



NOTICE OF MEETING

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

MONDAY, 20 MARCH 2017 AT 3PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Jane Di Dino 023 9283 4060

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

Members of the public who wish to make a deputation, please see the appropriate agenda item marked with an asterisk.

Membership

Councillor Stuart Potter (Chair)
Councillor Steve Hastings (Vice-Chair)
Councillor Lee Hunt

Councillor Frank Jonas
Councillor Ian Lyon
Councillor Tom Wood

Standing Deputies

Councillor Ken Ellcome
Councillor David Tompkins
Councillor Suzy Horton

Councillor Steve Pitt
Councillor Darren Sanders

(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

AGENDA

- 1 **Apologies for Absence.**
- 2 **Declarations of Members' Interests**

3 Minutes of the Previous Meeting. (Pages 3 - 34)

The minutes of that meeting will follow.

4 * Review of general parking issues in Portsmouth with a view to considering alternative strategies. (Pages 35 - 42)

Please note that the review will not consider the location or circumstances of individual residential parking zones, nor will it cover enforcement.

Requests to make a public deputation should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting. Email requests are accepted. No person may speak for more than six minutes per deputation. Actual speaking times will depend on the number of deputations received.

To continue its review, the panel will hear evidence from the following witnesses:

- Paul Nicholls, Joint Acting Head of Parking and Network Operations, Brighton and Hove City Council.
- A representative from the Federation of Small Businesses.

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

David Lycett

Charter House - Parking

Current issues regarding parking in the LA zone Portsmouth

- Spaces are often full especially in the evenings.
- My residence is located out of the zone (the closest parking area being the southern part of St Paul's Road below the intersection with Wiltshire Street) – see **page 1 of the resource pack**.
- The zone is one of the largest – "(664 permits to 711 spaces), although it is one of the larger zones" – quoted via email from **Nikki Musson** regarding my original inquiry.
- Whilst the zone is not full – there *may* be an unequal distribution of residents with cars towards the northern sector of the LA zone.
- The parking meters used on the roads marked in pink on **page 2 of the resource pack** are very rarely used – please see attached photos on **page 3 of the resource pack**.

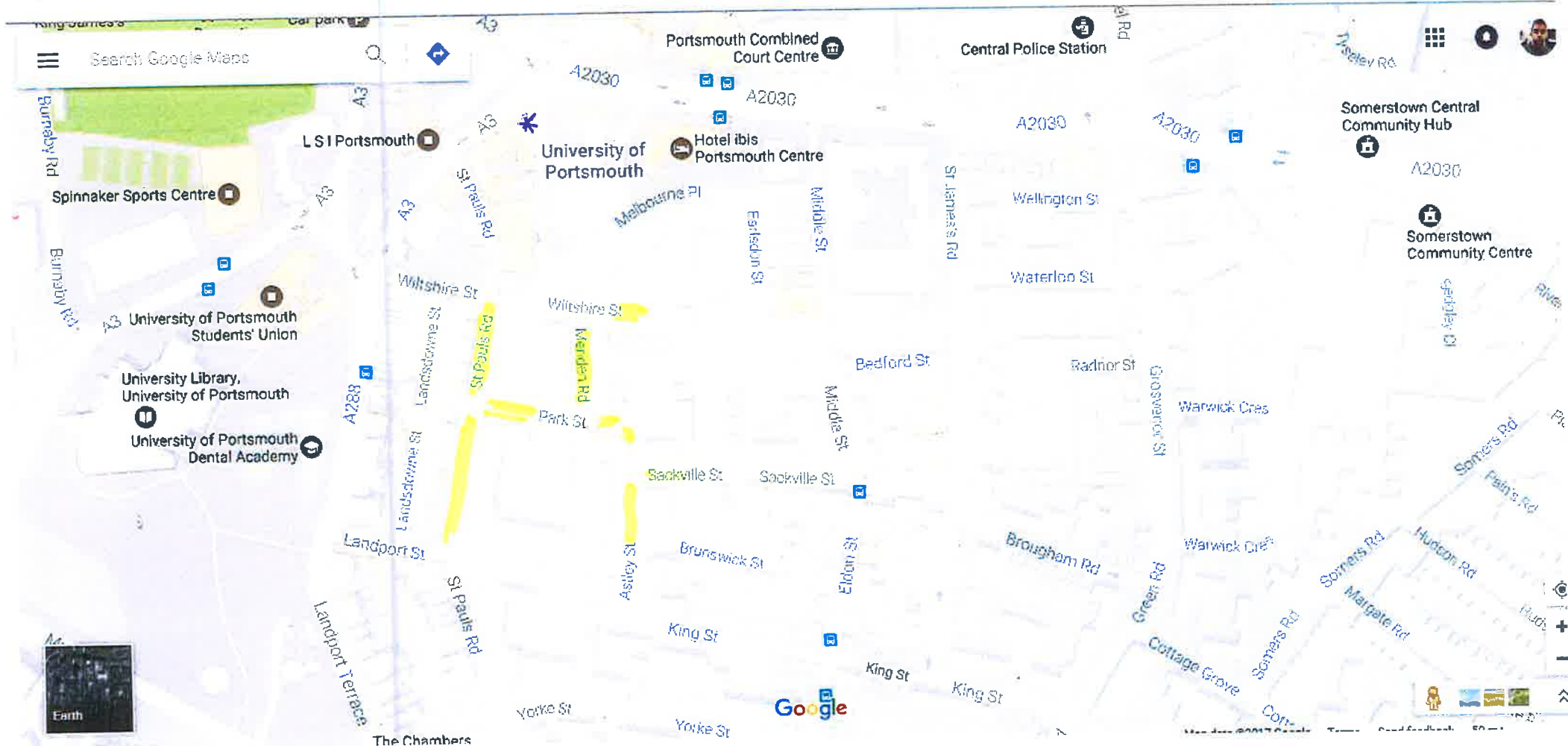
Personal issues

- I am a teacher at Portsmouth College and often have to bring a large amount of resources/markings home.
- I often have to park in Sackville Street or Astley Street – a reasonably long distance from my residence.

