

Title of meeting: Traffic and Transportation - Decision Meeting

Date of meeting: 28 July 2022

Subject: Proposed 'Active Pompey Neighbourhoods' Consultation

Report by: Tristan Samuels - Director of Regeneration

Wards affected: Central Southsea

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 This report is seeking approval from the Cabinet Member to engage residents and businesses within the Central Southsea ward via consultation to help develop proposals for the first 'Active Pompey Neighbourhoods'.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1. Notes the requirements for consultation to inform the future direction of 'Active Pompey Neighbourhoods'.

2.2. Approves both the initial informal consultation and further formal consultation, drawing on feedback received, following this.

3. Background

3.1 Between the period of 2010 - 2019, vehicle miles grew year-on-year, and despite the coronavirus pandemic, there are still large volumes of traffic in Portsmouth, with 0.646 billion vehicle miles travelled in the city in 2020¹.

3.2 Major 'A' roads are typically designed to carry higher volumes of vehicles. Unfortunately, local streets, as routinely found in Central Southsea and classified as Minor 'B' or 'C', are often used as cut-throughs to avoid the main or arterial roads, and have seen an increase in motor traffic volumes in recent years².

¹ <https://roadtraffic.dft.gov.uk/local-authorities/82>

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1028165/road-traffic-estimates-in-great-britain-2020.pdf

This brings about negative consequences for local residents such as higher risk of collisions, worsening air quality, and creating unwanted noise pollution.

3.3 Data has shown that pedestrian casualties are more likely to occur on minor roads than major roads³, and within the proposed area, there have been a total of 9 pedestrian casualties and 18 cycling casualties during the period 01/12/2018 - 30/11/2021. Additionally, the lack of safer roads are a major reason as to why people do not cycle more⁴.

3.4 The 'Active Pompey Neighbourhoods' project aims to remove or reduce the overall volume of non-local traffic from the area selected, while still allowing access for motor vehicles. Where similar schemes have been implemented, they have shown a range of benefits, including improvements to air quality, benefits to local businesses where those who walk and cycle spend more⁵, increases in physical activity, lower car-use for short trips and greater interaction between neighbours⁶.

3.5 There are a range of measures that can be used to construct the 'Active Pompey Neighbourhoods', these include, but are not limited to the following:

- a) **Modal Filters** - Bollards or planters that allow access for walking and cycling but stop motor vehicles.
- b) **Diagonal Filters** - Bollards or planters placed diagonally through a crossroad, minimising the need for reversing.
- c) **Banned Turns** - allowing motorised vehicles to only turn in certain ways at junctions in residential streets.
- d) **One-Way Streets** - allowing motorised vehicles to travel in one direction along residential streets.

3.6 To understand the issues and implications of implementing an 'Active Pompey Neighbourhood', a period of initial informal consultation is essential to develop the detailed design that support the needs of the local community, prior to any formal consultation. Residents will be asked what their perception of the area is, what the issues are in their local area, what measures, if any, they would like to see implemented, and their anticipated benefits from the scheme.

3.7 Formal consultation on the design of the scheme will then be held, following the feedback received from residents, allowing for further feedback and revisions if necessary.

³ <https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068>

⁴ <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020/walking-and-cycling-statistics-england-2020>

⁵ <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004948/low-traffic-neighbourhoods-residents-survey.pdf

4 Reasons for recommendations

- 4.1 An initial informal consultation will allow for relevant feedback that will be used to inform the future design and potential implementation, if successful, of 'Active Pompey Neighbourhoods'.
- 4.2 Following the informal consultation, designs will be drawn up to allow for further formal consultation. If the scheme requires a Traffic Regulation Order, this will follow the agreed statutory process.
- 4.3 The introduction of 'Active Pompey Neighbourhoods' supports the Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)) strategic objective to prioritise walking and cycling, emphasising the requirement of making the '...street environment safer, more attractive, and convenient for walking, cycling and micromobility, particularly for local trips...'⁷
- 4.4 It is anticipated that implementation of 'Active Pompey Neighbourhoods' will:
- Make residential and neighbourhood areas more pleasant and liveable for all. This includes improving air quality, reducing traffic noise, and improving road safety.
 - Create quieter and safer routes for active travel, improving accessibility for sustainable modes of travel.
 - As the neighbourhood contains four schools, reducing motor vehicle traffic will have a significant benefit for the health and wellbeing of young people.
 - Improve wellbeing, connectivity, and the sense of community in the neighbourhood.

5 Integrated impact assessment

5.1 An Integrated Impact Assessment (IIA) has been undertaken for the 'Active Pompey Neighbourhoods', and is included as Appendix A.

6 Legal implications

- 6.1 There are no legal implications arising directly from the recommendations in this report as no detailed scheme has been designed or proposed for implementation at this informal consultation stage.
- 6.2 As and when a detailed scheme comes forward, Legal Services will advise and assist in respect of its implementation, including advising on relevant formal powers and procedures available to the Council including those within the Highways Acts and the Road Traffic Regulation Act 1984.

⁷ <https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf>

7 Director of Finance's comments

7.1 The costs of the informal and formal consultations will be met from existing Cash Limited budgets.

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Signed by: Tristan Samuels, Director of Regeneration

Appendices:

A - IIA

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
Road Traffic Statistics	https://roadtraffic.dft.gov.uk/local-authorities/82
Motor traffic on urban minor and major roads: impacts on pedestrian and cyclist injuries	https://www.icevirtuallibrary.com/doi/full/10.1680/jmuen.16.00068
Low Traffic Neighbourhoods Residents' Survey	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004948/low-traffic-neighbourhoods-residents-survey.pdf
Local Transport Plan 4	https://www.portsmouth.gov.uk/wp-content/uploads/2021/11/74.633-Local-Transport-Plan-2021-Final-Accessible.pdf

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

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 Signed by: