
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 5 FEBRUARY 2015 AT 5.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith CCDS tel: 9283 4057

Email: joanne.wildsmith@portsmouthcc.gov.uk

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Ken Ellcome (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Ken Ferrett, Labour

Councillor Stuart Potter, UK Independence Party

(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

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Kimbolton Road One-way (TRO 73/2014) (Pages 1 - 8)

The purpose of the report by the Head of Transport and Environment is to follow up on the recommendation approved at the Traffic & Transportation decision meeting on 23 October 2014. Formal public consultation has been carried out under a Traffic Regulation Order on the proposed introduction of

one-way traffic flow in Kimbolton Road. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

RECOMMENDED 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.**

4 Farlington Playing Fields car park (TRO 78/2014) (Pages 9 - 16)

The purpose of the report by the Head of Transport and Environment is to consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

RECOMMENDED that the Order is approved as advertised (no changes).

5 Parking restrictions in various locations (TRO 77/2014) (Pages 17 - 30)

The purpose of the report by the Head of Transport and Environment is to consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

RECOMMENDED that the Order is brought into operation as advertised, with the exception of:

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.

6 Montague Road - results from public consultation on one-way (Pages 31 - 46)

The purpose of the report by the Head of Transport and Environment is to consider the responses to the second public consultation regarding the proposals to reverse the existing one-way system within Montague Road.

RECOMMENDED:

(1) That Option 2, 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.

7 Use of Private Hire Vehicles in Bus Lanes (Pages 47 - 84)

The report by the Head of Transport and Environment is in response to a petition by Private Hire Vehicle (PHV) drivers to be allowed to use bus lanes; this report has been requested by the Cabinet Member for Traffic and Transportation. It discusses options for allowing PHVs in bus lanes within Portsmouth.

RECOMMENDED That based on information within this report (sections 5,6,7,10 and 13) particularly the stakeholder responses and the safety record of taxis and PHVs within Portsmouth, that the Cabinet Member retains bus lanes for buses, bicycles and hackney cabs only.

8 Park and Ride Review (Pages 85 - 122)

The report by the Head of Transport and Environment is in response to the 27 November 2014 Traffic and Transportation Meeting decision that a paper to be brought to the February 2015 meeting which would review the progress of park and ride, Tipner since its opening in April 2014. The purpose of this paper is for the Cabinet Member for Traffic and Transportation to recognise the review paper outlining progress to date.

This report followed publication of the agenda.

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.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Agenda item:

Decision maker: Cabinet Member for Traffic and Transportation

Date of meeting: 5 February 2015

Subject: Kimbolton Road One-Way (TRO 73/2014)

Report by: Head of Transport and Environment

Wards affected: Baffins

Key decision: Yes/No

Full Council decision: Yes/No

1. Purpose of report

To follow up on the recommendation approved at the Traffic & Transportation decision meeting on 23 October 2014. Formal public consultation has been carried out under a Traffic Regulation Order on the proposed introduction of one-way traffic flow in Kimbolton Road. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

See [Page 4](#) for a copy of the public notice detailing the proposal
See [Page 5](#) for the public consultation responses summary

2. Recommendation

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.**

3. Background

3.1 This report should be read in conjunction with the published report discussed at the Traffic and Transportation decision meeting on 23 October 2014, which contains detailed background information.

3.2 The informal consultation produced the following response:

65% of Kimbolton Road residents responded. Of these,

16% voted for Option 1 (do nothing);

14% voted for Option 2 (one-way southbound on Kimbolton Road);

69% voted for Option 3 (one-way northbound on Kimbolton Road).

4. Reasons for recommendation

4.1 The comments received in response to the formal consultation of the proposals (Page 5) are taken into consideration along with those from the informal consultation, and therefore contribute to the recommendation in paragraph 2 above.

4.2 The formal consultation on Option 3 produced the following 7 responses:

3 in support

1 in support with a reservation about speed and the safety of cyclists

2 objections

1 comment, with a preference for southbound direction of travel

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Legal Implications

6.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network;

and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 6.3 Traffic regulations orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.4 The provisions that may be made by a TRO include any provision requiring vehicular traffic to proceed in a specified direction or prohibiting its so proceeding.
- 6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

7. Finance Comments

The proposed Kimbolton Road One Way traffic scheme will cost in the region of £20,000, which includes the ongoing maintenance cost. The costs of the improvements will be funded from the Local Transport Plan.

