

Implementation of Measures set out in the AQAP for the Traffic, Environment & Community Safety Scrutiny Panel.

Details	Non traffic related measures (background emissions).	Ownership	Update – 27 November 2012.
Review and assess air quality.	Review and assess the air quality in the city using 4 continuous monitoring stations and numerous diffusion tubes. Produce annual action plan progress reports to assess implementation against indicators.	EPPS	-
Regulation of industrial processes.	Regulation of industrial emissions through integration of air quality considerations into local authority regulation of Pollution, Prevention and Control Regulations. Reduction of organic solvent emissions in accordance with the solvent emission regulations.	EPPS	-
Domestic heating emissions.	Control of replacement gas fired boilers and central heating systems through building control and private sector housing teams. Providing advice to consumers and landlords on investment in condensing gas fired boilers where possible. Implement sustainable development strategies – careful consideration of Combined Heat and Power.	Corporate priority team – building control – public sector housing.	<p>Private Sector Housing – Offer assistance to vulnerable households to replace inefficient heating systems with a new A rated boilers/heating systems where Standard Assessment Protocols (SAP) are less than 55 or in Fuel Poverty. Or in households where inadequate heating exists install new A rated boilers/heating systems.</p> <p>Private Rented Sector – Complaints from tenants of inadequate heating are investigated by Housing Standards Officers. Using Housing Health Safety Rating System (HHSRS). If CAT 1 hazard found, Landlords advised/enforced to install efficient heating systems.</p> <p>Households are offered energy efficiency advice from Energy Efficiency Officer.</p> <p>Community Housing Team improving efficiency of boilers in PCC housing stock.</p>

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Energy-saving measures.	Promotion of energy saving measures leading to reductions in combustion emissions across the city. To be conducted through the Portsmouth Sustainability Action Group (PSAG). Continued implementation of Portsmouth climate change strategy to reduce energy use for both organisations and housing across the city.	PSAG	<p>PSAG has not met for a long time, however the Principal Climate Change & Sustainability Co-ordinator has been meeting with all partners for update meetings to discuss Climate Change Strategy Action Plan.</p> <p>Results of how they are reducing their carbon footprint will be shown in a film. Covers energy reduction, staff travel,</p>
Workplace travel plans (WPTP).	Work continues – WPTP required as part of planning process.	Greener living– traffic management	<p>Travel Plans/measures incl. secure cycle parking / local route enhancements as part of the Development Control process.</p> <p>SignPOST Travel Forum</p> <p>Go Green newsletter</p> <p>Looking at iTRACE replacement to monitor travel plans.</p> <p>PCC travel plan in development (incl measures such as Commonwheels cars as pool cars, 10% off annual rail travel. bus taster tickets Hantscarshare database). To focus on business travel.</p> <p>Local Sustainable Transport Fund (LSTF) Sustainable travel fund for workplaces Influencing Travel Behaviour officer starts 2 Jan (LSTF) Marketing Officer in post now A workplace commuter challenge - was the BIG Green Commuter Challenge (BGCC) is planned as part of an Active Travel programme run by Sustrans on behalf of Transport For South Hampshire (TfSH) / Local Sustainable Transport Fund.</p>

