

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Jason Fazackarley, at his meeting held on Wednesday, 12 March 2014 at 10.00 am in the The Executive Meeting Room, 3rd Floor, of The Guildhall, Portsmouth.

Present

Jason Fazackarley

Jim Patey
Councillor Ken Ellcome

5. Apologies (AI 1)

There were no apologies.

6. Declarations of Members' Interests (AI 2)

There were no declarations made.

7. Traffic Regulation Order: The Portsmouth City Council (HB Coniston Avenue Residents' Parking Scheme) (Amendment) (No.49) Order 2013 (AI 3)

Nikki Musson, Operational Transport Planning Officer, introduced the report and explained that in October 2013 a petition was received from 12 of the 13 residents of Coniston Avenue requesting that the 2-hour free parking period be removed and for the avenue to become 'HB Permit Holders Only'. Public consultation for the proposed change took place and one objection was received from the Churchwarden of the adjacent church premises (St Alban's Church), requesting that some short time parking is required for funerals and weddings.

Councillor Ken Ellcome expressed his disapproval at the proposal and felt that this order would just displace the problem elsewhere into neighbouring roads which is unfair. Coniston Avenue is a public highway maintained at public expense and should not be any different to any other road in the city.

Councillor Sanders was observing from the public gallery and as he is ward councillor for Baffins, Councillor Fazackarley invited him to the table to give his views on the issue.

Councillor Sanders explained that Coniston Avenue is a very small narrow road with some of the 13 houses having off street parking. He felt that the church users weren't the problem and that it was the youth club. He urged Councillor Fazackarley to support the residents request and felt that the surrounding roads could easily accommodate the church users.

DECISION: The Cabinet Member approved the proposal to amend the existing order as advertised.

8. Enforcement of Bus Lanes & Bus Gates (Stage 2) (AI 4)

Michael Robinson, the Parking Manager, introduced the report and explained that to ensure that bus services maintain a quick and consistent journey in Portsmouth it is essential that the bus lanes are kept free. It is proposed to install a semi-static camera enforcement system where it is perceived that high non-compliance occurs.

Councillors Ken Ellcome and Jim Patey both expressed their support for this proposal.

DECISION: Councillor Fazackarley approved the purchase and use of semi-static camera enforcement system for all appropriate bus lanes and bus gates.

9. Battenburg Avenue Traffic Calming Scheme (AI 5)

Amber Kerens-Bathmaker, the Road Safety and Sustainable Transport Officer, introduced the report and explained that installing speed cushions would decrease traffic speeds within Battenburg Avenue and improve road safety.

Written representations had been received from Hilsea ward Councillor Alistair Thompson in support of the proposal, which had been circulated to members and officers prior to, and at, the meeting.

Councillors Ken Ellcome and Jim Patey both expressed their support for this proposal as ward councillors were in support and the proposals would go towards good road safety measures.

DECISION: Councillor Fazackarley approved Option 1, consisting of four sets of two speed cushions from the bend east of Kearsney Avenue to just east of the Cliffdale Primary School within Battenburg Avenue, for implementation and agreed that a Traffic Regulation Order (TRO) is made and advertised regarding the proposed installation of traffic calming in Battenburg Avenue.

10. Henderson Road Proposed Traffic Calming Scheme (AI 6)

Tracey Shepherd, Traffic Engineer, introduced the report and explained that Henderson Road is very wide in places and because of the length of the road there are issues with speeding traffic. Following a request from ward councillors, local residents will be canvassed to seek their views on a number of traffic calming measures.

A deputation was heard from Eastney and Craneswater ward Councillor Luke Stubbs who explained that he does receive complaints of speeding traffic in

Henderson Road. He asked if Vehicle Activated Signs could also be considered as people do observe these signs and tend to slow down. He also requested that the four cul-de-sac roads and the two one-way roads be consulted.

Councillor Ken Ellcome referred to a residential area in Portchester which has build-outs and coloured pavements as part of an initiative for traffic calming, which he felt was very effective and has also improved the environment. Councillor Fazackarley suggested that a site visit be arranged to view this area, off of White Hart Road.

DECISION: Councillor Fazackarley approved Options 1, 2, 4 and 'Do Nothing' for submission to residents for consideration for implementation within Henderson Road and requested an Option 5 to also be considered for the implementation of Vehicle Activated Signs.

The Cabinet Member also requested that Ringwood, Fordingbridge, Minstead, Gritanwood and Cabnam Roads, Lidiard Gardens, Dunn Close and Tamarisk Close be consulted and that once the consultation has been completed, the results are submitted to a future Traffic and Transportation portfolio decision meeting for consideration for implementation.

11. Forecourt Parking on Goldsmith Avenue (AI 7)

Pam Turton, Assistant Head of Transport and Environment, introduced the report and explained that the Highway Authority will continue to support the approach to create individual private accesses onto the strategic highway network.

Councillor Ken Ellcome sought clarification that all houses in Goldsmith Avenue are included and not just some. Claire Upton-Brown, the City Development Manager explained that each application would be looked at on a case by case basis, looking at the planning policy and all evidence. Any application will also have to ensure that the surface of the proposed forecourt would be of a permeable material so as to ensure there would be no surface water run-off.

DECISION: Councillor Fazackarley agreed that the Local Highway Authority continues to operate a policy to resist the formation of private vehicular accesses to the Strategic Road Network in principle in order to protect the integrity and functionality of the SRN and promote the safety of all road users. There is a Saved Policy (DC26) from the previous Local Plan (2001-2011).

The Cabinet Member also agreed that the Local Highway Authority depart from policy in respect of the section of Goldsmith Avenue both sides of the junction with Ruskin Road where it is likely that no highway objection will be raised in principle to planning applications seeking permission to form individual private vehicular accesses subject to there being no over-riding highway safety concerns.