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Signed by:
Head of Transport & Environment Service

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
6 emails, 1 letter	Transport Planning, 4 th floor, Civic Offices
Traffic & Transportation report: 23 October 2014	Portsmouth City Council website (The Council – Democracy – Meetings)

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

.....
Signed by:
Cabinet Member for Traffic & Transportation



Copy of public notice detailing the proposal under TRO 73/2014:

Dated: 3 December 2014

THE PORTSMOUTH CITY COUNCIL (KIMBOLTON ROAD) (ONE WAY TRAFFIC AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.73) ORDER 2014

Notice is hereby given that Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1-4 and 81-85 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

A) REDUCTION OF PROHIBITION OF WAITING (Double yellow lines)

1. Kimbolton Road

Both sides, reduce the restriction north of Langstone Road by 3 metres.

2. Langstone Road

North side, a 3 metre length east of Kimbolton Road, outside No.11

B) NO ENTRY EXCEPT CYCLES

From Hayling Avenue into Kimbolton Road

C) ONE-WAY TRAFFIC (EXCEPT CYCLES)

1. Kimbolton Road

Northbound (from Langstone Road to Hayling Avenue)

REASONS FOR ORDER

Kimbolton Road is a residential street in the Baffins area of Portsmouth. It is reported to be the longest uninterrupted residential road in the city, with over 120 properties arranged along both sides of the carriageway. The arrangement of parking narrows the usable carriageway to one vehicle width when the parking provision is at capacity. The Order is required to:

Prevent conflict between opposing vehicles and prevent the possibility of road rage incidents occurring;

Improve the safety of all road users;

Discourage "rat-running" at times of congestion on Baffins Road and Milton Road;

To enhance the general wellbeing of Kimbolton Road residents.

A survey of 234 households in Kimbolton Road and Lichfield Road saw 160 forms completed and returned. The majority of Kimbolton Road residents (69%) voted for this proposal (one-way northbound), but in Lichfield Road the vote was split between one-way southbound (43%) and no change (42%). The remaining 15% indicated preference for the reverse direction of travel on these two roads.

A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours. A copy of this Public Notice can be viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2014'

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO 73/2014** by the **31 December 2014** stating the grounds of objection / support. (Due to the Christmas period, the 21-day consultation period has been extended to 28 days).

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

SIMON MOON, Head of Transport and Environment
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



Summary of public consultation responses to TRO 73/2014

Support

Resident, Kimbolton Road

I am in support of the proposal to make Kimbolton Road a one way street. It will prevent further road rage incidents, and will prevent the road from being used as a rat run to southbound traffic.

Resident, Kimbolton Road

I am fully in support of the one way system proposed for Kimbolton Road. I feel that this would make the road a lot safer as the public drive so fast down this road. I do feel that a one way system would ease this as vehicles would not be 'flooring' their cars to get to the other end before they come head to head with another vehicle.

Resident, Kimbolton Road

The decision has been to make Kimbolton Road a one-way system which is great and will help to solve traffic issues. However, increasing double yellow lines is a waste of taxpayers money and councils money, and will create a secondary problem and more traffic issues in the area relating to parking. The double yellow lines will not be needed with the one way system and should be removed rather than extended. If there's any doubt the one-way should be put in place before parking is reduced.

Officer comment: The proposal is to reduce the existing double yellow lines, not extend them, and therefore additional space for parking will be available.

Support with reservations

Representative, Portsmouth Cycle Forum

We support the introduction of one-way traffic allowing for two-way cycling and would like this to be extended to existing one-way streets in the city where practicable.

However, we are concerned that drivers will assume they can travel unimpeded at or over the speed limit. Therefore consideration should be given to some form of traffic calming to mitigate this.

Officer comment: The signage and road markings will alert motorists to the contraflow cycling, and Kimbolton Road is straight with clear visibility of oncoming cycles. Traffic calming can be considered should speeding be identified as a problem. However, speed cushions can cause problems for cyclists and motorcyclists, and residents in roads with speed humps/tables report subsequent issues such as increased noise levels and concerns over maintenance costs.



Comments / Suggestion

Resident, Kimbolton Road

There's a chronic congestion problem in this area, in part due to not being able to turn right at the end of Tangier Road onto Eastern Road, which means Langstone Road is used as a 'rat-run'. The future housing developments (Finchdean and Kingston Prison) will make this situation worse.