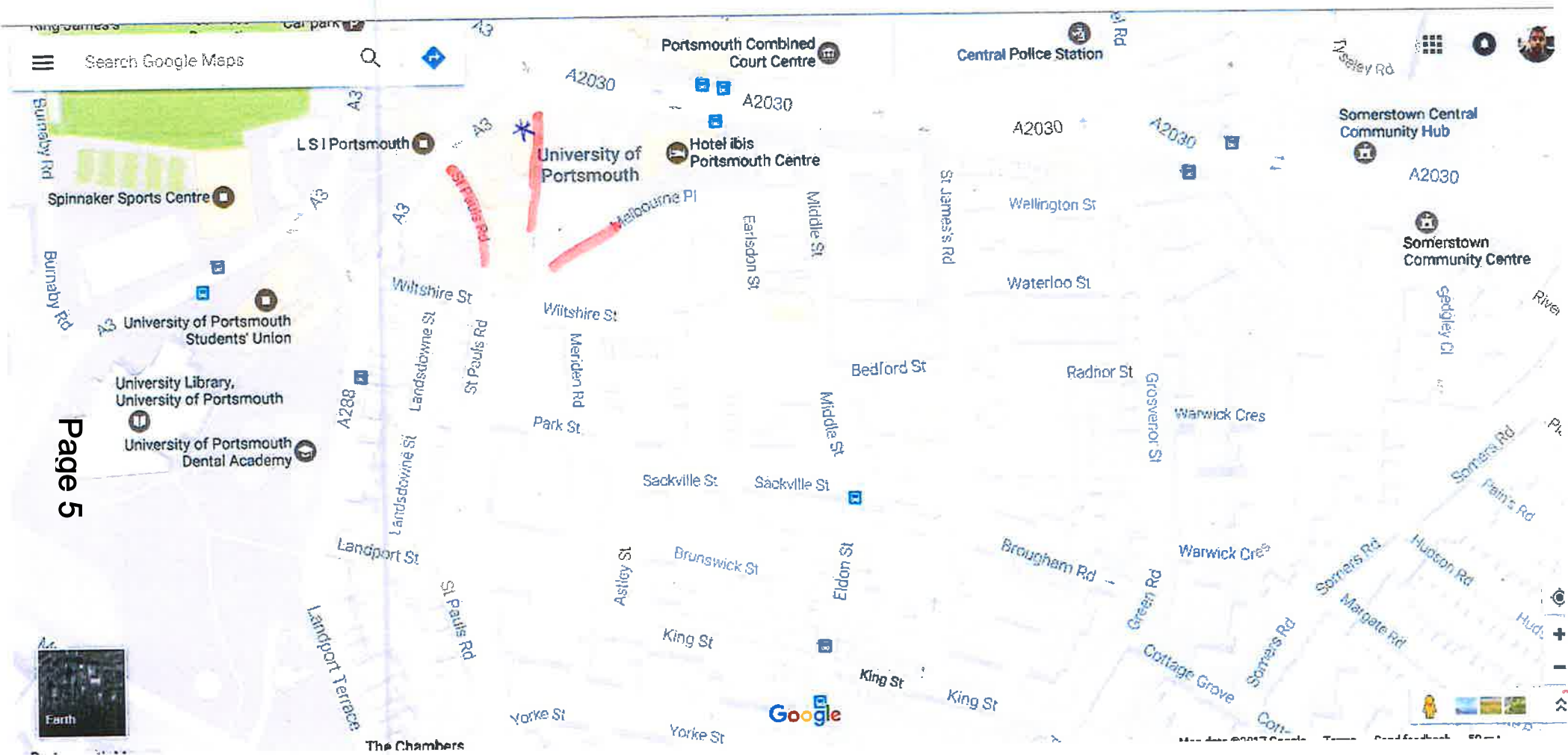
Proposed resolutions

- 1) I propose that all three of the parking meter zones on **page 2 of the resource pack** be converted to allow residents with LA zone permits to park here. This would include Charter House in the LA zone directly and would also allow me the chance to park near to the building – something currently denied to me.
The following argument was given against this proposal: "*The facilities may quickly become unavailable if returned to free parking after 6pm, or if long-stay parking were to be allowed via permits*" **Nikki Musson** via email. I would suggest that if the spaces were to fill up, this would merely prove my point and illustrate that spaces in the north of the LA zone are required.
- 2) *Should the committee not agree to the first proposal*, I ask that they consider converting two of the parking meter zones on **page 2 of the resource pack** to allow residents with LA zone permits to park here (although I would urge the committee to consider the first proposal in having the maximum effect for residents).
- 3) *Should the committee not agree to the second proposal*, I ask that they consider converting one of the parking meter zones on **page 2 of the resource pack** to allow residents with LA zone permits to park here (although I would deeply urge the committee to consider the first/second proposal in having the maximum effect for residents).
- 4) *Should the committee not agree to the above*, I would urge them to consider converting all three of the parking meter zones on **page 2 of the resource pack** to 9:00am - 5:00pm parking meters which would allow residents to park in the evenings during the working week.

I would urge the committee strongly to consider the first proposal as this would have an enormous impact upon my life and would help make parking fairer for all residents of the LA zone, especially those in Charter House.



* My residence (Charter House)
■ Parking areas in LA zone closest to Charter House



Page 5

* My residence (Charter House)
Red Pay and display 24/7 areas.

< University of Portsmouth 29 January 11:05 Details <



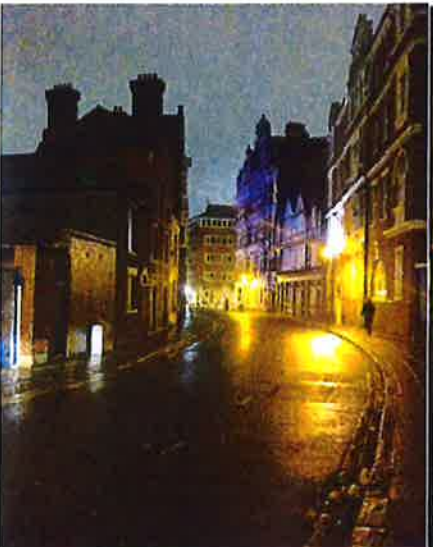
University of Portsmouth 29 January 11:06 Details <



Highbury College 29 January 11:12 Details



< University of Portsmouth 29 January 21:07 Details <



University of Portsmouth 1 February 18:44 Details <



University of Portsmouth Sunday 21:16 Details



< University of Portsmouth Monday 16:52 Details <



University of Portsmouth Tuesday 18:49 Details <



University of Portsmouth Tuesday 18:50 Details



PCC Parking Review Scrutiny Panel.
PCF Evidence Submission

13th February 2017

Good afternoon, and thank you for allowing us to act as a witness to this scrutiny panel.

For those of you who are not aware of us, Portsmouth Cycle Forum is an independent campaign group attempting to improve the cycling environment and infrastructure for the residents, workers and visitors of Portsmouth.

We are interested in all aspects of cycling in Portsmouth and aim to encourage discussion among those who influence cycling in the city, and among others who may be affected by it. But our main area of focus is campaigning for the improvement of safety, convenience and practicality of cycling on and around our congested island.

With this in mind, we were challenged in 2014 by the new council leader to produce a vision for cycling in the city. Our response was 'A City To Share' an overview of how cycling has a place in a city fit for the future: a healthy, safe, sustainable, prosperous city that people want to live in, to work in and to visit. A city where we share spaces, co-operate with each other and treat one another with courtesy and respect. It was enthusiastically welcomed by councilors at its launch with the council leader calling it "a very impressive document" and she would be taking the five key points and using them as a basis to move on in the development for sustainable travel in the city. A copy of the strategy is available to download from its own website, should you wish to use and we will also supply a copy in our submitted evidence. <<http://acitytoshare.org>>

The strategy was divided up into five areas, but all focused on the way to improve congestion and dependence on the motor-car as a means of transport for the short trips around the city. There needs to be a modal shift from the private motor car to active and sustainable travel in the city that will promote better travel for all, better air quality and health.

This can only be done with a joined-up, coherent strategy that promotes walking, cycling, public & private hire transport while also dis-incentivising drivers in the city to take short journeys to work, shops and leisure activities with higher car parking prices and slower routing.

Any additional parking created in residential areas cannot remove space from, nor endanger further, vulnerable road users.

Portsmouth's mainly terraced and closely built houses does not have enough on street parking space for the even the current numbers of vehicles. Decades of squeezing more parking spaces onto congested streets has not solved the problem as people and cars get bigger and need wider and longer spaces thus reducing the number available and the widths of the roads.

The current ad-hoc resident parking zones have only encouraged people to park just outside these zones or park in ever more dangerous locations. The reduction of double yellow lines at the corner of these roads means vehicles parking closer and obscuring the sightlines required to pull out safely from junctions and blocking dropped kerbs for those requiring easy, safe access across roads.

