does this support your objectives?
15. The vision should be to improve public health not protect it. We don't want to protect 95 deaths a year we want to reduce them.
16. Too many schoolchildren are going to and study at schools on or close to busy roads and no legitimate Authority should fail to take action to reduce the impacts on their health and life-expectancy.
17. it is evidence based
18. The problems in the are relatively minor and require small changes to effect a solution.
19. This a bit of marketing spin question not worthy of serious survey.
20. This and much more
21. How long will it take? can we plant more trees, more green spaces, not give permission to chop down trees

22. Only if acted upon. Evidence to dates, with traffic & parking, and development of sustainable transport, suggests it isn't.
23. IT is a very general statement but fine.
24. Not ambitious enough.
25. More needs to be done. Population of the city is at saturation point. Perhaps the council needs to put a limit on housing development
26. Portsea Island is a very congested area and even those areas close to the sea or parks suffer from the bad AQ. The more deprived areas are particularly at risk.
27. It strives to meet legal obligations - why not pledge to meet legal obligations?



Only just over half are aware of previous attempts to tackle air quality issues.

The following comments were given in relation to the question:

1. AQMA's
2. In particular, the park and ride schemes, STTY, LSTF1 and Traffic Management Optimisation. Vague and this current draft document does not give enough detail of things. Why is this a question? Surely the draft document should give all this information in minute detail.
3. Monitoring N20 throughout City hotspots and introducing traffic management measures to mitigate, e.g. Velder Ave traffic lights. However, we remain concerned that once an AQMA has improved to below the maximum acceptable emissions level, it is deleted. Monitoring should be constant. How else can an AQMA be re-instated? New businesses or housing developments or student apartments are built in the city but there does not seem to be the will to monitor more comprehensively in order to catch new or emerging 'hot spots'.
4. Greater Manchester - <https://www.greatermanchester-ca.gov.uk/airquality>
5. Air quality SPD 2006
6. Traffic management at congestion points
7. If there has been anything, it has failed.
8. Park & Ride scheme.
9. Monitoring routes

10. The cycle lanes on Havant Road.
11. The Greater Manchester Air Quality Action Plan - <https://www.greatermanchester-ca.gov.uk/airquality>
12. The city's previous air quality documents from 2010 and 2015
13. The 2006 SPD; the Portsmouth Local Transport Plan & the Transport for South Hampshire
14. 2006 Air Quality SPD
15. many specific actions but no overall strategy
16. Aware of existing air quality monitoring and activities to get more people out of cars and reduce congestion points in the city.
17. Yes, but not in Portsmouth. Uber has made tangible progress in improving air quality in cities around the globe by providing a viable alternative to individual car ownership and use. We have also implemented products such as POOL (ridesharing) and Electric Vehicles that reduce the number of cars on the road and emissions.
18. Lorries in Anchorage Road
19. establishment of AQMA
20. AQMAs
21. Big Green Commuter Challenge, LSTF projects etc.
22. I am aware of heavy traffic routes being changed but little else.
23. PCC webpages on AQ, progressively weakened in recent years

When asked **'Do you consider there are barriers to the implementation of the strategy? If so, how could these barriers be overcome?'** individuals did cite lack of political will and power to implement actions. Finances were also a major consideration in the likelihood of implementation too.

The following represent the comments made to the question above:

1. Political bravery and taking difficult decisions to reduce the use of private car.
Budgets are a barrier. See below for some suggestions for overcoming this issue.
"There are several areas where the new 'quieter ways' intersect or follow an AQMA that has been in exceedance in 2014 and/or 2015. Improvements to the walking and cycling network needs to be done with other issues in mind--including air quality and economic development.
Perception of safety is also important for achieving mode shift. Improvements to infrastructure, better adherence to the 20mph network, and more partnership working with the police on 'close pass' style initiatives will help.
There are significant barriers to improving the fleet of taxis, buses, and HGVs that travel through the city. We need to see action to incentivise cleaner vehicles for essential journeys by road while reducing overall traffic levels, so that there are both fewer and cleaner motor vehicles. This requires investment, support and a clear legal framework from UK Government, and action at regional and local levels. Funding for upgrading bus fleets, discussions with companies about consolidated delivery and last mile freight are examples of steps to be taken in partnership."
2. The biggest barrier is the nebulous nature of the strategy itself. What exactly is going to be implemented?
3. This is another pointless question. The barriers are the insufficient work done on this draft document. There are so many unexplored options it is difficult to know where to start. Why not look at the local green party's proposals in their press statement and take some tips from greater Manchester document.
4. The main barrier is the Council's belief in its ability to effectively implement real action. We cannot see anything in this strategy that reflects the basic fact that an overdeveloped City can enjoy cleaner air by increasing 'growth'. The strategy needs to discourage further residential development. For the most densely populated city to have experienced an increase in growth since 2001 by over 9% and the rest of SE England by less than 8% then this objective must be flawed
5. Because the strategy doesn't contain any measurable targets, it's not fit for purpose.
6. The lack of sustainable vision and authority limit PCC's ability to reduce air pollution. PCC could discourage further development rather than promote it: - development pollution. It could promote active travel much better and the strategy to improve traffic that flows at the expense of pedestrians crossing the road shows the lack of vision."
Without effective dissemination of information some will simply refuse to engage with the situation at hand. Right-wing populism (UKIP sentiments, most emphatically) also appears to be markedly hostile to an environmentalist approach.
Insufficient suitable public transport to meet needs of city. How does any person access a hospital, shopping or indeed the council offices by public transport?
7. 1 Financial - ensuring that Portsmouth and the Solent Partnership access funding from government.
2. Motivation to keep Air Quality a key issue - strong activism by councillors, and ongoing publicity of action and progress.

8. Alternative modes of transport - incentives (probably needed nationally) to phase out the use of diesel engines, and encourage use of buses / bikes for local journeys.
9. Yes. There are no meaningful attempts to persuade people out of their cars. Expensive, monopoly run public transport (buses), the pace of development, especially in the university quarter, and the island nature of our city combine to form a massive barrier to implementing any serious strategy. There seems to be a drive towards reducing hedges and other foliage in the city (possibly to cut maintenance costs) and this removes important insect and other species habitat as well as removing important ways to mitigate pollutants. Even the draft Air Quality Strategy document is more style than substance. It's very disappointing. These barriers could be overcome by dealing with the issues I've outlined. The epidemic of pavement cycling, putting pedestrians at risk, is an indication that our roads are congested and unsafe yet it seems more and more cars are encouraged into the city in pursuit of 'growth'. Infrastructure deficiencies must be dealt with as a matter of urgency. Parkland such as the St James Hospital site should be preserved rather than just seen as an opportunity to cram more houses (and cars) into this densely populated city. This city is flat. It is ideal for walking and (safe) cycling yet there is a seeming addiction to car travel.
10. People are too fond of their cars.
11. sheer numbers of people in the city and lack of routes in/out of city
12. Anyone whose business is affected. Got to put health before profit.
13. People are self-destructive and lazy. They will not stop driving their cars.
14. There is no infrastructure for charging electric vehicles; with the high percentage of on-street, non-allocated parking in the city this is a massive issue which needs to be addressed.
15. Attitudes to cycling are generally poor. Cycling in combination with public transport (trains) is extremely difficult, especially at commuting times.
16. Lack of ambition, lack of determination, tick boxing not forcing real change
17. The planning committee has to strongly support the imperatives and not allow developers to strong arm them into allowing counters that do not follow the correct aims
18. Many measures will face resistance from the public however the policies must be shaped in such a way as to get the buy in of residents and businesses.
19. This question has little meaning as the strategy does not contain any measurable targets and is therefore not fit for purpose.
20. One of the glaringly obvious one is the Government's awaited DEFRA document that is due by end of July 2017. Would it not be sensible to wait and examine this first before deciding on how to improve air quality? Having said that, there are practical measures that could be taken already to help—green screens outside schools, tackling illegal engine idling, 20mph zones, looking at routes taken by HGVs
21. The Council needs greater powers over the Bus service provision: - the Hayling Ferry has been back in operation for 9 months but the bus service hasn't been reinstated. Bus fares are too expensive. On a behavioural issue, car owners should not have a right to park anywhere so a greater use of permits should be introduced and pedestrians and cyclists should have priority at minor road junctions.
22. The biggest barrier to implementing any strategy to deal with air pollution is that this document does not have clear enough goals or a time-frame for achieving results.
23. The affordability of shifting to electric vehicles; the Council's inability to have no effective control over public transport and the Council's pervasive conservative culture resisting change and innovation and it's timidity in confronting challenge. The "First Bus" operator should be disenfranchised and PCC seek DfT assistance in providing a Community service with electric vehicles. PCC should be installing double yellow-lines for 200m around all

schools and residents parking permits should be restricted to the ratio of one car/household except for multi-occupation homes where it should be zero, and no permits issued to owners with cars under 5 years old. Road. Priorities should be changed so pedestrians and cyclists have priority at all junctions and road crossings.