Parking is a real problem, which could be improved by (a) preventing workers from the St Mary's drop in centre from parking off-site (b) withdraw the Baffins Road parking scheme or extend permit entitlement to nearby residents. The permit system is flawed and an embarrassment. Kimbolton Road is a parking yard for the vans from Baffins Road residents, unwilling to pay fees for additional vehicles.

Making Kimbolton Road southbound would disperse some of the parking issues as Lichfield Road would be an attractive alternative and is empty for most of the day.

Objections

Resident, Kimbolton Road

Speeding will get worse if the road is made one way, endangering residents and pedestrians;

Volume of traffic will increase from Langstone Road to Hayling Avenue, as there will be fewer inhibitions to speed than using Lichfield Road;

Cyclists using the contra-flow will find that neither drivers nor pedestrians expect or make allowances for them, which is very dangerous particularly at the junction;

More cyclists will therefore use the pavements, making life more dangerous and inconvenient to pedestrians and residents, especially in the dark.

Officer comments: Residents report vehicles accelerating to reach passing places before oncoming vehicles; the one-way will prevent this occurring. The effectiveness of the scheme will be monitored and any negative outcomes weighed up against positive outcomes. The neighbouring one-way roads of St Pirans Ave and Chasewater Ave are also not traffic calmed. Contra-flow cycling is becoming more common in the city, which some cyclists welcome and use. Statutory signage and road markings will be used to alert motorists.

Resident, Lichfield Road

I object strongly if Kimbolton Road is made one way without Lichfield Road, as more traffic will be forced down Lichfield Road making it a bigger rat run than it already is. We are already subjected to incidents of road rage, and forcing more traffic down here will only make that worse. This is another example of Lichfield Road residents being taken for granted and disregarded by PCC. We didn't get residents' parking but Baffins Road did, meaning people working at St Mary's Hospital park in Lichfield, Kimbolton and Langstone Road all of the time.

Officer comments: As per the recommendations in this report and the one approved on 23 October 2014, the impact of the new one way scheme on Lichfield Road will be monitored. The consultation responses from Lichfield Road residents were not as clear-cut as those from Kimbolton Road residents. PCC aims to provide what the majority of residents indicate they want, which is the same for residents' parking schemes.

(End of Report)

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Agenda Item 4



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Traffic and Transportation Committee

Date of meeting: 5 February 2015

Subject: Farlington Playing Fields Car Park (TRO 78/2014)

Report by: Head of Transport and Environment

Wards affected: Drayton & Farlington

Key decision: Yes/No

Full Council decision: Yes/No

1. Purpose of report

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

See [Page 4](#) for a copy of the public notice detailing the proposal
See [Page 5](#) for the public consultation responses summary

2. Recommendation

That the Order is approved as advertised (no changes).

3. Background

To facilitate improvement and maintenance of the parking provision and to support wherever possible the Council's strategic sustainable transport objectives. Pay & Display facilities are regularly reviewed; they provide an opportunity for visitors to access public areas of the city via a good standard of parking place.

4. Reasons for recommendation

4.1 Where employers are unable to provide parking facilities for staff, those people travelling to work by car may use public parking areas. The car park at Farlington Playing Fields is owned by, and is the responsibility of, Portsmouth City Council. The Council incurs maintenance costs in keeping this car park fit for purpose and safe for users. Income from the proposed charges would help this to continue at a time when significant financial challenges face the organisation.

- 4.2 Under sustainable transport objectives, the Council has a duty to encourage people to consider alternative methods to being the single occupant of a car when commuting to and from a place of work. Often, alternative methods of commuting are not considered until a financial implication is involved.
- 4.3 Free public parking facilities are rare in towns and cities, and the majority of employees expect to pay parking fees (or for parking zones to be in place to limit non-residential parking) if choosing to drive to work. The proposed fee for Farlington Playing Fields car park at 50p per hour (£3 a day, or less with a season ticket), are below half the regular charge of £8 - £12 per day. See para 7.4 for proposed charges.
- 4.4 The comments received in response to the formal consultation of the proposals (Page 5) have been taken into consideration:

Summary response - 98 objections (inc. 84 signatures on a petition)
0 in favour of car park remaining as it is

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Legal Implications

Under powers contained in the Road Traffic Regulation Act 1984 local authorities may provide off-street parking places and may by order make provisions as to the conditions on which it may be used and the charges to which it may be used, including the provision of Pay & Display facilities

7. Finance Comments

- 7.1 As a result of approving the order attached a net income will be generated by the charges levied on this car park.
- 7.2 The car park set up costs associated with implementing these changes amount to around £9,000 and will be funded by the income generated by the new charges.
- 7.3 The net income estimated to be generated by the charges at this car park will be used to make improvements to the car park in the first instance.
- 7.4 The table below sets out the proposed charges for the Farlington Playing Fields Car Park included season tickets.

