

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Ken Ellcome, at his meeting held on Thursday, 5 February 2015 at 5.00 pm in the The Executive Meeting Room - Third Floor, The Guildhall

Present

Councillor Ken Ellcome

Councillor Ken Ferrett
Councillor Stuart Potter

4. Apologies for Absence (AI 1)

Councillor Lynne Stagg had sent her apologies for absence.

5. Declarations of Members' Interests (AI 2)

There were no declarations of members' interests.

6. Kimbolton Road One-way (TRO 73/2014) (AI 3)

Councillor Sanders spoke as a ward councillor and welcomed the report asking about the timing of the monitoring of Lichfield Road as other roads in the area may also be interested in adopting one way schemes. He also asked where the saving on this scheme would be used. Councillor Ellcome replied that the surplus for this project would be used to extend the zebra at Baffins/Milton Roads, which was TLP funding. The Head of Transport & Environment's representative, Tracey Shepherd reported that officers would continue to monitor Lichfield Road for the next six months and it was hoped that the implementation of the one-way in Kimbolton Road would assist them in forming an opinion.

DECISION:

That, given the results of the informal and formal public consultations, the decisions taken at the October 2014 meeting are upheld:

- a) **To implement a one-way traffic scheme (South to North) in Kimbolton Road;**
- b) **Lichfield Road is monitored with the view to implementing a one-way scheme in the future should it be deemed necessary and/or supported by residents.**

7. Farlington Playing Fields car park (TRO 78/2014) (AI 4)

Nicola Waight presented the Head of Transport & Environment's report. Councillor Ellcome had received a number of representations and requests to improve the state of the car park. He felt that those using the car park for recreational use should not be badly affected due to the limited hours of enforcement (10 am - 4 pm). With regard to the pay and display charges he wished to address some of the representation and would reduce the season ticket prices as set out within the decision.

DECISION:

That the order be approved as advertised, with the following changes to the proposed season ticket charges:

- **3 months at £120**
- **6 months at £200**
- **Annual at £350**

8. Parking restrictions in various locations (TRO 77/2014) (AI 5)

Nicola Waight presented the report on behalf of the Head of Transport & Environment and wished to add an extra recommendation regarding Ferry Road. Councillor Sanders asked when the alternatives would come forward regarding Ferry Road. It was reported that officers were working on this but there were some legal issues that would affect the timeframe. Councillor Sanders also highlighted the concern regarding protection of the dropped kerb at Whitecliffe Avenue as there may be an extension to the double yellow lines to help indicate where this was.

DECISION:

That the Order is brought into operation as advertised, with the following exceptions:

- (i) **the proposal to reduce the double yellow lines on the south side of Devonshire Avenue (west of Prince Albert Road junction) in light of the response from Portsmouth Cycle Forum;**
- (ii) **the deletion of the proposed extension of double yellow lines in Ferry Road (as referred to in paragraph 4.3 of the report) so that proposals for the whole of this road can be considered.**

9. Montague Road - results from public consultation on one-way (AI 6)

Tracey Shepherd presented on behalf of the Head of Transport & Environment and explained the need to go to a second postal consultation to include the previous residents that had been omitted, from which 67% of respondents had asked that the existing layout remained unchanged.

DECISIONS:

- (1) That the existing layout of the current one-way remains unchanged.**
- (2) That appropriate action is taken to improve the parking arrangements and enforcement within the proximity of the Tesco Express store within the vicinity of Montague Road.**

10. Use of Private Hire Vehicles in Bus Lanes (AI 7)

Councillor Ellcome wished to state that there was a need for more groups to co-operate and it was regrettable that there had been heightened tensions due to exchanges on social media. He stressed that that would not influence his judgement at the meeting. Mark Griffin, the Assistant Head of Transport & Environment presented a report which had been in response to the petition by private hire vehicles in June 2014 that had attracted 1,830 signatures. He also reported comments made by the City Development Manager regarding the importance of transport to the economic development links in the city.