risk of perceived impact on economic development which should be overcome by dialogue

24. "Funding - apply for things with other organisations to show commitment across the city
Getting people to change habits - provide good alternatives to car travel and make brave decisions as well as educating people on the consequences of us not changing our ways.
Partnership working with local groups is key here.
25. In order for this strategy to be effectively executed the council needs a joined up approach across departments, so that all aligned to achieving the aims of strategy, for example does private hire licensing support innovation and enable the aims to reduce private car ownership, congestion etc.
Persuasion
26. Unfortunately the difficulty of enforcing any strategies once implemented.
27. Individual attitude and 'way of thinking' needs to be targeted. Individuals are comfortable living normally and are not often willing to accept or try changes. Minor consequences for not adhering to new strategies OR compensations to those who do.
Institutional barriers. The published strategy appears to support a do as little as necessary approach. The achievement of an Air Quality strategy needs strong leadership. There is no evidence of this in the document, and it is also demonstrated by a lack of accountability. For example, there are many examples of "consultation" with stakeholders and others but targets for reducing air quality are rarely mentioned. With over a third of the poor air quality being produced by motor vehicles, what reduction in road use and use of alternatives is being proposed? Where are the actions that prioritise sustainable transport over the motor vehicle? All I see are ways to try to improve traffic flow which, although it will have some effect, do not give a clear lead to promoting the use of buses and cycles as a sustainable alternative.
28. Our modern society has developed around the use of motor vehicles, so the challenge to change this is huge. However, all major cities face this problem so we can seek out good practice and benchmark ourselves against other cities. ALSO the city's parking strategy offers a lever for change. We should seek out parking strategies elsewhere that have been proven to reduce vehicles and vehicle emissions. These examples should be submitted to PCC Scrutiny Review Panel for Parking.
29. "Indifference Lack of money People using cars too much Ignorance of problems like idling Lack of awareness of the problems"
30. "PCC not honouring their commitments for reasons of ideology, funding and so on and political differences that prevent a cohesive plan. However proposals to attract more luxury cruisers to the city is counter-effective. The other major obstacle: weaning people off their cars; lack of suitable alternative means of transport and/or costs of bus travel. Awareness and education about the health risks to the population and the benefits of alternative ways of travelling. This is where members of the public can become involved, with suitable training."
31. Restrict further development, improve public transport to help reduce traffic. Provide more open green space
32. By having better forward planning on the council, plan for quality of life for residents.
Lack of political courage. Diesels must be banned from urban streets.

33. The main barrier is political. It seems there is either a lack of understanding by some members of the council or a wilful ignorance of the scale of the problem.
34. Reluctance of people to get out of their cars.
35. No more housing
36. The biggest barrier is people, you need to take the public with you on this with better communication and engagement. Also allowing longer than a week for this consultation might help!
37. This would seem to be an excellent strategy, but needs to be promoted well. Schools, shops and businesses must all play a part.
38. Barriers will come from business refusing to dispose of older polluting vehicles. Commercial trucking is a big contributor particularly in Old Portsmouth and areas close to that (as is shipping). Education is one thing (to teach people to stop idling) but stricter inner city restrictions need to be implemented.
39. Lack of political will to tackle primary cause - too many motor vehicles on a small congested island

The following comments were submitted when asked '**Are there any alternative measures you would like to see as part of any air quality strategy?**'

1. The strategy should consider robust measures to tackle congestion as part of improving air quality. This should include demand management and to see use of public transport, including buses and coaches as the critical factor in achieving modal shift from private vehicle, rather than just focusing on walking and cycling.
2. I have a number of suggestions for tackling air pollution across the city:
 - Not enough is being done to encourage walking and cycling. A modal shift will only come if high-quality infrastructure is delivered. There needs to be a network of segregated cycle lanes across the whole city, which would significantly improve cycle safety and encourage many new cyclists. To achieve this some streets which are currently two-way may have to be made one-way, with the space saving being used to install two-way segregated cycle lanes.
 - To encourage walking, more unnecessarily sprawling junctions need to be narrowed. I was pleased to note that this has happened Victoria Road North / Bradford Road junction, and at the Cambridge Road / Burnaby Road junction, but there are many more junctions around the city which would benefit from this.
 - Traffic lights are currently biased against walkers, who have to wait ages for them to change, such as at Fratton Bridge. This situation should be reversed so that walkers don't feel like second class citizens.
 - There are many opportunities to plant more trees and bushes around the city, which would help to improve air quality and people's wellbeing in general. There are loads of bare patches of grass and random unused areas where new planting could go. As such a comprehensive assessment should be carried out citywide looking for new areas for planting and street trees. I suggest that this new planting could be paid for by adding a say, £10 (or more?) 'Green levy' on the city's parking permits.
 - Homeowners and landlords could be encouraged to return paved gardens back into green spaces by the council offering a say, 5% council tax refund for properties which maintain a garden.

- The City Council owns the land which the IOW Ferry Terminal uses in Old Portsmouth. They also own the Portsmouth International Port. Land should be made available at the Portsmouth International Port for the IOW Ferry Terminal to be moved there. This would cut out a lot of traffic from the city, especially HGV, which needlessly drive through the city on their way to the motorway, causing congestion, noise, and air pollution enroute.
- 3. Building on the 'quieter ways' scheme as part of the STTY programme, there is a real opportunity to build a mesh network across the city for people to walk and cycle. By making walking and cycling easier, more direct, and improve the perception of safety, it becomes a more attractive option than driving.
- 4. The 20mph scheme has not been mentioned within this strategy. Studies have shown that, although this may increase risk of NOx, it decreases risk of PM2.5. In addition, when coupled with infrastructure improvements to achieve traffic calming and/or point closures, it encourages more people to walk and cycle.
- 5. Bus operators, as 'businesses that work with the council' are presumably included in the green fleet 'approach'. Finding funding or contractual requirements to have an improved fleet is essential, particularly as bus operators need to upgrade their fleet elsewhere and may move older buses to areas without regulations, simply shifting the problem.
- 6. Improvements to the park and ride, coupled with a parking strategy that works with the private car park operators is essential for relieving traffic congestion and encouraging mode shift within city limits.
- 7. Better defined proposals for action. In this 24 page document, a single page carries all of the proposed actions. This compares very unfavourably with strategy documents from other cities, notably Manchester.
- 8. So many! As above.
- 9. We would expect to see more measures to monitor PM2.5. Also to limit dirty vehicles by cameras as already mentioned. Using Low Emission Zones would include shipping. We would expect to see more infrastructure improvements such as ramped bridging over arterial routes- even the type seen abroad which include escalators. You cannot expect to encourage active travel if you de-prioritise pedestrians and cyclists at road crossing in order to keep the traffic flowing leaving vulnerable children in buggies choking on the fumes of passing traffic. This creates not solves a public health problem. The bridge crossing Anglesea Road was damaged 10 years ago but still not repaired, this is a key area of the city.
- 10. I would like to see the introduction of more green spaces, a better cycle network across the city, an extension of the park & ride scheme to Fratton Park on match days and charging points for electric cars on residential streets.
- 11. A few specific ideas:
 - Ban or charge polluting vehicles, particularly diesel, as part of a low emission zone
 - Change to use low emission buses and taxis, by requiring their use
 - Preservation and improvement of the city's green spaces.
 - Improve public transport, through subsidies, integrated ticketing and better interconnections.
 - Publish public transport data using an open API under a permissive license.
 - Improve cycling infrastructure with continuous long distance routes
 - All planning applications and delivery to public services must be compatible with reducing car ownership
 - Improve infrastructure for low emission light commercial vehicles
 - Pedestrianization of town centres
 - Charge for diesel vehicle ownership/parking locally