12. Southsea Town Centre Improvements: Osborne Road (AI 8)

Bruce Bolton, Project Manager, introduced the report and explained that the proposals have been the subject of extensive consultation and have been modified to address a substantial number of the concerns raised by consultees. The scheme will provide an improved and enhanced street scene for pedestrians and cyclists.

Deputations were heard from Mr Peter Cairns and Marie Jenkins (Regional Campaigns Officer, RNIB) both objecting to the proposals who included the following points in their representations; bus stops should be moved further along Clarendon Road, queues at bus stops create major issues for visually impaired, concerned about the crossing points in Osborne Road, kerb design is not suitable for long cane users and guide dog users and they will have insufficient information to make safe judgements, visually impaired will be facing a worse situation than before, this proposal creates more hazards.

A deputation was also heard from Councillor Hugh Mason who proposed a number of amendments, which have the support of the other ward Councillors Andrewes and Eddis. Councillor Hall, the Cabinet Member for Planning, Regeneration and Economic Development also supports these amendments.

- Osborne Road - 'the seating outside Debenhams will be retained and improved.' The reason for this addition is that the present seating is much appreciated and it provides relief from standing for a wide variety of people waiting there for the bus.
- Osborne Road - 'signage welcoming people to Southsea Shopping will be placed at an appropriate location at the western end of Osborne Road at its junction with Duisburg Way; the signage being to a design which is used throughout Southsea'. The reason for this addition is to encourage tourists and passing trade to use the shopping centre.
- Palmerston Road - 'the barriers will be designed to a high standard and will be constructed by a local craftsman'. The reason for this addition is that the area deserves better than purely functional steel gates. The gates which have been designed for some of our local educational establishments have been of a high standard and have attracted favourable comment. Palmerston Road deserves no less.
- Palmerston Road - 'renovation of stone planters and the planting of vegetation suitable for the environment of Palmerston Road'. The reason for this amendment is that the decorative vegetation which is in the planters at present has not prevented their use as ashtrays and litter receptacles.
- The deletion of the one way working in Palmerston Road. One way working in Palmerston Road would lead to an unacceptable use of minor roads for access by heavy vehicles.
- Clarendon Road - 'the bus stop immediately to the east of the repositioned zebra crossing to be removed and replaced with a loading and unloading bay with a 20 minute waiting time. The reasons for this amendment are that a) the 43 metre bus stop to the west of the zebra crossing is more than adequate for the service level, b) people wishing to travel to the city centre will not have to guess which bus will come first and c) the loading and unloading bay in close proximity to the shops will alleviate the concerns expressed by some local traders.

A deputation was heard from Councillor Peter Eddis who agreed with the amendments raised previously by Councillor Mason and added that short term parking and disabled parking bays are important, this is not a through route it is a destination, buses going west are more likely to be on time and not bunched as they are at the start of their journey.

A deputation was also heard from Councillor Luke Stubbs who felt that the consultation meetings had been well attended although it was difficult to assess public feeling. He questioned how the buses would get through Osborne Road when delivery vehicles were parked. He also questioned whether cycling would be prohibited or not.

Written deputations were submitted from Alexander Lyle (a resident of Clarence Parade) and from Chris Bainbridge, First Bus. Both were circulated to members and officers prior to and at the meeting.

In response to comments made, Bruce Bolton explained that the concerns of a 'rat run' could be monitored as works are implemented as to whether this occurs or not. The seating will be improved and he concurred that a local craftsman will be involved in the design of the barriers. Deliveries will operate as they do now. The commissioning of the Road Safety Audit will be available once it has been completed.

Pam Turton reported that cycling would not be permitted and that the appropriate levels of enforcement will be undertaken when the scheme goes on. With regards to the low level planting, both ward councillors and businesses will be consulted.

Councillor Ken Ellcome explained that he did not have an issue with the proposed amendments from Councillor Hugh Mason. The bus company had requested two stops in their written representation. He felt that there were a huge number of unanswered questions before the proposal goes out to consultation. Councillor Ellcome also referred to Alexander Lyles written representation and the reference to the positioning of trees along Osborne Road. Councillor Patey was also in agreement with these comments and was concerned to see that ward councillors and Kevin Joyner from the Police had not been consulted.

Bruce Bolton responded by saying that he had met with the Police and Pubwatch to discuss the proposals, although not specifically Kevin Joyner.

DECISION: Councillor Fazackarley approved the proposals concerning Southsea Town Centre (Osborne Road, Palmerston Road) as contained within the report and shown in the drawing numbered HW1817/002/AQ, and the additional proposals as listed below, for consultation and implementation.

- Osborne Road - 'the seating outside Debenhams will be retained and improved.'
- Osborne Road - 'signage welcoming people to Southsea Shopping will be placed at an appropriate location at the western end of Osborne

Road at its junction with Duisburg Way; the signage being to a design which is used throughout Southsea'.

- Palmerston Road - 'the barriers will be designed to a high standard and will be constructed by a local craftsman'.
 - Palmerston Road - 'renovation of stone planters and the planting of vegetation suitable for the environment of Palmerston Road'.
 - The deletion of the one way working in Palmerston Road.
- Clarendon Road - 'the bus stop immediately to the east of the repositioned zebra crossing to be removed and replaced with a loading and unloading bay with a 20 minute waiting time.

13. Councillor Jim Patey (AI)

Councillor Fazackarley wished to record that this was Councillor Patey's last Traffic and Transportation meeting as he was due to stand down as a councillor in May. He thanked Councillor Patey for all his hard work and input and wished him well in his retirement.

The meeting concluded at 11.50 am.

Jason Fazackarley
Cabinet Member for Traffic & Transportation