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Promote walking.	Work continues – audit of walking routes commenced – development of ‘walking map’ linking places of interest. Work continues to improve safety in regional shopping areas with traffic engineers to identify and improve pedestrian crossing facilities. Raise public awareness of issues relating to air quality.	Greener living– traffic management	<p>Active Travel map produced mid 2012</p> <p>Local Sustainable Transport Fund (LSTF) Wayfinding – out to tender – information boards at locations across the SE corner of the city. Concentric circles, indicating distances, identifying key routes passing shops and visitor attractions, restaurants etc. Using the same approach /branding with the legible bus network to tie them together.</p> <p>On-street travel advisors</p> <p>Pavement widening in London Road</p> <p>Pedestrian crossings signalisation at: Albert Road/Waverley Road; Albert Road/Elm Grove; Elm Grove/Victoria Road North. London Road / Kingston Rd and Crescent Velder Avenue</p>
Promote cycling.	Work continues – reduction of speed on side roads to 20mph – cycling strategy being implemented as part of LTP programme. Implementation of schemes to promote the advantages of cycling as well as ensuring routes and secure storage provisions are enhanced. Raise public awareness of issues relating to air quality.	Greener living – traffic management	<p>Active Travel Map</p> <p>Local Sustainable Transport Fund (LSTF) cycle hire (Brompton bikes at The Hard and P&S), regular bike hire at a Hub (e.g. University). Secure cycle parking</p> <p>Cycle route improvements at various locations around the city. (Seafront, Western Active Travel Corridor – enhancements and clarifications) .</p> <p>On-street cycle parking (town centre, The Hard and Palmerston Road)</p>

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Air quality information.	Provision of information regarding air quality, including real time monitoring data and information regarding assessments of air quality to enable public awareness of issues and success of actions implemented.	EPPS	-
School travel plans.	Work continues to reduce single pupil journeys and encourage alternatives to car travel such as route improvements, walking buses, cycle storage. Raise air quality awareness in schools.	Greener living – traffic management	<p>Local Sustainable Transport Fund (LSTF) New STP Officer post, working with schools on their travel plans, minor remedials (zebras, signs and lines) to make area around school safer.</p> <p>Cycle training - Bikeability level 3 (yr 7 secondary school) riding on busy roads and junctions. Priory and Milton. Level 1 & 2 (Yrs 5 & 6) 1700 will be trained by end of year</p> <p>Child Pedestrian training 700 Yr 1's to be trained by end of the year</p>
Creation of Portsmouth City Council transport manager.	In place January 2010 – ensuring all council vehicles are pooled to maximise sharing opportunities; all vehicle purchasing (including improving emissions) and leasing arrangements to be subject to a financial appraisal and involve consultation with the transport manager, rationalisation of the vehicle fleet with the elimination of spare capacity, evaluate the feasibility of social care utilising bus lanes.	Traffic Management	<p>Fleet manager appointed</p> <p>ITU (Integrated Transport Unit) business case being developed - Consolidating and managing PCC fleet vehicles. There are currently 100 (was 109). A mix of owned or leased, all leases now consolidated. Over 1/3rd renewed with more efficient vehicles (average 149 gsm now; 240 gsm 2 years ago).</p> <p>Hire cars improvements; a single account, online booking, standard vehicles are lower emission vehicles (106 gsm). 30 minute delivery time.</p> <p>Commonwheels and pool cars, grey fleet miles, provision of a database of PCC vehicles and their availability).</p>

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			Will not be supporting social care using bus lanes due to difficulties in enforcing and, most importantly, that it is counter to the promotion of sustainable travel (too many users clogging up the bus lanes) which are only open to buses, hackneys and cyclists.
High occupancy vehicle lanes.	Assess specific routes and consider feasibility of locations. Develop and undertake feasibility study. Implementation linked to TfSH traffic management strategy.	Traffic Management	No to HOV as there is not enough room and they are very difficult to enforce. When the city centre and Tipner areas are developed any space will be used as bus priority lanes.
Park and Ride.	Through redevelopment/ regeneration of Tipner and Horsea Island, secure a P&R facility offering circa 1,000 spaces together with a fast low emission bus service running regularly to city centre, Gunwharf and Southsea. Interim solution in operation on Sat and BH and Portsmouth Football Club home match days.	Traffic Management	Park & Ride (P&R) due to open April 2014 663 spaces (with potential to extend up). Currently developing strategy for operating the P&R, working with bus operators as to the sort of service to be provided, Atkins looking at the cost and frequency of the services. Buses are likely to travel between QA Hospital, through Tipner P&R and onto the City Centre and The Hard.
Traffic control southbound M275 slip.	Consider feasibility and introduction of priority signalling at M275 slip on to roundabout to prevent/ control peak hour queuing, preventing 'queue jumping' and additional associated impacts upon Kingston Crescent and AQMA 6.	Traffic Management	Improvements to junction and roundabout, will be linked to development of Tipner P&R (P&R due for completion April 2014). Key is bus priority.