- Require shipping to improve pollution standards to operate locally
12. Bridge's across all main roads with ramps for pushchairs and wheelchairs. Restricted parking at or near to schools. Restrictions on cars per household by expanding the use of permits.
 13. A great emphasis on environmental concerns in local politics overall would seem desirable, regardless of their short term unpopularity.
 14. Require peak traffic generators to plan their needs so that peak transport times are avoided. TALK to city users and residents and COOPERATE with us on planning issues.
 15. Education - in schools, colleges, and shopping centres - to inform all ages. Could the University lead on this?
 16. A strategy that has meaningful solutions to the problems I've described is the only way forward.
 17. Managers of businesses, schools etc. should be encouraged to facilitate cycling to work - paid to install dry bike shelters. Rewarded for having employees that cycle to work..
 18. an actual strategy rather than lip service
 19. I just think the whole strategy needs to be linked up more with promoting walking and cycling, leading to better air and better health.
 20. It's very clear to me, there are too many cars. People who break the law e.g. drunken driving, should be deprived of their cars for life.
 21. Electric buses; taxis too! More consistent cycle lanes with junctions designed to allow safer & faster passage on bikes. Cycling is potentially the fastest way to get around the city, so we must work to increase this advantage along with safety.
 22. How far does "encourage" go? How about bye-laws restricting polluting behaviour by drivers of all vehicles, strongly enforced?
 23. Add more greenery to our city, carbon dioxide is naturally recycled by trees, get them in the ground! Many cities around the world are utilising electric busses and taxis. We should do the same
 24. Absolutely - use nature as well. Be creative and lead. Use other country examples of how to achieve this. Be the first council in U.K. to use a different strategy to support the more conventional ones which also need to be done as you have outlined in the draft.
 25. -More solar powered buses, following the Brighton example
 -A public transport system that fulfils the needs of all the population
 -A consistent, extensive and safe cycle network across the city. NO fines should be issued to cyclists who use the pavement until this has been implemented
 -An extension of the park & ride scheme to Fratton Park on match days
 -The conservation of green spaces and the designation of 'healthy' walking routes for pedestrians
 -The introduction of a scheme where residents can request the installation of a charging point for electric cars on their street
 -Clear air zones and locations of real monitoring
 -Enforcement of Road Vehicles Construction and Use Act and the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 to cut down on polluting and unnecessary engine idling
 -A comprehensive review of the city's green infrastructure and measures to ensure its protection and enhancement
 26. I would like to see the introduction of a scheme where residents can request the installation of a charging point for electric cars on their street, a consistent and extensive cycle network across the city, an extension of the park & ride scheme to Fratton Park on match days and a commitment to the conservation and expansion of green spaces.

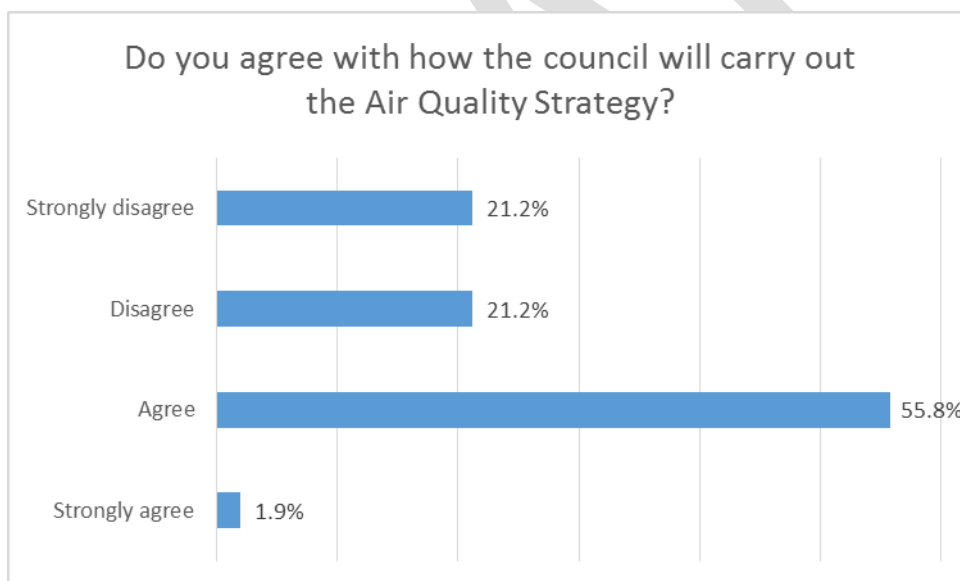
27. We need to see all the data and evidence to support the strategy first. And see the Government's new national strategy when it is released in draft form shortly. Regarding below - continuous monitoring and assessment to measure performance outcomes is not explained in the document.
28. More bridges over main roads as at Hilsea Lido and the reinstatement of the bridge crossing by the railway over Anglesea Rd. Double-yellow lines around all schools for 200m
29. A congestion charge for the city. More routes for the 'park and ride' busses. More bus routes generally and cheaper bus fares. All busses and taxis to be required to use electric engines
Road layouts that improve cyclists' safety so that more people are likely to ride bicycles rather than use cars. All new buildings to be required to install wind-turbines and solar panels to decrease background pollution.
30. More ramped bridges across busy highways such as near the Lido, the reinstatement of the footbridge across Anglesea Road, restrictions on further development:- the City is the most densely populated in England and it's an Island so traffic congestion is exacerbated by even further expansion. It has already exceeded the growth rates in the rest of England including the South East.(Portsmouth has "grown" by over 9% whereas the SE and England is under 8%). The city should create more local well-paid jobs to avoid the northern migration of traffic up the Eastern Road in the mornings and the return immigration in the evenings.
31. perhaps revisit economics of trams along high volume people routes and electric school buses. also address delivery of goods ordered online
32. Greater emphasis on education for young people and rest of population.
Other suggestions are more tactical and would come in the action plan, which isn't available.
33. I think that as part of this process the next level of detail will need to be built out. Uber would be delighted to support the council in this step and in areas where we have expertise drawn on the 500+ cities we operate in globally. Areas that we can support deep dives in would be:
 1. Low Emission Vehicle Policy
 2. Reducing car ownership and use
 3. Encouraging intermodal transport, with services like Uber solving for the first / last mile issue of those using mass transit systems.
34. I would like to see an emphasis on how people can be persuaded to travel on sustainable transport. The document seems to concentrate on continuing to achieve the status quo.
35. It would be good to work with PCC Planning and Parks Departments to ensure that everyone has access to traffic-free, green, attractive "clean air public spaces" close to where they live. ALSO if this strategy also concerns carbon emissions then there should be a cross-reference to PCC's Energy & Environmental Policy.
36. Surely an obvious thing is to make people more aware of the health and climate change issues. They should particularly be warned regularly that idling is illegal.
Nitrous oxide is a seriously worrying greenhouse gas, despite its low levels and people should be aware of this. Promoting electric vehicles and charging points. Support for coherent walking and cycling strategies. Planting trees.
Using monitors to involve people. Surveys outside school gates for instance might be very effective.
Press and social media to raise awareness. Share stories from other cities which are worse.
Can we get a better evening bus service?
Pressure on bus companies to get more which cut the engine at bus stops.

37. Investment in public transport. Create and extend bus routes, don't cut them. Improved park and ride outside the city, not just for major events. Discourage heavy freight from travelling on roads.
38. We cannot keep building more and more houses, this increases cars on our very congested rds. Leading to more pollution.
39. Move the Isle of Wight ferry terminal to the continental ferry port. This would prevent hundreds of cars entering the city. More should be done to reduce the pollution from ferries.
40. Move PFC stadium out of the city to reduce congestion and therefore improve air quality.
41. Diesel buses should switch off engines when waiting for a timed departure at bus stops in Commercial Rd
42. The increase in the capacity of the highway network in order to reduce congestion related emissions is complete madness. Any understanding of transport modelling or even basic economics would prove this. Reducing the generalised costs of driving in and around the city by reducing congestion and hence drive times will, in the longer term increase the distances driven in and around the city. If you make something increasingly "cheaper" and easier, people do more of it. More people will choose to drive into the city rather than use public transport, or people will decide to relocate to further away and commute longer distances. Ultimately, we will still have congestion and FAR worse air pollution as a result.
43. Like other more progressive cities, Portsmouth should ban diesel use in the city. With Portsmouth being so flat, it is perfect for cycling, but the provision of bike lanes is terrible. PCC only seem to build bike lanes where it is easy for them to do it, so they can claim 'x' miles of bike lanes, rather than where there are needed.
44. Encourage electric or hybrid transport
45. Described above
46. Again, this needs to be 'sold' to everyone in Portsmouth. I took part in a Friends of the Earth air-pollution campaign which involved measuring the AQ over a period of two weeks. Living close to the sea and Southsea Common, I was surprised at the amount of particulate and NO2 problems we face.
47. Incentivize adoption of cleaner vehicles. Ensure ships use onshore electricity rather than their own diesel run generators. etc.
48. The measures indicated are suitable - however, PCC's record in delivering is patchy



Although 64.8% understand how the effectiveness will be monitored, 35.2% do not and state clearly through their comments that there is a lack of measurable targets.