The size of the houses and the number of residents in such locations hints at the requirement for one car per household in terms of physical parking space in these roads. They also have a 20mph speed limit now, and are the very same roads that the

forthcoming Quiet Route Cycleways scheme are utilizing to promote cycling to those less confident cyclists to either introduce or encourage back to using two wheels as a means of efficient transport.

Echelon parking as found towards the Clarence Pier end of the seafront is also inherently unsafe as vehicles that drive into the space to park find themselves needing to reverse out into the carriageway to exit the space. Inevitably they cannot see enough of the road around other parked vehicles to safely manoeuvre themselves out into the flow of traffic.

This is not the case in Baffins Road, which is one way southbound, and the angle of the echelon requires the vehicle to reverse into the space and therefore has better sightlines when leaving. However here, the length of some vehicles, especially larger vans, extend out into the marked cycle lane requiring cyclists to move into the main lane of traffic potentially putting them in conflict with faster moving traffic.

<< <https://goo.gl/maps/KLMM4juR6JM2> >>

There is also the issue of 'dooring', where those leaving a parked vehicle do not check for other road users in close proximity. This is normally cyclists who are either obstructed by larger vehicles in front of them or are tucked close to parked vehicles to allow other traffic to pass. The most recent high profile consequence of such action was when the current Secretary of State for Transport knocked a cyclist off their bike when leaving his ministerial car.

<< <https://www.theguardian.com/politics/2016/dec/15/chris-grayling-sent-cyclist-flying-with-his-car-door-video-shows> >>

The placement of cycle lanes next to parked vehicles increases this issue as there is an expectation from drivers that cyclists should be in the cycle lane if one is marked, despite this not

actually being the case in the Highway Code. An example of this can be found on the Albert Road opposite the new Sainsburys close to the Francis Avenue junction.

<< <https://goo.gl/maps/5gBjZecNK5w> >>

or to a more dangerous extent along Stamshaw road, a faster main arterial route into the city centre where the carriageway is narrowed at points with parked vehicles on both side of the road, thereby reducing the space for traffic to move past more vulnerable cyclists.

<< <https://goo.gl/maps/C6x3QIPJBw62> >>

With regards to cycle lanes specifically, due to the lack of parking or the proliferation of cars used for short quick journeys, these can also be found to have cars parked in them, again endangering the cyclist by forcing them into the main line of traffic. This is most frequently seen on Elm Grove next to the Grove Road crossroads.

To help the modal shift to other forms of transport, there also needs to be encouragement to take it up. Those small terraced houses are often difficult to store a bicycle inside, or to access the rear garden via poorly lit and maintained alleyways. There are now a range of secure on-street parking bays that can be installed strategically in streets so residents do not have to battle with their bike. These are designed to fit into one car parking space and can store 6 bicycles securely.

<< <http://www.cyclehoop.rentals> >>

The additional benefit of more short stay, cycle parking around the city would also encourage cycle use. But it needs to be secure, for as well as being at the top of the list for cycle casualties in the country, bike thefts are also a major problem in Portsmouth, further discouraging the use of a bike for the most basic of journeys.

With regards to visitors to the city, the Park and ride, while welcome, is not big enough to make enough of a difference to the traffic coming into the city. At the same time its 663 places were being built, Oxford was extending one of its **five** park and ride sites by the around the same number.

The bus service is also limited to which parts of the city it serves. The recent reduction of the Mile End Road bus lane to allow local traffic to access it earlier to try and reduce congestion, goes to show that priority for a rapid transport option from the edge of the city has been eroded. City centre car park prices are not set high enough to discourage their use and encourage other transport options.

But could there also be a similar service on the Eastern side of the city at weekends that could utilize the empty parking spaces close to Hilsea Station next to Broad Oak Business Park? A cursory look at the current South West trains timetable shows trains stopping at Hilsea every ten to fifteen minutes in each direction on a Saturday. This would be especially useful on Pompey match days to reduce the number of vehicles travelling down into the heart of the city and trying to park around already congested residential streets.

But how do we afford such additional facilities? One possibility would be to introduce A Workplace Parking Levy as they have in Nottingham.

<< <http://www.nottinghamcity.gov.uk/transport-parking-and-streets/parking-and-permits/workplace-parking-levy/> >>

There they have introduced the levy to tackle the problems associated with traffic congestion, by both providing funding for major transport infrastructure initiatives and by acting as an

incentive for employers to manage their workplace parking provision.

Those employers that provide 11 or more liable workplace parking places pay a charge for each of those places. The employers, rather than employees, are responsible for paying any WPL charge, although employers can choose to reclaim part or all of the cost of the WPL from their employees.

The money raised from the WPL goes towards the extensions to their existing tram system, the redevelopment of Nottingham Rail Station and also supports the popular Link bus network.

In 2017/18 the charge will be £387 per place per year and the scheme raised £9.3 million in 2015/16.

<< <http://www.nottinghampost.com/workplace-parking-levy-clocks-up-9-3-million-for-nottingham-city-council/story-29708392-detail/story.html> >>

There are no easy answers to any of this. Parking isn't the biggest problem affecting transport; rather, it is the worst symptom of Portsmouth's underlying problem with traffic. There are simply too many cars in the city. Whether they are moving on the roads or parked outside homes and businesses, Portsmouth has reached capacity and there is no more physical space.

The only way to reduce the number of vehicles is to reduce the dependency on car journeys.

There are other cities, much bigger than Portsmouth – New York, Vancouver and Bogota in Colombia - that are successfully adapting to life away from a reliance on motor vehicles to improve congestion, pollution and the health of its citizens. We would hope that as well as asking for the opinion of the current road users in Portsmouth itself, that the panel would also be

referring to academic studies for evidence of how other cities have changed their approach to traffic issues over time.

A shift in transport away from the dominance of the road infrastructure by the private motor vehicle to cycling and walking and sustainable transport will deliver benefits to the whole city, not just to those who cycle. It would truly be 'A City to Share'

Gustavo Petro, former Mayor of Bogotá, Columbia

–“A developed country is not a place where the poor have cars. It's where the rich use public transportation.”

<https://www.youtube.com/watch?v=hPf4s2oFnp0>

Vancouver Modal shift

<http://www.vox.com/science-and-health/2016/12/9/13897078/walkable-vancouver-video>

New York 'Vision Zero'

<http://www1.nyc.gov/site/visionzero/the-plan/the-plan.page>

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A City to Share

Cycling strategy for Portsmouth





A once and future cycling city

Picture credits:

Page 2: The News, Portsmouth

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Vision



Our vision is that Portsmouth becomes the pre-eminent cycling city of the UK.

A city fit for the future: a healthy, safe, sustainable, prosperous city that people want to live in, to work in and to visit.

A city where we share spaces, co-operate with each other and treat one another with courtesy and respect.

A safer city

People of all ages will feel protected and respected on the roads and safe to travel independently within the city.

Improved health outcomes

People will be healthier for longer with reduced obesity levels and reduced strain on local health services. The number and severity of accidents on the road will be substantially reduced bringing further benefits.

A stronger local economy

Cycling will favour the use of local businesses rather than large out of town centres. Less congestion with increased transport capacity will benefit businesses across the city.

A better environment

A reduction in the volume of traffic will reduce the primary source of air pollution in the city. This will bring further benefits to the health of all and prevent many early deaths. There will also be benefits from the reduced carbon footprint of our low-lying city.

A fairer, more liveable city

A shift in transport away from the dominance of the road infrastructure by the private motor vehicle to cycling and walking will deliver benefits to the whole city, not just to those who cycle.

Introduction



Portsmouth's transport system has evolved to favour the private motor vehicle over all else. This has brought tremendous flexibility and independence to many people. However, the number of cars coming in and out of our city is at an all time high and the road system is under severe strain.