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Traffic control Mile End roundabout	Introduction of measures to improve southbound traffic by introducing signals at Church Street, preventing traffic accessing Church Street from Hope Street. Elimination of 'queue jumping' by making All Saints Street one way (west).	Traffic Management	Updated plans to be included in the final City Centre Masterplan / and are linked to the Northern Quarter development – all in/out traffic routed to the west (Hope Street); local traffic and bus priority route to the east, via a roundabout and then around the edge of the development. Two way access to Wingham Street, access to Church Street.
Junction improvements	Possible improvements of all traffic controlled junctions throughout AQMA 6 (all 3 sections). Co-ordination of signal operation through Microprocessor Optimised Vehicle Actuation (or similar). Particular attention paid to: a) London Road/ Stubbington Road through roundabout. b) London Road/ Kingston Crescent. c) Kingston Road/ New Road d) Fratton Road/ Arundel Street e) Roundabout at Fratton Road – Victoria Road North – Goldsmith Avenue f) Review all junctions city-wide, starting with AQMAs, to increase effectiveness and prevent unnecessary congestion.	Traffic Management	LSTF / LTP a) No update b) Road layout has been reconfigured, work to be done under LSTF programme. c) New pedestrian crossing and traffic lights in place d) No plans e) Nothing done f) Junctions under review as part of LSTF
Variable message signs (VMS)	Several already in place – further to be rolled out at car parks and providing route guidance.	Traffic Management	No further update.

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Freight quality partnership	Working closely with freight supplies (particularly local) to ensure the most appropriate routes are undertaken through AQMAs and via PIGY and particularly AQMA 6 (Norway Road – Continental Ferry Port).	Traffic Management	Nothing in place, and no resources available. Difficulties moving freight between Fratton station and the Port.
Regeneration of North End shopping area Traffic initiatives	<p>Combination of above and complex proposals designed to facilitate regeneration, improved road safety and to improve air quality. Scheme to include:</p> <ul style="list-style-type: none"> • Implementation of traffic control systems. • Restriction of HGV access/movements [as above]. • Introduction of speed restrictions. • Time related vehicular prohibitions. • Parking/ delivery controls [consideration given to the removal of on-street parking to improve hourly flow rates] offset by increased patronage of local off-street parking potential [short term free parking. 	Traffic Management	Completed 2012

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Hampshire Terrace junction with St Michael's gyratory.	St Michael's gyratory effectively operates as a roundabout. Traffic travelling north on Hampshire Terrace must give way to traffic on the circulatory carriageway of the gyratory. Due to the high volumes of traffic exiting the city, predominately during PM peak hour, large traffic queues form on Hampshire Terrace. The pedestrian crossing signals, a short distance to the north of the junction, exacerbates the problem, as circulatory traffic does not have the appropriate forward visibility. The introduction of traffic signal control at this point would improve traffic flow on Hampshire Terrace and reduce the existing queue.	Traffic Management	Modelling / surveys to inform design. LSTF funding if approved. Planning Policy drew up a plan for the City Centre Masterplan, whereby Lord Montgomery Way will be stopped up, St Michaels Road and King Richard 1 Road will be two way.
Queen Street junction with Anglesea Road.	Traffic management improvement at lights – linked to above scheme to prevent desire to 'queue jump' navigate /queue causing congestion and traffic stacking in other areas.	Traffic Management	As part of LSTF looking a toucan across Queen Street.
Public Transport initiative I.	Re-development of The Hard gateway and Portsmouth & Southsea (Commercial Road) interchange – Sub-regional Hubs. Providing improved links to rail and ferry services and improving pedestrian, cycle links to Gunwharf Quays and city centre principal shopping areas.	Planning services + traffic man public transport providers + transport planning	The Hard Supplementary Planning Document (SPD) – public realm, historic gateway, pedestrians and cyclist need to find funding. Small scale improvements as part of Local Sustainable Transport Fund (LSTF) (focus - Connected City). Contra flow cycle route, improvements on Queen Street, Wayfinding boards. Related to new developments e.g. Brunel House.