A deputation was made by Pete Stothers as the organiser of the petition which had collected over 1800 signatures within seven weeks whose points included that there had been overwhelming support by residents; the private hire vehicles were public transport and offered an important service to the elderly and disabled; 32 councils allowed PHVs within bus lanes including Southampton and the government recognised PHVs as part of the public transport system. They also enable people to get to school and hospital appointments on time. It would help attract businesses to Portsmouth when the road system was at breaking point. If people used the PHVs more there would be less cars on the road and less parking problems.

A deputation was then made by Clive Carse also speaking on behalf of PHV drivers whose points included that in licensing terms PHVs were included with taxis as seen in the recent increase in charges; they gave better coverage than the buses running 24 hours; PHVs were treated unfairly as the Tipner bus lane was not for Portsmouth people and the buses were heavily subsidised. On Saturdays there was gridlock in the city with Gunwharf and football traffic meaning it was hard for PHV drivers to make a living.

A deputation was then made by Jon Spencer of the Portsmouth Cycle Forum whose points included there was a poor safety record of PHVs so it would be dangerous for them to be allowed to share bus lanes with cyclists; PHVs charged hourly so they needed to move fast; PHV drivers were distracted by electronic devices in their vehicles; the Department of Transport advice is against PHVs in bus lanes; the city council were announcing support of cycling. He was concerned that any trial of shared use of bus lanes would be using live subjects without their consent and he felt the best way to improve traffic conditions in Portsmouth was to encourage alternatives to private car use.

A deputation was then made by Eric DeGreef a co-author of the cycling strategy for Portsmouth who spoke about his own experience with his family of cycling on the roads which required the patience of other drivers and he was concerned that there would be a reduction in safety for cyclists; members of the Portsmouth Cycle Forum had been subject to abuse which he did not want replicated on the roads.

A deputation was then made by Dervla Mackay, General Manager of First Bus outlining their concerns which included safety aspects with some weaving in and out of lanes by drivers of PHVs with a concern that other traffic may follow suit and the danger if there was stopping in the bus lanes to pick up/let passengers alight. First Bus were concerned that the frequency of the service will be affected and there could be a resource implication to the detriment of the service and there may be a need to ask the council for a subsidy in extraordinary circumstances. Whilst there was some experience of shared lanes in Southampton they did not have the same amount of bus lanes there and they welcomed Portsmouth giving public transport priority. The bus services were in approximately 20 hours a day (although not all routes). There had been a significant investment in the bus lanes and the company did not wish their services to be affected by the shared use.

Councillor Sanders had discussed the item with Councillor Stagg their group spokesperson and their preference was now not for PHVs to use bus lanes. He also made reference to the proposal to shorten the bus lane at Mile End Road and officers responded that this paper was being developed for discussion at the special meeting on 19 February.

Simon Moon, the Head of Transport & Environment responded to the mention of the proposals to alter to the Mile End bus lane and pointed out that this would be discussed at a separate meeting on 19 February so the implications of this were not yet known. The report had also set out alternative sites for trials of shared use. Detail would be needed on a code of practice if a trial went forward.

Councillor Ken Ferrett then spoke as a group spokesperson stressing that whilst he shared the aim to reduce the potential for gridlock within the city he had concerns on safety grounds for the cyclists due to the poor record in Portsmouth for accidents caused by other vehicles. He was therefore against a trial and supported the officer's recommendation.

Councillor Stuart Potter then spoke as a group spokesperson who was in favour of a trial for PHV use of bus lanes which should be accompanied by education for safe cycling.

Councillor Ellcome as the Cabinet Member for Traffic & Transportation he was familiar with all the groups represented in these discussions who had different views. He was aware that the bus companies had previously indicated they would be interested in a trial but their subsequent objections made this more difficult. He was concerned regarding the safety issues and driving standards which had been discussed at the Licensing Committee. He had sympathy with the PHV drivers who were trying to make a living and who were seeing

taxi sharing lanes with cyclists. However he felt that there was a need to identify the PHVs if there was a trial and unfortunately the camera enforcement was not yet in place to enable this. Therefore whilst he was in principle supportive of a trial in the use of PHVs in bus lanes he wished to defer a decision until the necessary measures could be put in place for enforcement and identification of trade vehicles before this could be considered further. This would also enable the implications of shortening the bus lane in Mile End should it be agreed to be taken into consideration. The report back would need to be made to the Cabinet Member for Traffic & Transportation when the accompanying measures were in place.