The capacity of the Victorian street layout has been reached and now the problems that come with the private car are starting to outweigh the benefits.

Health

The people of Portsmouth are living ever more sedentary lifestyles. This brings a number of serious problems, which the health system of the city is struggling to deal with. The lack of physical activity is recognised as one of four key health threats to the city. Increasing the use of active travel modes is seen as a key objective by Portsmouth's Director of Public Health.

Growth

In order to grow the city's economy needs more

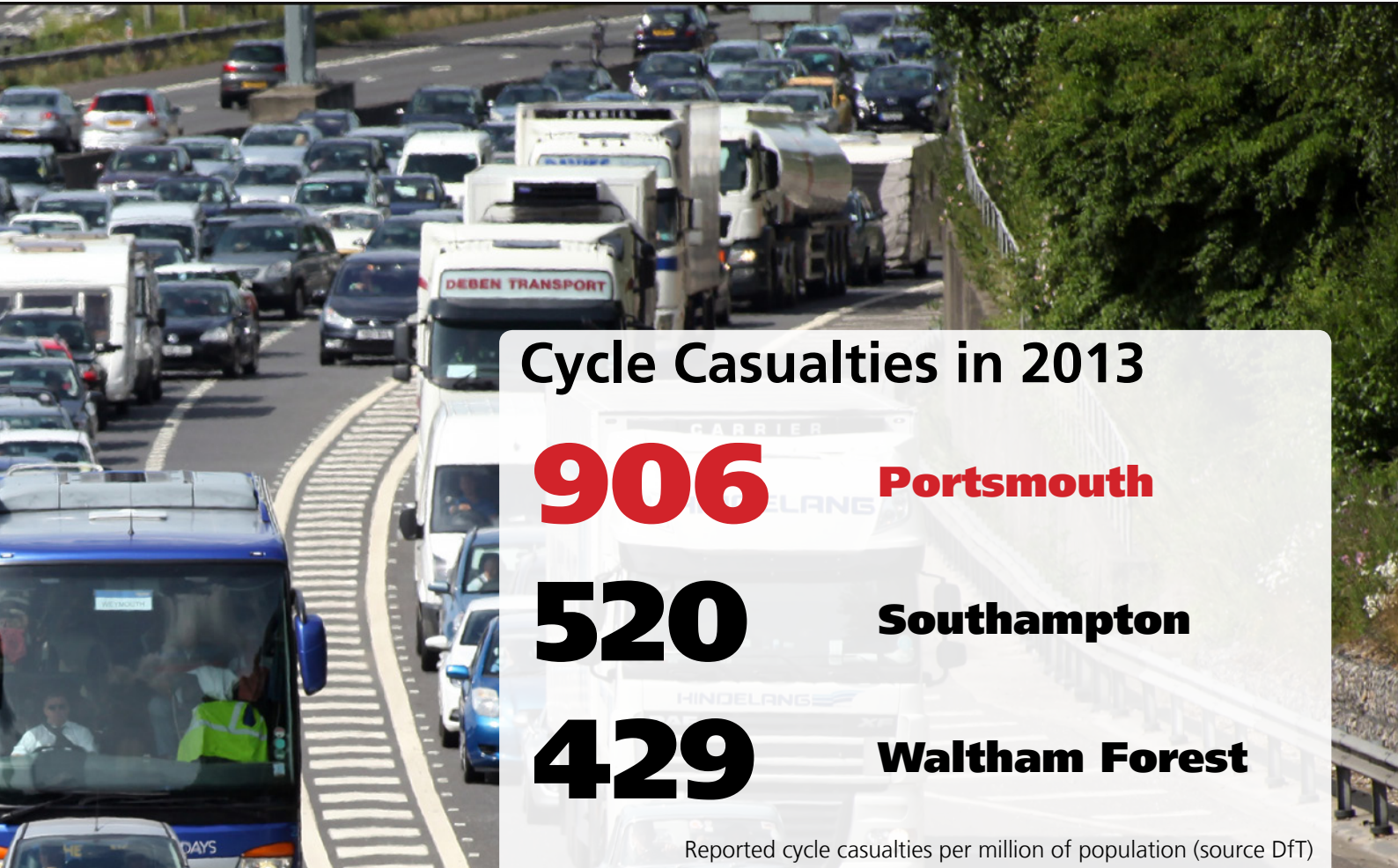
capacity in its transport system. The existing road network's capacity has been reached and there is no space for new roads. The dependence on the motor vehicle tends to push people to larger retail developments at the expense of our high streets. The development of improved public transport systems, although desirable, will take years and require huge investment.

Environment

Portsmouth has a serious air quality problem and this is largely due to vehicle emissions. It is thought that 600 early deaths in the city can be attributed to air pollution every year. Bold action is needed to reduce emissions to avoid punitive fines and the implementation of stringent Air Quality Management Areas.

Liveability

The city has become congested. Safety on the roads, particularly for cyclists and pedestrians has been seriously compromised. Journeys in the city are stressful and unpleasant. Busy roads divide communities and traffic noise blights thousands of lives. Public health officials recognise 'Healthy Sustainable Resilient Communities' to be a priority.



Cycle Casualties in 2013

906 **Portsmouth**

520 **Southampton**

429 **Waltham Forest**

Reported cycle casualties per million of population (source DfT)

One way to address all four of these areas together, maximising the return on investment, is cycling.

Portsmouth is unusually well suited to cycling. It is a flat, compact and temperate city where virtually any journey can be made by bike in just a few minutes. However, many people in Portsmouth are reluctant to make the choice to cycle due to concerns about the safety, security and convenience of cycling.

Currently Portsmouth has a very high rate of cycle accidents. There were 906 cyclist casualties reported per million of population in Portsmouth in 2013. By contrast Waltham Forest in North London, with a similar population density to Portsmouth had less than half that rate.

The vision for cycling in Portsmouth is that our roads will be transformed from being inherently unsafe for cyclists and pedestrians to being inherently safe. As the cycling casualty rate in Portsmouth falls people will perceive that it has become safe for them and their families to make more journeys by bike. The target is to halve casualties by 2020 and halve them again by 2025.

For people to choose to walk or cycle the conditions must be right and the right infrastructure needs to be in place. In a 2013 survey of Sky Ride participants, over 80% said they would definitely be encouraged to cycle more often if there were safer streets and cycle routes.

The target is to achieve a rate of 10% of journeys made by bike by 2020 and 20% by 2025. The increased rate of cycling will translate into major benefits for the health and wellbeing of Portsmouth's residents.

The city as a whole will benefit from re-engineering of Portsmouth's roads to make cycling safe: schoolchildren will be able to cycle safely to any school and pensioners and the disabled will not feel marginalised by the high volume and speed of traffic in the city's streets.

Portsmouth will reap dividends from the positive publicity associated with such a transformational project. Portsmouth will become a flagship city, recognised as the most attractive on the South Coast to live in, to work in and to visit.

Delivering the Strategy



Delivery of this strategy will be overseen by a cross-party sustainable transport working group reporting to the Leader of Portsmouth City Council.

The governing group will include stakeholders from businesses, healthcare bodies, educational institutions and community groups including Portsmouth Cycle Forum.

The crux of this strategy is to stimulate dramatic growth in the number of journeys made by bike. The growth of cycling, and the resulting fall in traffic will unlock great improvements in the city's health, environment, liveability and economy.

Making reductions in motor vehicle capacity will create space for cycling and increase overall road capacity as bikes use space more efficiently than motor vehicles.