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Public information / enforcement			
Idling engines.	Introduction of signage at key location where drivers should be encouraged to switch off engines when stationary for more than a minute or two.	TM	-
VOSA emission testing.	Undertake 4 emissions tests per year and publish the results on the <i>portair</i> website.	EPPS	
Bus transport and patronage.	<ul style="list-style-type: none"> • Continue to increase vehicle miles and bus patronage through improvements to services particularly feeder and express. Deliver increased punctuality; • Continue to upgrade fleet and improve emission technologies; • Delivery improvements in ticketing, implement public information systems and increase use of website; • Continue to work towards improvements to zip routes – particularly through AQMA 6. 	TM + public transport pvdrs	<p>Awaiting budget decisions which will affect tendered bus services.</p> <p>Punctuality Improvement Partnership reports to Transport Liaison Group. Punctuality being delivered by providing low cost short term measures.</p> <p>Fleet – most vehicles meet Euro III standard (which is what we ask for from tendered services). Newer buses and those on Zip corridors may meet EURO IV or V standard.</p> <p>Local Sustainable Transport Fund (LSTF) – the Transport for South Hampshire (TfSH) bid.</p> <p>Smart ticketing – tender docs with S/ton out in Jan 2013.</p> <p>Real time info (need to develop) – it can provide data which identifies pinch points etc to help revise timetables. S/ton introducing now. PCC are included on Hampshire’s framework, which will go out to tender in the next 3 weeks – to inform Portsmouth’s decision.</p> <p>English National Concessionary Travel Pass – is now smart enabled</p>

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			<p>(Stagecoach Dec 2011, First July 2012) links to LSTF expand to include ferries and trains.</p> <p>My Journey website / branding Marketing</p> <p>Personalised journey planning (PJP) for residents</p> <p>First bus network changed on 18 November – redesigned to meet passenger needs and increase bus patronage.</p>
Policy			
Implementation / incorporation of AQAP.	Inclusion of AQAP into national and regional policies and strategies to deliver the NAQO – target 2014 (providing cleaner air to AQMA 6, 2 years quicker than otherwise expected). Improved service liaison – quarterly working party meetings.	TM + planning Services	<p>National Planning Policy Framework 2012</p> <p>The Portsmouth Plan (in particular policies PCS14 A Healthy City and PCS17 Transport)</p> <p>Air Quality & Air Pollution Supplementary Planning Document</p> <p>Transport for South Hampshire (TfSH) Local Transport Plan 3</p> <p>Transport for South Hampshire (TfSH) freight strategy 2009</p>
Planning service liaison initiative beyond SDP.	Development of stronger focused policy to deliver cleaner air / development of clearer links between climate change and AQ. A SPD was adopted in 2006 for air quality and air pollution. This is seen to be at the forefront of such guidance.	EPPS + planning services	

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	Review SPD taking account of impact and guidance within SEA, LES & AQS. Consider the inclusion of guidance (Section 106 and CIL) on financial contributions to address air quality issues.		
Parking			
Variable parking charges/ CPZ.	<ul style="list-style-type: none"> Consider implementation of reduced cost parking for less polluting vehicles; Consider implementation of Control Parking Zones for all on street parking / or all parking within 500m of train stations / priority bus routes / regional retail centres. 	Parking + TM	Developing a Parking Strategy for the city with particular focus on the city centre (car park closures, review of on-street parking tariffs – prime parking). Reviewing Residents Parking Zones (parking and enforcement) Staff Parking Review (linked to Travel Plan)
Explore new technology.	Undertake research into new technologies to reduce levels of nitrogen dioxide and consider their potential use within future strategies.	EPPS	-