DECISIONS:

- (1) That a decision on public hire vehicles using bus lanes be deferred.**
- (2) The Cabinet Member asked that officers bring forward a further report to give consideration to a trial of PHVs using bus lanes within parameters when the necessary measures for enforcement, public safety and identification of vehicles can be put in place.**

11. Park and Ride Review (AI 8)

Nicola Waight presented the Head of Transport & Environment's report.

A deputation was made by Councillor Michael Andrewes whose points included he was disappointed that there had been late production of this report and he felt there were still unresolved issues regarding the loss of revenue if there was an extension to Southsea. He hoped there could be further use of the port which was owned by the council for overspill events. He felt that if a trial was undertaken for Southsea the hours should be looked at as a 5 o'clock end was early for the seaside. Local businesses in Southsea were in favour of the park and ride being extended there as part of the Council's three centre strategy. He hoped that the ward councillors would be involved in the project to deal with marketing this. He asked why was there not a guarantee to fully extend the park and ride to Southsea?

Councillor Darren Sanders then spoke whose points included park and ride had been brought in by his previous administration. It was important to the regeneration of Tipner and he welcomed keeping the fare at £3. There was a need to extend this to Southsea but no budget had been identified. He also referred to the impact of shortening the bus lane at Mile End Road.

Councillor Ellcome responded to the points that had been made and outlined the meetings that had taken place with the bus groups regarding the special events and the need for park and ride coverage would take place in respect of the Southsea issue, the problems at the Rudmore road junction often caused by motorists blocking the box junction thereby reducing the flow of traffic and the impact on the loss of seafront parking with the extension to the park and ride was not yet known. The extension to the park and ride to Southsea would only take place if there was sufficient take-up by passengers. With

regard to the use of the port whilst this was part of the city council there were security checks needed which would impact on timetables. The initial proposal had been for the fare to increase to £3.50 but he wished to keep it to £3 for as long as possible for encouragement of the use of the service.

Michael Robinson wished to clarify on page 55 of the report with regard to the coffee concession there was not one at the park and ride. Councillor Ellcome wished to change the recommendation 2.5 from a six week to a six month trial period.

DECISIONS:

- (i) The Cabinet Member acknowledges the review paper outlining the progress of park and ride since its opening in April 2014**
- (ii) That the price of a 1 day ticket remains at £3 to be reviewed within six months.**
- (iii) That a new school holiday timetable as outlined in Appendix 11 of the attached monitoring report is registered with the Traffic Commissioner who requires 56 days' notice and, subject to his approval, to be in place by Easter 2015.**
- (iv) That the Friday and Saturday evening services are withdrawn and the last bus is moved to 19:30 as per the Monday to Thursday timetable.**
- (v) It is recommended that the proposed six month seasonal trial to Southsea is taken forward, to start as soon as possible.**
- (vi) It is recommended that a new bus is not purchased at this stage and a non-branded bus is used for all special events and trials. If trials are successful then purchase can be reconsidered.**
- (vii) It is recommended that the Brompton dock remains at the park and ride site during the interim period whilst the new Hard Interchange is constructed. Once construction is complete the dock should be relocated to The Hard Interchange.**
- (viii) It is recommended that a multi-storey extension for the park and ride is progressed as soon as funding is available to ensure that the car park capacity keeps up with demand.**
- (ix) That a review paper is brought back to the Cabinet member for operation for the nine month period from January 2015 to September 2015.**

The meeting concluded at 6.47 pm.

Councillor Ken Ellcome,
Cabinet Member for Traffic & Transportation