This strategy is designed to support the Department for Transport's Cycling Delivery Plan, released in October 2014. Portsmouth City Council will enter into partnership with Central Government and Solent LEP to deliver the transformation in this ambitious strategy over 10 years. This will give priority access to funding and access to tools, incentives, knowledge sharing and sector expertise.

The delivery of the strategy will be divided into five key action areas:

- 1. Safety**
- 2. Transport**
- 3. Equality**
- 4. Leisure**
- 5. Planning**

Action Area 1: Safety

The perception that cycling is dangerous is one of the major factors that deters people from cycling. To address this requires a high standard of traffic engineering that prevents conflict between drivers, cyclists and pedestrians.

Portsmouth currently has one of the highest levels of cycle accidents in England. The major problems lie on the city's A and B roads. Most residential streets in Portsmouth already have 20mph speed limits. It is the faster roads that suffer most accidents and deter people from cycling.

The target is to halve the rate of cycling accidents and double the number of people cycling by 2020.



This will reduce the impact that road casualties have on families in the city and on health system. It will remove the major deterrent to cycling and enable the universal benefits of cycling to be realised.

Safety Actions

Short Term

Create and execute a cycle safety action plan – similar to that drawn up for London to address the immediate casualty crisis.

Research how cycle safety has been addressed in comparator communities e.g. Waltham Forest – which has similar population density to Portsmouth but less than half the rate of cycle casualties, York – a similarly sized university town and Copenhagen or Groningen which represent the European state of the art.

Adopt a mandatory hierarchy of use for streets across the city in extending the concepts from DfT's Manual for Streets. This will ensure that the safety of pedestrians and cyclists is considered before parking or an increase in motor vehicle capacity.

Offer drivers who hit cyclists and pedestrians in Portsmouth volunteering opportunities to support victims of road traffic accidents as an alternative to a fine.

Develop protected superhighways for cyclists serving the major routes into the city in the West, Centre and East of the Island. These will offer physical measures to prevent collisions between cyclists, motorists and pedestrians.

Develop the north-south cycle superhighways into network of direct, high capacity, joined-up consistent cycle tracks. This will include Dutch-style fully segregated lanes and junctions; mandatory cycle lanes, semi-segregated from traffic; and a network of direct back street Quietway routes on our 20mph residential streets.

Long Term

Action Area 2: Transport



Sources: DfT, Bothma & Papendrecht 1991

High quality cycle provision on the roads is essential for cycling to become attractive for popular transportation.

The city will provide direct routes which are convenient and easy to follow. Integration of cycling at transport hubs will simplify multi-modal journeys using public transport as well as the bike.

Creating space for cycling will reduce levels of motor traffic. These measures will benefit not

only cyclists but also those who need to drive, who will face less congestion, and pedestrians, who will enjoy cleaner, quieter and safer streets.

Cycling will bring benefits to business. The creation of space for cycling will greatly increase Portsmouth's capacity to bring customers to businesses.

Cycling favours local traders in local high streets, where studies have shown shoppers arriving by bike spend more.

Transport Actions

Short Term

Carry out a Cycle Level of Service Audit on all streets in the city to baseline the current transport system and to allow for detailed planning of new infrastructure.

Research the best ways to provide more space for cycling. Undertake modelling to identify the solutions which deliver the best balance of required cycle space and motor vehicle space.

Define a set of design standards for cycle infrastructure across the city to create a safe and consistent network.

Work with businesses to help them plan for their staff to use active travel and to provide the necessary secure bike parking and other facilities.

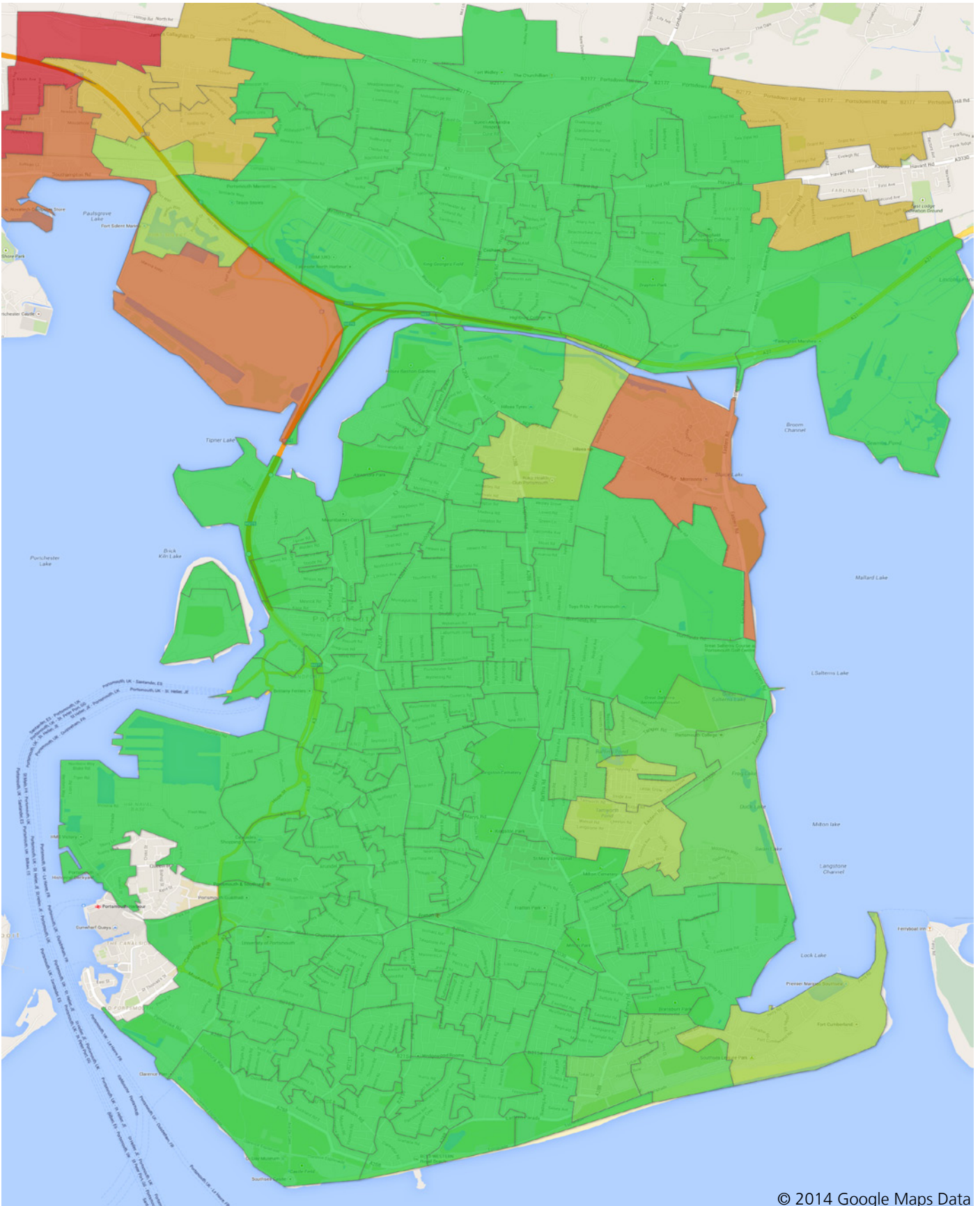
Introduce automated bike hire supporting transport hubs and major employment and leisure destinations across the city. Include bike hire in integrated ticketing as it is introduced for rail, bus and ferry services.