Over half, 57.7% agree or strongly agree with how the council will carry out the strategy. Again a number of responders do cite past failures and insufficient information as factors that influence their overall lack of agreement.



1. There is a complete lack of specific, measurable targets. Unless air quality in Portsmouth actually gets worse, there is nothing here whereby the council can be shown to have failed, even if air quality does not improve.
2. This report is shoddy and insufficient. I have studies this from PCC and other authorities and it is an insult.
3. Our previous points contribute to this view. The Approaches you will take are weak. Will the multi-disciplinary Air Quality Steering Group include external bodies e.g. Unfriends of the Earth, Cycle Forum, Portsmouth Society, COPD group, etc.etc.If not, why not? Minimise domestic sources of air pollution - this is the CAR/VAN. Unless you introduce harsh residential parking rules this will never happen. Why don't you have cycle lane enforcement

like bus lanes? Fine people who park or drive in them. Require people to turn off engine when in queue. Recent monitoring in London indicated the worst personal pollution was measured in taxis in queues. Where are the incentives to employers to provide free minibuses for workers? When will you realise cyclists are vulnerable and know they are, unless they have a dedicated (NOT SHARED) kerbed, cycle lane. When will you work with Fratton Park to get reduced entry to Fratton Park for train users? When will you get buses lined up again to take people to and from matches? It is a farce at present that it takes 2.5 hours to get from QA hospital to Southsea by public service bus when Pompey have a Tuesday evening match - kick off follows evening rush hour. This is not a functioning, business friendly city, every business that can is moving out due to traffic chaos. We feel that this document is great on expressed concerns, poor on options for real change.

4. Any strategy or plan should contain SMART goals
5. I hope you are able to revise and significantly improve the existing draft.
6. PCC must monitor PM 2.5 more effectively and control car dependency.
7. I don't really understand exactly how it will be monitored as the draft document is too vague.
8. this is obviously not a council priority so nothing will actually be done
9. Because I do not trust the council to put this right. I am a full-time public sector worker and cycle around the City all my working days. I have lived and cycled in Portsmouth since the 1970's. The air pollution and the increase in polluting vehicles has become steadily worse. Clearly there has been and is not likely to be much change for the better despite the Strategy. The road to hell is paved with good intentions! Cycling in Portsmouth sometimes feels like hell and I am very aware of the damage I may be sustaining. My husband has COPD. He is palpably affected by the bad air in Goldsmith Avenue, for example. In my wide experience of cycling here there are some areas which I avoid: Fratton Road for example.
10. There is not enough detail to be able to agree; all the proposals are vague enough that simply doing nothing could probably still tick all the strategic boxes.
11. I'm not convinced the necessary resources will be given
12. Without measurable targets, the so-called strategy is not fit for purpose.
13. For all the reasons spelled out in the previous questions. At a very basic level, air quality needs to be improved first before people will be persuaded to adopt cycling / walking / public transport.
14. The biggest cause of poor air is from road traffic caused by an over reliance on car-dependency and yet "active-travel" is discouraged by the shifting of the priority at road junctions in favour of the motorist. This contradicts the strategic objective of encouraging active travel in the Joint Health & Well Being Strategy 2014-17 and subjects toddlers in pushchairs to increased toxins when waiting to cross busy roads.
15. The measures are too weak - the council need to have far more ambitious goals to improve air quality.
16. Because of the reasons stated above.
17. Unless PM 2.5 emissions are curtailed and electric vehicle acquisition can be enforced, the strategy is impotent. At the very least car-dependency should be discouraged and REAL incentives introduced for sustainable transport.
18. The approaches are not very clear or SMART. When will these be done? Who owns them? What if any budget is available? Who are the partners that are or need to be involved? How is any of this monitored, beyond the air monitoring? The approaches need to be clearer and more robust. E.g. Consider ways to disseminate messages about air quality...there is actually nothing here that suggests anything will be done with that consideration. Raise awareness

of air pollution...by how much, and when? How is this measurable...you could do it to a few people once and you'd potentially have done it. Set up Multi-disc steering group...is this just internal? Will external partners be on this? Many of these approaches statements are very woolly, and not clearly measurable.

19. There is little mention on measuring PM2.5 in the document, especially around schools and concentrations of population.
20. The actions linked to the current Objective 4 do not include actions to reduce the amount of traffic, just congestion. SEE OUR COMMENTS RELATING TO EARLIER QUESTION ON OBJECTIVES. A low emission vehicle policy is welcome, but we need actions not just policy. How about a commitment to more electric vehicle charging points, car clubs etc.?
21. It will end up as the usual talking shop which will result in very little actual action.

DRAFT

Do you have any other comments you would like to make about the Air Quality Strategy?

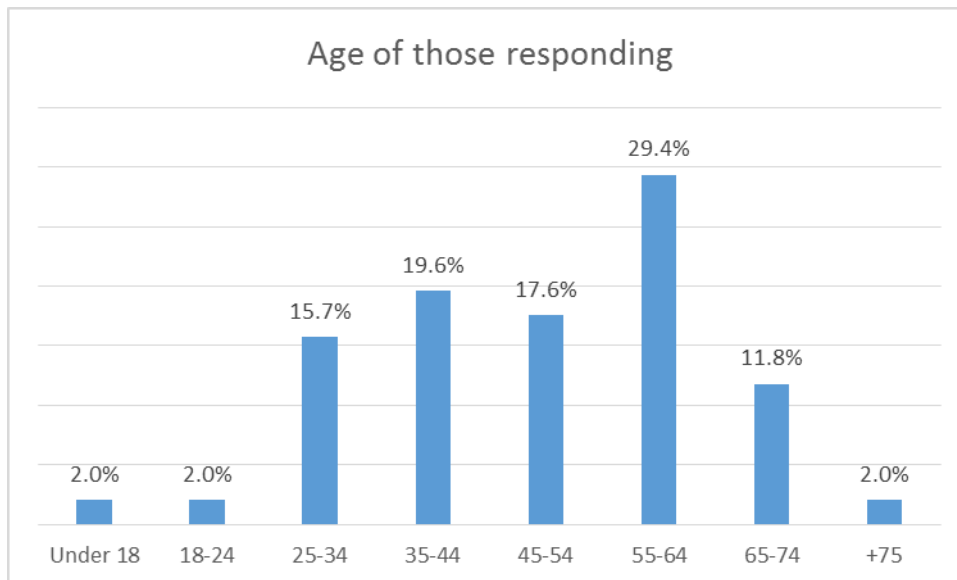
1. It requires more detail on the specific measures that will be used to achieve modal shift and reduce congestion.
2. We look forward to working with Portsmouth City Council to address these issues-- improving the health of the residents, employees and visitors in the city, and making Portsmouth a more attractive island city.
3. Please look at the strategy documents produced by other authorities, and come back with something much more detailed.
4. All said. Please look at the proposals on the recent local green party website / press statement. <https://portsmouth.greenparty.org.uk/>
5. I think we have said it all. When will the results be published? Can they be presented to Neighbourhood Forums and by whom?
6. The Council is not leading administration in the way Brighton and Bristol are and addressing health and environmental issues.
This strategy is a managing strategy and not a preventative strategy.
To be effective PCC needs to relocate Milton cross, Priory, and Portsmouth Academy for girls, Milton Park, Copnor Primary, Trafalgar, Flying Bull and Arundel Court Schools to a better environment.
7. You PCC should ask why many in the city have concerns yet appear to have little knowledge of attempts to deal with air quality issues.
8. Keep the work in the public eye. Make use of all possible means of keeping the information and education as visible as possible. Make use of existing Council media - The Big Screen; the PCC website, banners on the main city routes, vacant lot hoardings etc. Commission young people to design the messages.
9. The people of Portsmouth are suffering severe health problems as a result of air pollution. We need strong, robust, detailed policies that are clearly explained (less jargon and fewer soundbites) to deal with what is an extremely serious situation.
10. no, I think it's obvious what I think
11. I think it's a step in the right direction.
12. I'm frightened for the children, even the unborn. There is evidence that diesel pollutants can cross the placenta and cause ADHD and autism. Also, there is a connection between such pollutants and dementia in adults. These health issues were absent from the Strategy.
13. Lose at least half the pages, cut out all the meaningless marketing fluff, and add in one or two real, measurable targets which you're going to aim for.
14. It seems like style over substance - very pretty but short on concrete goals and actions.
15. Reduce the number of vehicles on our roads, deter our if towners from entering the city in their one person to a car vehicles, use the park and ride.
Congestion charges, and restrict large delivery vehicles between certain hours. Give our children the chance to breathe clean air!!!
16. Think outside the box - use every measure, not just reducing transport emissions. Introduce a tram system. Frequent, reliable using alternative fuel. Stop the reduction and frequency of buses and reducing the routes. Tax the home owner's third cars.
17. We want to see results. Less hgv's, more provision for bikes, less pollution from city based businesses. Cleaner busses and most of all - keep the citizens of the city informed! I only found this survey by chance, the council should be doing far more to publicise this type of survey & results they produce.
-Needs more credible sources and details of relevant law

