

## **TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL**

MINUTES OF A MEETING of the Traffic, Environment & Community Safety Scrutiny Panel held on Tuesday 27 November 2012 at 4pm in Conference Room A, 2<sup>nd</sup> Floor, The Civic Offices, Portsmouth.

(NB These minutes should be read in conjunction with the agenda for the meeting which can be found at [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)).

### **Present**

Councillor Caroline Scott (Chair)  
Phil Smith  
Sandra Stockdale  
Neill Young

### Officers

Amanda Morris, Development Control & Travel Plan Officer  
Richard Lee, Environmental Health Manager

### **27 Apologies for Absence (AI 1).**

No apologies had been sent.

### **28 Declarations of Members' Interests (AI 2).**

No interests were declared.

### **29 Minutes of the meeting held on 23 October 2012 (AI 3).**

**RESOLVED** that the minutes of the Traffic, Environment & Community Safety Scrutiny Panel held on 23 October 2012 be confirmed as a correct record.

### **30 Air Quality in Portsmouth (AI 4).**

Amanda Morris, Development Control & Travel Plan Officer and Richard Lee, Environmental Health Manager presented the report showing the progress made on implementing the measures set out in the Air Quality Action Plan, which is attached to these minutes as appendix one. During the presentation, the following points were raised:

The project to optimise the use of existing traffic management systems is due to go to tender in the next two weeks.

The estimated costs for each measure are shown in the Air Quality Action Plan.

The Go Green monthly newsletter is published on the website and the link is sent to all members.

The Travel Plan Management Software, iTRACE is no longer used by Southampton, Hampshire and Portsmouth councils.

Sustainable Travel Funding will be used to encourage people to use sustainable travel.

South Western Trains will operate a cycle hire system and provide lockers for the Brompton bicycles which are foldable.

The Fleet Manager has been in post for a couple of years.

Gray fleet miles refers to staff cars that are used for business.

Private hire taxis are not allowed to use bus lanes.

In response to a question from the panel, the following points were clarified:

The work carried out in North End six months ago to divert heavy goods vehicles (HGVs) has made the area more attractive and safer. It is too soon to assess the impact this has had on air quality. A recent road traffic survey indicated that the number of HGVs along the London Road corridor prior to the prohibition was relatively low. Even when all the HGVs are removed from AQMA 6, it would not solve the air quality problem in this location.

The main bus operator, First, recently changed its services in response to customer feedback. It is too soon to be able to assess the impact that the route changes have had on air quality. Buses' engines are becoming more efficient. As it is a commercial company, the buses are attempting to increase usage in order to be viable.

The 2006 Air Quality Supplementary Planning Document requires reviewing. It is important that developers assess the potential impact of their projects on air quality and where possible offset any negative impact by means of a financial contribution. The council could use SIL or another mechanism.

The panel commented that in order to encourage use of the park and ride scheme, there is talk about increasing car parking charges in the city. This seems to not have been effective in Winchester as the car parks are still full despite the park and ride scheme being cheaper.

Officers responded that it is a very difficult equation to balance. The park and ride scheme must be cheap and provide a very good service.

The Environmental Protection Manager is responsible for issuing environmental permits to industries. Industry is important but air quality must be protected. Environmental Protection Officers as part of their duties regulate compliance with the permitting conditions set to control admissions to atmosphere. There are 75 industries that are regulated under this scheme, typically those that coat or create dust. Example – 1. A small dry cleaners would pay approximately £75 a year for a permit as it deals with volatile organic compounds (VOCs). 2. When a tanker is filling up an underground tank at a petrol station, the vapours are air quality vented back into the tanker where it condenses back into fuel.

The service has very strong contacts with the planning department.

The Vehicle and Operator Services Agency (VOSA) and the council used to work together to pull over old cars and test their emissions. However, VOSA no longer carries out this scheme and the council cannot do it alone.

'Real time' air quality information is published on the council's website. It was hoped that at this could be developed further so that residents could sign up to receive four texts a day informing them about the air quality in the city however this was not developed because of the costs involved. The information is however still provided via the website so that residents who have asthma or other health issues can plan their routes around the city and avoid high levels of air pollution.

The Environmental Health Manager monitors new technology to reduce air pollution is being researched e.g. nitrogen dioxide absorbing paint.

A significant amount of joint working is being carried out to encourage less travel by car by residents.

Page 24 of the Air Quality Action Plan shows where combined heat and power (CHP) which integrates the production of usable heat and power (electricity), in one single, highly efficient process could have a positive impact nationally but a negative one locally. One example is the introduction of larger plants which means fewer emissions nationally but an increase in the areas where these are located.

It is essential that the design and abatement technology is the best it can be to reduce the impacts upon local air quality and climate change – such impacts will be carefully considered through the planning processes and during the submission of environmental impact assessments.

Although there is a significant amount of joint working being carried out between authorities and partners as part of the Local Sustainable Transport Fund (LSTF) including sharing officers and expertise, more work is required.

A presentation on personalised journey planning was given to Councillors who suggested areas it should cover.

It is important to have parents' involvement and support for school travel plans.

The Local Sustainable Transport Fund projects will target work-places, visitors and residents. The on street travel advisors will focus on transport hubs (rail stations and bus interchanges) where the intention is to mainly help visitors (but will also include local residents or employees) who may need advice about how to get about.

Companies can bid for the Sustainable Travel Fund to put in place measures which will encourage sustainable travel e.g., cycle parking, showers, pool

bikes/cars, membership of a carshare database, equipment that enables home-working and so on.

In order to qualify for funding, the project must be completed by the end of each of the financial years (until March 2015). Details will be published on the Portsmouth City Council website shortly and the link sent to the panel. <http://www.portsmouth.gov.uk/living/10278.html>

The council provides pool cycles for business travel: two folding bikes; approx. 8 normal bikes and two electric bikes.

The council's electric car is no longer used but the council is investigating the possible introduction of electric cars for the Common Wheels scheme.

Councillor Scott requested the Environmental Protection Manager to produce a list of 'officer recommendations' with respect to monitoring and improving air quality for the next meeting.

The meeting concluded at 5:40pm.