Implement protected superhighways for cyclists serving the major routes into the city in the West, Centre and East of the Island following or mirroring the A-roads that provide access for motorists, providing similar direct and uninterrupted connectivity that motorists enjoy.

Develop the north-south cycle superhighways into network of direct, high capacity, joined-up consistent cycle tracks. These will provide connectivity to residential streets giving safe cycle access to every property.

Long Term

Delivering the Strategy



© 2014 Google Maps Data

Journey time to nearest shopping area by bicycle versus car



Shorter

Similar

Longer

For most journeys in Portsmouth it is already faster to travel by bike. This map, compiled from Department for Transport statistics, shows in green areas where it is typically as fast if not faster to travel to the nearest shopping area by bike.

Action Area 3: Equality

The benefits of cycling should be available to everyone who wishes to cycle. Cycle infrastructure should be accessible to disabled cyclists using adapted cycles, child carrying bikes and cargo carrying bikes as well as standard two-wheeled cycles.

By adopting the concept of 'the inclusive bicycle' we will recognise that, because of the size of many non-standard types of bicycle and the possible limitations of riders, a more forgiving environment is required.

This will bring benefits of social inclusion and independent living to those who currently



depend on others for transport. Safe cycling will enable children to cycle to school transforming the traffic chaos that surrounds many schools at the start and finish of the day.

Equality Actions

Short Term

Establish a Vulnerable Road Users forum to inform cycle infrastructure design standards. This will ensure accessibility of the cycle infrastructure to all and remove conflict between users of cycle infrastructure and pedestrians. All cycle infrastructure should be accessible to all cyclists.

Develop city travel plans to target the needs of specific groups of everyday travellers including school children, students and business commuters.

Develop a travel plan for every school in the city to provide safe cycle access to every school in the city from all directions. Introduce controls on vehicle movements around schools at the start and end of the school day.

Develop cycle awareness and incentive schemes targeted at 14-16 year olds. This is the key age for intervention.

Commit to the Central Government ambition, stated in its Cycling Delivery Plan, that every child who can walk or cycle to school should do so. Portsmouth will aim to achieve this target.

Build on projects (e.g. Wheels4All) to develop cycle training for disabled cyclists with the goal of providing long term access to cycling as a means of travel and leisure. Wheelchair adapted bikes to be available for hire.

Implement a network of direct, high capacity, joined-up consistent cycle tracks designed to safely accommodate the young, the old and the less able-bodied as well as fit adult cyclists.

Long Term

Delivering the Strategy



Commuting by handcycle in Milwaukee

Action Area 4: Leisure



Portsmouth aims to become a major tourist destination. The city should be easy and pleasant to explore by bike.

Most adults returning to cycling do so first as a leisure activity. It is essential that those leisure rides work well to help encourage the shift from

the private car for other journeys.

The provision of pleasant routes to explore the historic locations and coastlines of the city will bring further activity into people's lives. This will deliver mental and physical health benefits fostering an active, social city.

Leisure Actions

Short Term

Make ferry ports easily and safely accessible by bike, and cycle access clearly navigable to visitors. Cycling is a growing market for cross-channel, Isle of Wight and local ferry operators. Brittany Ferries reported a 17% increase in cycle passengers between 2012 and 2013.

Promote regular events to get people cycling, tied in with local features and attractions. Close roads to create a traffic free environment for larger events.

Develop visitor hubs for cyclists with provision for cycling storage and designated cycle paths suitable for all in green areas e.g. Baffins Pond, Hilsea Lines.

Integrate leisure routes and superhighways in the city into the National Cycling Network to facilitate longer distance journeys.

Support hotels and guest houses in providing cycle hire and parking. Provide access to the city cycle hire scheme to visitors.

Work with local cycling clubs and British Cycling to reopen the Mountbatten Centre track as a training and coaching facility for sporting cyclists.

Develop quietways and greenways following the city's coastlines and connecting to visitor destinations. As flood defences are renewed cycle routes will be integrated along the coast of the island.

Long Term

Action Area 5: Planning

The planning system must embrace transport, active travel and cycling at its core. Planning will ensure regeneration and redevelopment takes the opportunity to develop and enhance the cycling and walking network.

Development will unlock funding. We will require developers to make a fair contribution to the development of active travel serving their developments.

We will use the planning system to address bicycle storage. New developments will be required to have secure cycle parking for all residents. We will also plan for cycle parking in the existing housing stock. The city is comprised



to a great extent of Victorian and Edwardian terraces, with limited rear access and storage space. Develop planning policy to encourage the secure storage of bicycles in such properties.

We will work to ensure adequate and secure cycle parking is provided at all retail, leisure and major employment locations.

Planning Actions

Short Term

The Cross-Party Sustainable Transport Working Group, which governs delivery of this strategy, will be a consultee on all planning applications that impact transport.

Develop planning policy to allow CIL contributions to be sought for improved sustainable transport infrastructure. All developments will be required to be fully integrated into the planned cycle network.

Consult on whether to prioritise planning applications for new homes where the developer commits to provide cycle storage for 75% or more of dwellings.

Consult on Mini-Holland schemes in Town Centres (e.g. Southsea, North End, Cosham) to become hubs for visitors walking, cycling and arriving by bus.





Consult on a city wide parking permit scheme to control the excess demand for car parking spaces.

Require all new developments to include adequate secure cycle parking in their plans. For residential developments this must include all residents and visitors, for commercial developments it must provide for staff and visitors. All new developments must be well connected to the cycle network and fully accessible to pedestrians and cyclists.

Develop a master plan for terraced streets. Include measures by which cycle storage can be incorporated into individual terraced properties and into the public realm, e.g. by reallocating car parking

Long Term

Benefits of the Strategy

	Portsmouth	Cambridge
 Cycling Rate <small>Source: 2011 Census</small>	4.6%	16%
 Early Death: Heart Disease <small>Source: Public Health England</small>	96.3 <small>per 100,000 population</small>	66.7 <small>per 100,000 population</small>
 Physically Active Adults <small>Source: Public Health England</small>	51%	64.7%
 Obese Children <small>Source: Public Health England</small>	21%	16.6%

Health

Portsmouth’s Director of Public Health sees active travel as the key means by which the major health problems which shorten the lives of many residents of the city. In Portsmouth nearly 60% of adults and around 35% of year six children are overweight or obese¹.

The lack of physical activity is a key factor in these levels of obesity. This leads to diseases including breast cancer, colorectal cancer, diabetes and coronary heart disease.

Introducing regular physical exercise combats obesity and will help to lengthen not just the life expectancy of our residents but the length of

their active life too. People will be healthier for longer. In the Netherlands, where cycling is part of everyday life, obesity rates are less than half those of the UK.

Cycling also brings mental health benefits. Research has shown that active commuters, like cyclists, felt better able to concentrate and under less strain than when travelling by car².

1. Portsmouth JSNA
 2. <http://www.bbc.co.uk/news/health-29175088>



Growth

The economic downturn has hit town centres hard. Nationally, two in every 15 shops are standing vacant, with some regions and cities suffering much more¹.

While providing more car parking is often touted as the solution, encouraging sustainable transport plays to the strengths of the local high street. Retailers over-estimate the contribution of drivers and many studies find users of sustainable modes spend more per month².

On a car parking space there is room for parking up to eight bicycles. Comparing the revenue of a single motorist to that of eight cyclists on an average shopping trip, bicycle parking potentially generates 4.5 times more revenue than one car parking space³.