- Should give all of the facts to help Portsmouth residents to understand the global issue as well as more specific local information that pertains to our local environment and the particular challenges we face
 - Should contain measurable, specific and time bound outcomes
 - Should contain details about how the council intends to measure progress/performance/success, what their baseline figures are and what their benchmarks will be
 - The council should work with their Tree Department, as trees can absorb harmful emissions
 - What happened to the dismissed 8 air quality monitoring stations?
 - The Index of deprivation and the line drawn for where pollution levels are currently monitored is poor and there is absolutely no specific monitoring of outcomes here"
18. We think it is very important that the strategy and action must be focused on the real issues. Nearly 50% of the issue is Car and HGV so this is where the focus should be. Too often buses are as a quick win - yet in Portsmouth they represent a very small amount of the pollution and that is declining as new technology becomes available and is deployed. Buses also move a huge number of people and thus if there was a measure of pollution per passenger mile they would actually come out as a very small issue in the city.
 19. The document cites 95 premature deaths per year being attributable to air pollution, however this seems to only account for particulates. The figure often quoted is 600, which includes NOX and possibly other emissions. The EIA does not take account of health inequalities in terms of how air pollution disproportionately affects the very young and old (i.e. AGE) and those with mobility issues.
 20. The City has seen too much growth in population over recent years: - in 2011 it was 203,000 and in 2014 it is 216,000 & in the next 20 years it is expected to rise to 238,000. Being an Island and the most densely populated City in England, this magnitude of growth can only exacerbate poor air. Restrictions should now be imposed on further housing expansion and instead concentrated towards greater employment. Many more cars head north up the Eastern Road between 06.30 & 09.30 than inbound with the reverse trend in the evenings.
 21. I have very little faith in this strategy and my children and grandchildren deserve better.
 22. Great to see a long term strategy. Please feedback progress regularly, perhaps yearly in Flagship.
 23. On page 7 - where does this data come from? Sources and dates should be given. It would also be useful to include the percentages on the diagram. Have any partners/community groups been involved in developing this strategy? If so, who, list endorsements...if not, why not? From a design/copy perspective, the background image on page 17 makes the image on SO 1 very hard to see. And on page 22 there is an extra unrequired space at the start of the second line. As DEFRA will be releasing new guidance on air quality during the next few weeks, it would good to include relevant info on that as it becomes available.
 24. Portsmouth absolutely need to focus on developing public transportation with more buses, more frequently and make it more affordable. We should also continue to develop and promote cycling within the city and dedicate more places for pedestrian only. Also, to help reduce air pollution, Portsmouth should consider planting trees wherever possible
 25. I welcome this strategy and the vision of PCC. Uber would love to be a part of the solution and partner with the council to build innovative solutions to solve these pressing air quality issues

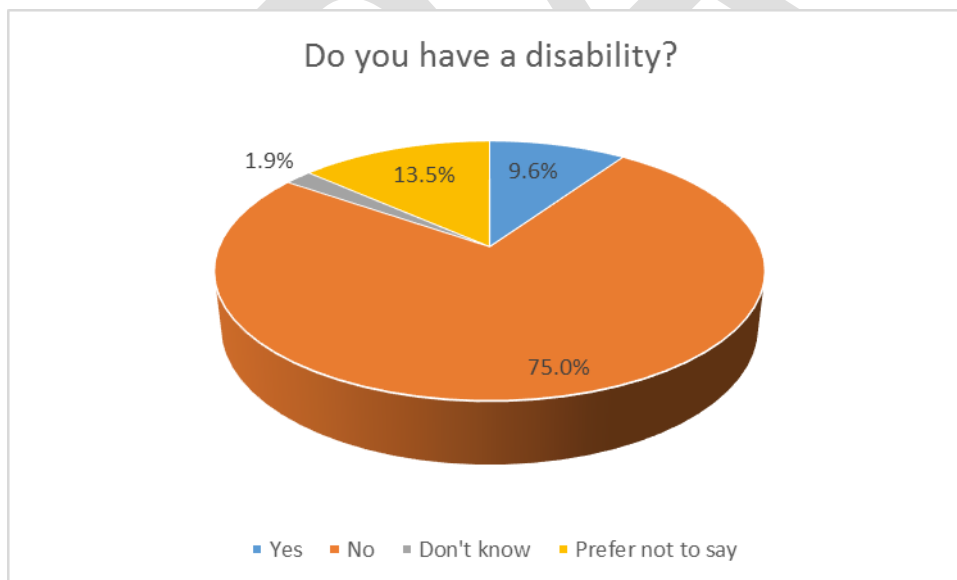
26. Whilst I agree it is very important for our future, I think many people (whether individuals or companies) find carrying out changes difficult. Overall I am not sure how well the changes can be implemented and monitored. It needs a great willingness from so many in different areas to achieve the required results.
27. You cannot expect to reduce vehicular emissions by increasing development. Portsmouth is the most densely populated City in England and much of it is on Portsea Island. It is both perverse and illogical to continue to promote residential development on Portsea Island if the main mode of transport is the private car and most of the employment opportunities are off the Island. The Eastern Road is a continuous procession of cars heading north between 06.30 & 09.00 weekdays and southwards from 16.30-19.00 exceeding the contra-direction journeys by several hundreds if not thousands.
28. Most people will not read the full document unless they are extremely interested. Making a shorter more succinct document for the general public would probably achieve more. Too many pages and too many words!
29. We welcome the introduction of an Air Quality Strategy for Portsmouth. It would be helpful to include percentages in the diagram of sources of pollutants (page 7). It would be useful to have data about diesel v petrol vehicle emissions for cars, if available, as this may well be something that changes in the future.
30. This is a really important issue and it's strongly linked with tackling climate change. We should be working on both issues at once. Cut emissions in every way possible, encourage clean energy.
31. I hope that this survey is not just lip service; I would like to see these plans put into action, including practical ways of involving the public.
32. Until the city bans diesel vehicles there will be no improvement in air quality.
33. It is depressing that some politicians are so pitifully ignorant of some basic facts. To then suggest that the policies will be backed up with evidence is odd given the lack of evidence for the kinds of things being proposed. If you want fewer people to drive or people to drive fewer miles, then the costs of driving need to increase compared to the costs of the alternatives.
34. Portsmouth has one of the worst air qualities in England (other than London). The council needs to act faster and more rigorously than laid out in the plan, in my view.
35. It does not state that engine idling is illegal. It doesn't state what metrics will be used to measure progress. It doesn't reflect the recent decisions made by PCC that encourage more polluting road traffic and degrade environmental quality.