The economy of the whole city is limited by the capacity of its transport system to bring consumer and goods together. The capacity of the roads can be greatly increased by dedicating space to cycling

We can calculate the capacity of the roads onto the Portsea Island very easily - a figure of about 15000 cars⁴ an hour, or about 18,000 people per

hour⁵ at average vehicle occupancy rates.

We know from census data that many times that number commute to work each day. It isn't hard to see why Portsmouth's traffic is so bad.

Fixing this for cars would be difficult without building additional motorway bridges into the city, and urban motorways down the island. Even this may not provide more than a brief respite.

Cycles use roads more efficiently, with up to seven times more people able to travel on the same road space⁶. Improving cycling infrastructure is much cheaper than building new motorways and has much less impact on the existing city. Reallocation of one lane of road space at Hilsea and one at Eastern Road could increase the capacity from 18,000 people per hour to 33,000.

1. Butler 2014
2. Clifton et al 2013
3. Copenhagen Bicycle Account 2012
4. DfT Design Manual for Roads and Bridges
5. DfT Table NTS0905

Bothma and Papendrecht 1991



Environment

Portsmouth has some of the highest levels of air pollution in the south east. According to the Department for Environment, Food and Rural Affairs, air pollution in Portsmouth is the third worst in the region.

Portsmouth is one of nine cities that have been given three more years to reduce NO₂ pollution by the European Commission¹. Should the city fail to meet its target punitive measures could be enforced.

Air pollution from NO₂ and minute particles of partially burned soot is recognised by the government and medical experts as the second-

biggest public health threat after smoking, costing the UK an estimated £20bn a year². In Portsmouth it is estimated that 600 early deaths every year are directly attributable to air pollution³.

The primary source of air pollution in Portsmouth is motor traffic⁴. It is therefore of paramount importance to reduce the level of pollution from this source.

1. <http://www.theguardian.com/environment/2012/jun/28/uk-cities-ban-polluting-traffic>
2. DEFRA Air Quality Strategy
3. Meeting with Director of Public Health
<http://www.portsmouth.gov.uk>



Liveability

Interventions to boost cycling create better places. Making residential streets cycle-friendly, by cutting rat-running and calming motor traffic, will benefit cyclists, pedestrians, and residents.

Streets with little motor traffic are popular with cyclists and pedestrians, and encourage people to make friends with neighbours and spend time on their streets¹.

In Vancouver, a study of new cycle tracks suggests they may have made pedestrians perceive the block as 'less polluted, less overcrowded, more stimulating, and more peaceful'². A recent US study examined how seven new protected bicycle lanes affected local pedestrians. At all sites pedestrians tended to report fewer pavement cyclists, while at most sites, reported benefits included lower driving speeds, safer crossings, and better walking environments³.

In Portsmouth many communities are divided by busy streets. The lack of availability of car parking is one of the most contentious issues with local people. In many areas there are simply





not enough parking spaces to meet demand. The solution will be to reduce demands by switching more journeys to cycling.

The reduction of traffic noise will bring huge benefits. Traffic noise can cause hypertension, heart disease, stress and sleep disturbance. Changes in the immune system and birth defects have been attributed to noise exposure⁴.

Cycling on quiet, safe streets will enable our children to become more independent. They will once more be able to cycle to school and to visit their friends without the fear of traffic. This will help foster a healthier, more confident generation.

1. Hart and Parkhurst 2011
2. Jay 2014
3. NITC 2014

Targets

	2020	2025
 Rate of Cycle Accidents <small>Per million of population</small>	450	225
 Perceived Safety <small>Percentage of non-cyclists who think cycling is safe</small>	50%	80%
 Cycling Rate <small>Percentage of all journeys made by bike.</small>	10%	20%
 Active Travel to School <small>Percentage children walking or cycling to school</small>	60%	80%

The essential improvements to the health, wealth, wellbeing and environment of the city can all be realised by reducing motor vehicle use and increasing cycle use. In order to do that it is essential to provide safe, attractive and convenient routes for people to cycle on.

The number of commuting journeys made by bike at present in Portsmouth is 4.6%. Portsmouth has geographical and demographic features that suggest cycle mode share should be much higher.

Cambridge has a rate of 16%, York (a city with an almost identical working population to Portsmouth) 8%. Groningen in the Netherlands represents a similar sized city to Portsmouth and has cycling rates in excess of 50%.

In order to increase cycle use in Portsmouth it is essential to focus on safety. The rate of cycle

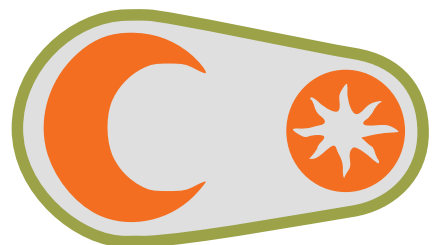
accidents in Portsmouth is one of the highest in the country so the rate of accidents must be reduced.

It is also important to improve how safe people perceive it to be. At present in the UK 48% of cyclists currently feel it is too dangerous and 67% of non-cyclists, according to DfT statistics.

The key measurements to monitor the success of this strategy will be:

- 1. Actual Safety** - The real level of accidents suffered by cyclists;
- 2. Perceived Safety** - The perceived level of hazard cyclists face;
- 3. Cycle Share** - The proportion of **all** journeys made by bike and the number of active journeys made to school.

These targets will be measured and reported annually over the ten-year life of this strategy.



Agenda Item 4

Additional Information requested by TECS Scrutiny Panel

March 2017

Marking individual parking bays in residential streets

Marking out individual parking bays has been trialled but proved to be largely unsuccessful, in fact reducing the amount of parking space available. The different length of vehicles is one reason for this. Each bay is marked to a length that allows room to manoeuvre and to accommodate longer vehicles like estate cars: the majority of cars, particularly with the increase in the popularity of smaller models, require less space and can park closer together. Therefore, although vehicles are neatly spaced out and it is easier to access spaces, up to 3 metres can be wasted between each car or motorcycle parked in a bay.

During the trial, residents felt that the initial effect was positive but after just a few weeks motorists simply ignored the markings. No action can be taken against vehicles that park over the lines, even if it were possible to identify the vehicle that first parked incorrectly. Once a vehicle has parked over a bay marking others are forced to do the same, and the markings become redundant.

Generally, residents are aware of the parking difficulties in the city and make an effort to park sensibly, because it is frustrating driving around looking for a space to park and finding the few available are too small for your vehicle. As well as sometimes seeing awkward-sized gaps you will see many vehicles currently parked very close to each other - spacing vehicles out equally within marked bays does not create more space. High installation and maintenance costs add to the reasons why repeating the exercise would not be worthwhile.

Although it can sometimes appear that drivers have parked vehicles badly, uneven-sized spacing is usually the result of different-sized vehicles parking and re-parking over the course of each day. This can make it look like a particular vehicle has parked badly, when in fact it was parked in a regular space some time earlier and those around it have moved.

Echelon parking (bays marked approximately 45' to the kerb)

The following does not preclude an echelon parking arrangement from being considered, but its suitability in residential streets is rare as the roads have insufficient width. Baffins Road (12 metres wide) and Clarence Parade (16 metres wide), are given as examples below.