Demographic Breakdown

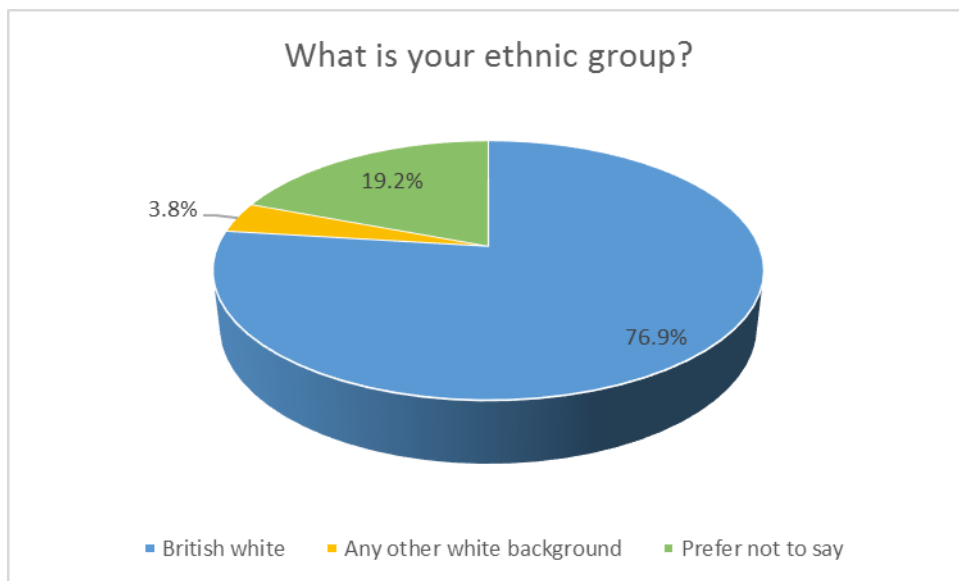
Of those responding 46.15% were male. A further 46.12% were female and 7.69% preferred not to indicate. Typically more women than men respond to consultations, therefore the response breakdown is more representative based on gender than is usually the case.



Sixty percent of responders were over 45 years old. Again this is in line with responses to most consultations carried out by PCC.



Of the 58, 9.6% indicated they had a disability.



Typically responses to consultations are primarily made up of around 94% White British. In this instance it is much lower but an unusually higher number than usual opted not to say.

Additional Feedback Received regarding the strategy

Feedback One - received from individual by email

Dear Cllr Fleming,

Hopefully Cllr Stubbs was able to update you on the meeting I had with him recently to talk about advances in low emission vehicles including hydrogen buses and fuel cell range extenders for electric vans.

I also recently met the Birmingham City Council officer who is involved in their recently approved fuel cell bus project (which the government is part-funding) and she expressed willingness to meet in Portsmouth to discuss their experiences. If that is of interest please let me know.

I note that you are currently consulting on your AQS document and have a few observations, which hopefully might add constructively to the process:

1. There is currently no specific mention of the useful role of green infrastructure. Trees play an important role in the removal of contaminants from the air and this has been shown in the iTree project, which the Forestry Commission has embraced in the UK. Below a link and attached a summary for Portsmouth from 2015. I think you could win some friends by incorporating something in your strategy and it neatly ties in with national planning policy guidance on green infrastructure.

<https://www.forestry.gov.uk/fr/itree>

2. Carbon code managed woodlands can attract investment from organisations wishing to offset unavoidable emissions e.g. gas heating. If these could be introduced to Portsmouth it would have the added benefit of absorbing also contaminants. Last year I approached Andy Knight on behalf of a client to see whether something could be done jointly with PCC. Sadly funds were unavailable on PCC's part at the time to do preliminary research. Perhaps now that could be revisited ? I am copying Andy for his interest.

3. On a practical note the AQS document has a vast amount of colour and includes several photos of the Spinnaker Tower (the relevance of which is not obvious to me). In the interests of sustainability and setting a good example could PCC perhaps condense the document and make it printer ink friendly ?

4. Presumably PCC will consult again when DEFRA have published their final AQ strategy ?(deadline 31July 2017). I mention this because unfortunately many local people tend to miss consultations. And they may have a lot more to say after 31 July as the government strategy will get national media coverage. Perhaps you would confirm.

Finally, I am also copying David Williams for his interest. I see real potential here to do a hydrogen refuelling station (HRS) project in the City that could serve zero emission fuel cell buses (initially a pilot fleet for Portsmouth working with First Bus) and also PCC, NHS and University service return to base fleets (using fuel cell range extender vans). In this respect I have some industry contacts with both the HRS manufacturers and the likes of Shell (who also do low particulates GTL diesel). Again they would be willing to partake in discussions.

Feedback two - FOOPA Feedback - Received via email pdf. (full pdf. attached)

Headlines

- AQ strategy is glossy and aspirational - Why only striving and not delivering? - not binding commitment
- 95 premature deaths annually in Portsmouth attributed to PM 2.5 particulate air pollution - how many more deaths in Portsmouth from other air pollutants such as nitrogen dioxide?
- Need to revise AQS in light of new DEFRA AQ consultation focusing on nitrogen dioxide air pollution
- Need to enforce regulations on unnecessary engine idling
- Lord Montgomery Way air quality above legal limits
- This is where more Wightlink traffic will be driving
- What is PCC doing to reduce air pollution in Lord Montgomery Way - and by when?
- Need to avoid complacency
- Need for accurate measurements of active travel (walking and cycling) to form reliable baseline for monitoring progress
- Must improve AQ before expect modal shift to walking and cycling

FULL SUBMISSION IN ACCOMPANYING PDF. DOCUMENT

Feedback three - HIGHWAYS ENGLAND - received via email

Thank you for inviting Highways England to comment on the Draft Air Quality Strategy - Consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the M27, M275 and A27.

We have reviewed consultation and can advise that primary responsibility for addressing the Air Quality Management Areas (AQMA) rests with the relevant local planning authority (LPA). However, where the SRN is identified as a significant contributor to air quality issues, Highways England will work with the relevant LPA to identify how the issue can be improved

I hope the above information has been useful, please do not hesitate to contact me if you have any queries.

Feedback four - Natural England - received via email

Thank you for very much for consulting Natural England on the Draft Air Quality Strategy for Portsmouth City Council. Natural England has no comments on the draft Strategy.

Natural England is working with the PUSH authorities with regard to the Air Quality Impact Assessment of the proposed development under the PUSH Spatial Position Statement. Consideration is being given to human health and air quality objectives at the European sites.

Feedback five - Go South Coast - Received via email in pdf. format

Introduction Go South Coast operates across the south coast with its core networks based in Poole, Salisbury, Eastleigh, Swindon and the Isle of Wight with smaller depots at Bournemouth, Swanage, Ringwood and Totton. With a fleet of 736 vehicles across all brands, we help our customers make over 47 million journeys every year. Bus services are provided primarily through the route networks of more bus, Salisbury Reds, Thamesdown and Bluestar serving the Dorset, Wiltshire, Swindon and Southampton areas and Southern Vectis on the Isle of Wight. These networks are in the majority commercially operated but there is significant involvement in the tendered local bus market, together with school and college movements. The prestigious contracts to operate bus services for the University of Southampton - Unilink & Bournemouth University - UNIBUS are currently held, together with contracts for other higher education providers. We aim to provide customers with the best experience possible when they travel with us. In order to achieve this we are constantly investing in our fleet and staying ahead of competitors with innovative onboard technology from free wifi to USB charging points and smart ticketing. Go South Coast welcomes the opportunity given by Portsmouth City Council Ait Quality Strategy and whilst we currently do not operate in Portsmouth we make the following comments. We support strategic objective 2, however consider this should be expanded to include the contribution public transport can make, both in terms of overall modal shift but also in terms of the ability to reduce Co2. In addition we would support the use of Euro VI technology within Portsmouth to add to overall improvements in technology.

FULL SUBMISSION IN ACCOMPANYING PDF. DOCUMENT

Final Comments

- For the main questionnaire - we received only 58 responses. This low level of response is often typical of overall responses to strategy consultations. However, while not unusual, data from this questionnaire cannot be classified as 'robust' and should be viewed as providing insight only.
- Overall individuals did agree with the vision and approach, however many of those who provided commentary did feel that the strategy did not go far enough and more could be done.
- Given some of the comments, consideration should also be given to including more details around limitations and the barriers that PCC face realistically, i.e. the ability to exclude diesel cars from the streets of Portsmouth perhaps don't fall within the gift of PCC, nor does 'forcing' a commercial company to adopt a greener technology. Clarity over such things may allow for greater transparency and also temper residents' expectations.
- From comments received, the need for clearer/measurable targets to be included seems a reasonable expectation.

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	<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 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 or 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 "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="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 "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.

A public consultation on the Draft Air Quality Strategy ran Monday 27th March - Monday 8th May 2017. The strategy document was available online, as well as a consultation questionnaire.

Posters and advertising about the consultation was included in local libraries and in council e-newsletters.

In addition, researchers raised awareness in face-to-face meetings with residents during routine community engagement work in Commercial Road.

Finally, members of the TEBS team also attended local residents meetings to talk about the draft Air Quality Strategy Consultation and encourage residents to complete the questionnaire.

The consultation received 58 responses to the consultation questionnaire were received predominantly from individuals. In addition five free form comments were received.

Of those responding 46.15% were male. A further 46.12% were female and 7.69% preferred not to indicate. Typically more women than men respond to consultations, therefore the response breakdown is more representative based on gender than is usually the case.

Sixty percent of responders were over 45 years old. Again this is in line with responses to most consultations carried out by PCC.

Of the 58, 9.6% indicated they had a disability.

Typically responses to consultations are primarily made up of around 94% White British. In this instance it is much lower at 76.9% but an unusually higher number than usual opted not to say.

The consultation did not identify any impacts of the strategy on any of the protected characteristics

therefore it has been determined that a full EIA will not be required.

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
Hayley Chivers - Strategic Transport Planner

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

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Title of meeting:	Traffic and Transportation Decision Meeting
Date of meeting:	17 th July 2017
Subject:	Isambard Brunel Road – Revoke Traffic Regulation Order
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	Charles Dickens
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. The purpose of this report is to seek approval to advertise and amend the Consolidated Bus, Taxi and Cycle Lanes and Prohibition of Driving Except Buses, Taxis and Cycles (No 79) Order to remove reference to the bus lane at item 8 in schedule 1 relevant to Isambard Brunel Road. That facility is currently suspended and forms part of the construction compound for the redevelopment of Chaucer House in Isambard Brunel Road (between Greetham Street and Station Road). The removal of this from the order will facilitate the implementation of a comprehensive improvement to the public realm.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
 - (1) Gives approval to advertise and amend the Consolidated Bus, Taxi and Cycle Lanes and Prohibition of Driving Except Buses, Taxis and Cycles (No 79) Order to remove reference to the bus lane at item 8 in schedule 1 relevant to Isambard Brunel Road, to facilitate the implementation of a comprehensive improvement to the public realm.

3. Background

- 3.1. The City Council made a consolidated traffic regulation order (no. 79) in 2015 to prohibit driving with the exception of buses, taxis and cycles in specified bus and cycle lanes. Schedule 1 of that order details the specific areas to which the order applied and includes at item 8 the bus lane on the south side of Isambard Brunel Road.
- 3.2. The city centre masterplan adopted in January 2013 made commentary on creating / improving the public realm in Isambard Brunel Road, in summary the intention is to:

- Establish a more unified space in the part of Isambard Brunel Road that more effectively links the railway station to Guildhall Square and enhances the pedestrian environment;
- Enlarge the public realm forming 'Isambard Place' to establish a more generously proportioned pedestrian route from the rail station to Guildhall Square;
- Enhance footways through to Greetham Street comprising; widening the footways, coordinating surfacing materials, tree planting and removal of the existing underpass replacing it with a surface crossing.

- 3.3. It is implicit in this policy that there will be a need to either remove the bus lane and integrate buses with general traffic or exclude private traffic from Isambard Brunel Road to realise the space required to make the public realm enhancements.
- 3.4. Planning permission has been granted for the redevelopment of Chaucer House to provide purpose-built student accommodation. Construction is underway and the development will be completed and available to students in time for the start of the 2018 academic year. Due to the confined nature of the site the bus lane and footway on the south side of Isambard Brunel Road has been suspended to allow the developer to establish a site compound and facilitate implementation of the development. During this period the bus movements have been integrated with the general traffic flow on Isambard Brunel Road as shown on the drawing enclosed at Appendix A. This arrangement has operated well and provides a tested model for the future approach.
- 3.5. Upon completion of the build, a comprehensive improvement to the public realm within the area occupied by the developer is envisaged. All of the costs associated with implementing the subsequent public realm improvement will be met by the developer, having been secured through the Section 106 planning agreement associated with the permission.

4. Reasons for recommendations

- 4.1. The removal of the reference in the traffic regulation order which limits the use of the bus lane on the south side of Isambard Brunel Road (between Greetham Street and Station Road) to buses, cycles, hackney carriages and service vehicles, is necessary to facilitate the implementation of the envisaged public realm improvement.

5. Options considered and rejected

- 5.1. The option of retaining the bus lane rather than integrating the bus services with the general traffic use of Isambard Brunel Road was considered. This option has been rejected as the integration of the bus movements with the general traffic flow on Isambard Brunel Road during the Chaucer House redevelopment construction period has proved an effective means of operation. The retention of the bus lane would compromised the delivery of the wider public realm improvement anticipated in the city centre masterplan and secured through the S106 agreement as a part of the planning consent for the redevelopment of Chaucer House and would be a lost opportunity to improve the environment and give a quality setting to this new development

6. Equality Impact Assessment

- 6.1 A preliminary EIA was been completed relating to the incorporation of the bus movements into the generally traffic flow on Isambard Brunel Road to facilitate the redevelopment of Chaucer House. That found that this would not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The effect of this proposal is to retain the now established arrangements to facilitate the implementation of the public realm improvement. The affected bus stops will be retained in the currently temporary relocated position closer to the city centre and will remain accessible for all users.

7. Legal implications

- 7.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their 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."
- 7.2 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.
- 7.3 Under section 1 of the Road Traffic Regulation Act 1984 (RTRA) a traffic authority has the power to make, amend or revoke a traffic regulation order (TRO) regulating or prohibiting traffic (including pedestrians) on a road or any part of a road for a number of reasons including, for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the character of the road or adjoining property. In this case the continued use of the bus lane by buses, cycles, hackney carriages and service vehicles would prevent the realisation of the public realm improvement and would be contrary to the intended character of the space.
- 7.4 Orders are progressed in accordance with the Local Authority's Traffic Regulation Order (Procedure) (England and Wales) Regulations 1996. The Statutory Authority for signs and road markings are by virtue of the Traffic Signs Regulations and General Directions 2002.
- 7.5 A proposed TRO, amendment or revocation must be advertised for a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order, amendment or revocation the matter must be considered by the appropriate executive member for a decision whether or not to make the order, amendment or revocation taking into account the comments received from the public during the consultation period

8. Director of Finance's comments

- 8.1 The cost of implementing the public realm improvement referenced within this report is anticipated to be funded by the developer in their entirety and therefore does not require any additional cost to, or contribution by, the Council.

.....
Signed by:

Alan Cufley

Director of Transport, Environment and Business Support

Appendices:

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 Simon Boshier

Cabinet Member for Traffic and Transportation





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 & Network management

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

Isambard Brunel Road Temporary Traffic Regulation Order

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 limit the use of Isambard Brunel Road (between Greetham Street and Station Road) except for access, and for buses, hackney carriages, and cycles, to allow the temporary closure of the current bus lane and footway to facilitate development of Chaucer House.

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

This strategy will allow the temporary closure of the current bus lane and footway facilitating the development of Chaucer House.

This will require relocation of the bus stops further to the west and closer to the city centre which should make them more accessible for all users. The reduction in traffic flow on Isambard Brunel Road will actually make it easier for people with mobility impairments to cross the road.

The temporarily revised operation of Isambard Brunel Road will provide an opportunity to observe the effectiveness of the approach and inform a decision about the benefit of establishing such an arrangement on a permanent basis which would facilitate a wider public realm improvement. It will have detrimental effect on both:

- a) car drivers who use this route as a 'rat run' largely to avoid congestion on Alfred Road / Anglesea Road (A3) and Winston Churchill Avenue; and
- b) students resident in Margret Rule Hall who will be provided with a new access directly to Charles Dickens Street

Neither of these groups reflect the specifically protected groups protected by equality legislation.