- Echelon bays marked at 45 degrees take up a 3m width each (to allow for doors to open). Small cars can park parallel to the kerb within just 4m of space. This means only up to 1-2m is gained with each echelon bay, and not double the amount as is often assumed.
- On a typical 7m wide residential street, there is insufficient width to accommodate echelon parking and facilitate moving traffic –
 - Approximately 2m highway remains: refuse collection vehicles, fire engines etc. are 2.5m wide (wing mirrors excluded)
 - Two-way travel is impossible, so this measure can only be considered for one-way residential streets
 - Impossible for most vehicles to manoeuvre in and out of the bays without mounting the footway due to insufficient carriageway
- No additional space is gained by replacing **two sides** of parallel parking with **one side** of echelon parking; the amount of space available is reduced and half of residents are unable to park outside their properties.
- The differing and varied requirements of local residents should be considered –
 - Disabled bays:
 - Some bays would be moved to the opposite side of the road and outside another resident's house

- Disabled bays are marked wider than regular parking bays, which is difficult to accommodate when a bay is no longer required or a new bay is to be installed.
- Any vehicle longer than a regular car can cause problems overhanging the carriageway and/or the footway
- When parked, motorcycles take up less than 3m (the width of an echelon bay), which can also reduce the amount of space as vehicles either side cannot park any closer to make the best use of the space available

Automatic Number Plate Recognition

Automatic Number Plate Recognition (ANPR) is a tool which uses Optical Character Recognition to identify the numbers and letters on a number plate for a number of different purposes.

ANPR is currently used by PCC Parking for two purposes.

- Camera enforcement of Bus Lanes and school Zig Zags
- Identification of untaxed vehicles

We are currently investigating options for the future deployment of ANPR in the city, and are considering uses around emission data and off street car parking charging, subject to legislative changes.

School Zig Zags

Yellow zig zag lines are implemented outside school entrances to provide a clear access and egress from schools for pupils and parents, thereby providing protection from traffic.

Zig Zags restrictions are stated by the accompanying signage, outlining the times of operation for the zig zags. Generally zig zags are in force between 08:00 - 16:00, and motorists are legally permitted to park on the yellow zig zag lines outside of the hours marked on the signs, unless other road markings indicate otherwise such as DYLS or SYLS.

The main reason for not specifying "term time only" or something similar is to preserve the effectiveness of the restriction where vulnerable people (in this case, children) are likely to be present in high numbers. Not everyone is aware of when term times are, and these can vary across the country and also locally, particularly in relation to inset days.

During the holidays, school buildings are often used for clubs and activities, and therefore it cannot be assumed that no children will be around the premises. Once one motorist has decided the school appears to be closed and parks a vehicle, others are likely to follow instinctively without giving thought to the school entrance. This could result in nose-to-tail parking and children trying to cross in between cars with approaching motorists unable to see them.

Enforcement of the zig zag restrictions is undertaken by Parking Civil Enforcement officers, incorporating camera based enforcement from 2017.

PCC Fleet and Fleet Services

Portsmouth City Council's Transport Planning Team supports a number of departments in their fleet vehicle requirements. The team ensures corporate legal compliance in all aspects of vehicle and driver management, and is able to better utilise the councils fleet providing efficiency and supporting best practice.

Portsmouth City Council's fleet is currently made up of 146 vehicles (January 2017). These vehicles are largely vans and minibuses spread across 11 of Portsmouth City Council's services and carrying out a variety of operational tasks.

Three electric vehicles have also been introduced to the Portsmouth City Council corporate hire car fleet, including two cars and a van. These produce zero emissions and have no fuel costs, providing a fuel efficiency saving for Portsmouth City Council.

Portsmouth City Council operates its fleet under a Community Bus Section 19 Exemption licence. This is a special Operator licence under the 1985 Transport Act which allows 'Not for Profit' organisation such as Local Transport Authorities, schools and charities to operate transport. The Transport Planning Team ensures that Portsmouth City Council is operating under this licence and complying with the standards set out in the 1985 Transport Act. Portsmouth City Council must comply with the requirements of the Section 19 licence and therefore can only operate transport 'Not for Profit' working with charities, schools and other Portsmouth City Council directorates.

Our Integrated Transport Unit, who transport looked after and vulnerable children from home to school as well as adults to Portsmouth City Council Adult Day Care services carefully co-ordinate the scheduling of services allowing the spare capacity of 16 seater minibuses to be utilised throughout the working day. This has allowed the team to develop a minibus hire scheme through Traded Services, and has proven very popular for schools wanting to book transport for one off trips and regular bookings. Portsmouth City Council offer:

- Modern vehicles, well-equipped and compliant with current legislation
- Available to hire by the hour
- Qualified and enhanced DBS checked drivers trained in the transportation of children and vulnerable users
- Professional and experienced staff managing bookings
- Full risk assessments undertaken
- Easy to understand and transparent costing options

Further opportunities

Further opportunities are being explored and developed to promote fleet management to external customers through traded services. With the wealth of experience in delivering transport services and fleet management, Portsmouth City Council can provide technical and practical support to enable other organisations to operate their vehicles with confidence, compliant with current legislation.

What we can offer other organisations:

- Help with the purchase or hire of your own vehicle
- Annual management of your vehicle e.g. arranging repairs, services and MOTs
- DVLA driving licence checks for drivers
- Supply fuel cards to simplify fuel payments
- Design and brand other organisation vehicle
- Professional advice and support regarding Section 19 Operator Licencing for schools
- Wheelchair passports, which includes a risk assessment of the wheelchair and its passenger
- Risk management support for transport to school, day centre activities and excursions
- Training courses for drivers, taxi drivers and passenger assistants/escorts, including MIDAS minibus driver training, Safe Transportation of Passengers, Safe Transportation of Wheelchairs and Disability Awareness training for taxi drivers

Further to the above, Portsmouth City Council are also promoting that their 16-seater minibuses are available for hire for one off trips and regular bookings. This allows for Portsmouth City Council's minibus fleet to be utilised throughout the day, between school start and finish times.

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trial
ended

Westminster to pilot parking surcharge for diesel cars

PARKING

by Rik Thomas

expanding a trial of semi-trailers, with a to be permitted on Great Britain.

trial was launched whereby up to 1,800 trailers were permitted on roads. The trial

trailers of 14.6 metres in length 2.85 metres longer

trailers give a length of 17.5 metres respectively.

Department has now the vehicle cap the trial is being further five years.

be invited to bid the larger allocation Campaign for Better criticised the deci-

DIESEL CAR drivers will have to pay more to park in pay & display bays in the Marylebone area from 3 April under plans announced by Westminster City Council.

The pilot scheme will apply only to visitors to Marylebone, with resident permit charges remaining unchanged.

The diesel surcharge will add 50% to the current parking rate of £4.90 an hour for on-street parking. Drivers are currently able to park per minute up to a maximum of four hours, meaning that charges will be 8p per minute for petrol-engined cars and 12p per minute for diesels.

Westminster says Marylebone



suffers some of the highest pollution levels in London, given the area's location, mix of land uses, building density and type, and the number of vehicle trips.

The council says money raised from the policy will be spent on initiatives to promote "sustainable transport".

Councillor David Harvey, Westminster's cabinet member for environment, sports and com-

munity, said: "We have consulted with our partners and local stakeholders on this practical step in improving our health and wellbeing..."

"Additional charges for diesel vehicles will mean people think twice about using highly polluting cars and invest in cleaner transport that will make a real difference in the quality of air we breathe and our environment."

Westminster is believed to be the first UK local authority to propose charging drivers of diesel vehicles extra for pay & display parking.

Islington, Kensington & Chelsea, and Camden all charge a diesel surcharge on residents parking permits and Hammersmith & Fulham and Merton plan to follow suit.

The first London borough to charge different residents parking rates for different vehicle emission levels was Richmond in 2007. This, and subsequent schemes in other local authorities, was based on a vehicle's carbon dioxide emissions, which tended to favour diesel cars because their per-mile CO2 emissions are less than comparably-sized petrol engined vehicles.

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