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 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 or 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 "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="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 "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 proposal does not have any specific impact for any of the protected equality groups as the effected bus stops are to be relocated closer to the city centre and will remain accessible to all users. The reduction in traffic flow on Isambard Brunel Road will actually make it easier for people with mobility impairments to cross the road.

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?

Peter Hayward

This EIA has been approved by: Pam Turton

Contact number: ext 4614

Date:

16/09/2016

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

Date of meeting: 17th July 2017

Subject: Off-Street Electric Vehicle Chargepoint Trial

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

Wards affected: Charles, Dickens, St Thomas, St Jude

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to seek approval for the trial of electric vehicle chargepoints in selected PCC owned off-street car parks.

2. Recommendations

- 2.1 **It is recommended that the Cabinet Member for Traffic and Transportation approves the trial for a two year period, with a progress report to be brought back after a year.**

3. Background

- 3.1. Currently, there is a low level of take up in the city of electric or hybrid vehicles. Just 0.07% (74 no) of cars registered in Portsmouth are electric, and 6.81% (6,870) are hybrid. This echoes the national picture where only 0.1% of cars registered in the UK in 2015 were electric vehicles.
- 3.2. There is however, a clear, increasing trend in electric vehicle ownership. The Department for Transport (DfT) figures show over 13,800 new ultra-low emissions vehicles (ULEVs) were registered in the UK in the quarter Jan - Mar 2017, highlighting an increase of 17% on the same period last year.
- 3.3. Providing infrastructure to enable the charging of electric vehicles in public and residential areas is an essential first step in enabling the transition to electric vehicles.
- 3.4. Portsmouth City Council only has one publically accessible dual chargepoint in the city at the Park and Ride site at Junction 1 of M275 in Tipner. This chargepoint is stand alone and not part of a network. It is free to use and as such no usage data can be obtained.

3.5. In addition to this facility, there are four privately owned publically accessible chargepoints across the city. These are located at;

- Portsmouth Marriot Hotel - Cost: No fee, parking free
- North Harbour Unit Trust - Cost: No fee, parking free
- Crasswell Street NCP Car Park - Cost: Admin/connection fee £1.20 / £0.09 per kWh, parking costs apply
- Gunwharf Quays - Cost: Admin/connection fee £1.20 / £0.09 per kWh, parking costs apply

4. Off-street Electric Vehicle Chargepoint Trial

4.1. The creation of a network of chargepoints across the city would serve residents and visitors and increase the uptake of electric vehicles in the city and in turn reduce vehicle emissions.

4.2. This trial will promote electric vehicles as a viable choice through providing the basis of the necessary charging infrastructure for residents and visitors.

4.3. A budget has been identified to help develop a network of chargepoints but this will need to be supplemented by external funding opportunities which would need to be identified if the network proved to be more extensive.

4.4. CityEV are a Portsmouth based electric vehicle chargepoint supplier who until now have been focussing on the domestic and business market. Keen to get into the public chargepoint market, CityEV approached the city council regarding testing their product through a trial.

4.5. The proposed chargepoint CityEV Cityline 100 is able to be attached to both columns or walls and as such provides wider choice of location options and lower installation costs.

4.6. The Cityline 100 units have been approved for the Office for Low Emission Vehicles (OLEV) Homecharge and Workplace Charging Schemes. There is no similar approval process for public charging infrastructure although the minimum technical specification requirements would be considered to be the same and are very similar for the OLEV on-street residential chargepoint scheme.

4.7. The trial would consist of one fast (7kW) chargepoint in prominent positions on existing infrastructure in each of the three locations;

- Clarence Esplanade, PO5 3AP
- Isambard Brunel Multi-Storey, Alec Rose Lane, PO1 2BX
- The Harbour Street Car Park, Hard Interchange PO1 3EQ

These locations have been chosen for the necessary long dwell time of users and high level of usage.

- 4.8.** A contract for the trial will be entered into with CityEV outlining that as part of the trial CityEV would provide the infrastructure and installation at nil cost to the council and also provide a back office system which would collect usage data and alert CityEV of any issues which required maintenance. CityEV would maintain the chargepoints and respond as soon as possible to any alerts.
- 4.9.** Portsmouth City Council would be required to provide electricity supply to the chargepoint location, appropriate bay marking and signage as well as covering the re-charging costs of this proposal at least in the first year until review. It is likely an average charge would cost the council between 80p and £2. The maximum cost to the council a day if it was in use for 8 hours by multiple vehicles (usual charge/parking time is 4 hours) would likely be £4 to £5.
- 4.10.** For the trial period there would be no charge to the public to use the electric vehicle chargepoints. Parking would have to be paid for as usual.
- 4.11.** Promotion of the chargepoints would be jointly done between the city council and CityEV. CityEV will arrange for the chargepoints to be displayed on relevant live online mapping of chargepoints for users to identify locations and real time availability.
- 4.12.** It is proposed that the trial would run for a period of two years with a review of usage, costs and charging after one year.
- 4.13.** The electric vehicle charging bays would be clearly marked and signed. To ensure availability is maintained for genuine electric vehicle use the bays would be enforced by civil enforcement officers; electric vehicles would be required to be plugged in to the chargepoint to be parked in the bay.
- 4.14.** Liability for the chargepoints would sit with CityEV who have full public liability insurance.

5. Monitoring and maintenance

- 5.1.** CityEV will provide the back office system for the electric vehicle charge points. This system will allow the collection of data about when the chargepoints were used and for how long. As the public do not need to sign up in advance to use the chargepoints and they are free of charge, it will not be possible to differentiate between the vehicles charging. Requiring people to sign up in advance may be a deterrent to new users.
- 5.2.** Maintenance responsibility will lie with CityEV. The back office system will allow CityEV to monitor each electric charging point to ensure that the unit is working

effectively. If a fault is registered, the unit will send an alert directly to them to resolve the problem as soon as possible. This will also be relayed to the live mapping to alert customers that the charging point is not currently available. As well as user access to the back office system, CityEV will provide quarterly reporting of usage data and faults.

Reasons for recommendations

- 5.3.** The trial is recommended as electric vehicle usage is expected to increase across Portsmouth and the UK over the next few years. Portsmouth currently has limited publically accessible chargepoints available.

6. Equality Impact Assessment

- 6.1.** An Equality Impact Assessment is not deemed necessary as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

7. Legal Implications

- 7.1.** The Off Street Parking Places Consolidation Order 2014 currently in place under the provisions of Sections 1, 32, and 35, 35C of the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 will not require amending as provision for parking of designated class and position of vehicles is included.
- 7.2.** A notice of variation under Regulation 25 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 will be required. The notice must be published at least once in a local newspaper and at least 21 days before it is due to come into force and displayed in the relevant car parks for the same period.
- 7.3.** The installation of the electric charging points constitutes permitted development under The Town and Country Planning (General Permitted Development) (England) Order 2015.
- 7.4.** A formal services contract will be drafted by legal services setting out the scope of the installation and delivery of the electric charging points. Break clauses shall be included within the contract to take account of the trial period.

8. Director of Finance's comments

- 8.1** As mentioned within the report, CityEV would provide the infrastructure and installation at nil cost to the Council and also provide a back office system which would collect usage data, however there would be some set up costs to Portsmouth City Council to undertake this trial. The estimated costs are:

- Signage between £390 and £600
- Bay marking up to £1,500
- Works to arrange electrical supply £102

- 8.2** In addition to these set up costs, Portsmouth City Council would incur launch and ongoing marketing and promotional costs of approximately £2,000.
- 8.3** The City Council will also need to absorb the cost of the electricity supply to the three chargepoint locations at least for the first year of the trial. These are estimated not to exceed £5,500 in the first year.
- 8.4** In addition, there would be costs associated in removing infrastructure and bay marking at the end of the trial if it was not to continue or if any alterations were made to the scheme such as charging public to utilise the charge points. It is anticipated that all costs relating to this trial will be met from existing Traffic and Transport budgets.

.....
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
Cityline 100 Managed Lamp Post EVSE	http://cityev.net/wp-content/uploads/2017/04/Cityline-100-2.4-dataSheet-PLcopy.pdf
OLEV Workplace charging scheme minimum technical specification	https://www.gov.uk/government/publications/workplace-charging-scheme-minimum-technical-specification
OLEV Residential On-street Chargepoints guidance	https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints

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

.....
Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

(End of report)