	Per Hour	Per Month	Per 3 months	Per 6 Months	Per year
Charge	£0.50	£45	£126	£234	£432

.....
Signed by:
Head of Transport & Environment Service

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
12 emails, 2 letters, 1 petition	Transport Planning, 4 th floor, Civic Offices

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

.....
Signed by:
Cabinet Member for Traffic & Transportation

Copy of public notice detailing the proposal under TRO 78/2014:

Dated: 27 November 2014

THE PORTSMOUTH CITY COUNCIL (FARLINGTON PLAYING FIELDS) (PAY & DISPLAY: OFF-STREET PARKING PLACES) (NO.78) ORDER 2014

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under Sections 32 to 35 of the Road Traffic Regulation Act 1984. The effect would be the provision of Pay & Display parking facilities as detailed below:

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to **engineers@portsmouthcc.gov.uk** quoting ref: **TRO78/2014** by the **18 December 2014** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

A) PARKING PLACE

<u>Name of Parking Place</u>	<u>Times of Operation of Parking Place</u>	<u>Charges / Permits</u>
1. Farlington playing fields (off Eastern Road, north of the Hilton Hotel)	Monday - Friday 10am - 4pm	Pay & Display: 50p per hour Season tickets available: 1 month / 3 months / 6 months / annual

- As per PCC policy, Disabled Badge holders would be exempt from the Pay & Display charges, provided the Blue Badge is clearly displayed in the windscreen of the vehicle during the stay.

REASONS FOR THE ORDER

To facilitate improvement and maintenance of the parking provision and to support wherever possible the Council's strategic sustainable transport objectives.

A copy of this notice and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours, and a copy of this Public Notice can be found on the City Council's website - search 'traffic regulation orders 2014'

SIMON MOON, Head of Transport and Environment
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Summary of public consultation responses to TRO 78/2014

Support for Pay & Display in Farlington Playing Fields car park

None received.

Objections to Pay & Display in Farlington Playing Fields car park

Resident, Portsmouth

Farlington playing fields are one of the few remaining green areas in the city, and installing pay & display is the same as charging people to use this facility. The playing fields are not within walking distance and are surrounded by busy roads, meaning those using them for leisure activities will arrive by car.

This proposal is to make easy money by charging dog-walkers and local workers at the industrial estate, car sales, hotel, car showroom, service station etc. However, these people will go elsewhere or park in the residential areas and walk back. It does nothing for people who use the car park for car-sharing, except charge them for helping the environment. These people will also be forced into the residential areas, and residents there will complain about the extra cars and vans being parked outside their houses.

Employees at a company in Walton Road

A petition signed by 84 employees of one company has been signed and submitted "against car park fees".

Employee, Walton Road

Pay & Display will be a great inconvenience for me and many others, and works out at nearly £60 a month to park there - a lot of money on a small wage. There are no car parks nearby, making it difficult for me to get to work - it is not ideal to walk to work in the dark at 7am, as well as being next to a busy road. Co-workers and other people using the car park as a meeting place or to exercise dogs will be affected by the cost.

Resident, Portsmouth

This is a negative move, as dog-walkers, people doing their bit to keep fit and those involved in car shares to and from work will be penalised by this levy. It will simply result in people parking in the streets in and around the area, thereby congesting the roads or forcing more cars onto the road as car-sharing becomes unviable. The council is discouraging people from keeping active and reducing their carbon footprint by car-sharing.

Employee and car sharer, Walton Road

I share a car with 4 members, parking at Farlington car park, using 1 car to reduce pollution and the already-heavy congestion on the roads. To charge for parking at this site would render such car shares uneconomical and force more vehicles onto the roads. This would be a step backwards for the greener planet, and the public is constantly being reminded about the need to reduce our carbon footprint.



Objections to Pay & Display in Farlington Playing Fields car park

Resident, Portsmouth

The council is supposed to encourage fitness and health, which is normally achieved in the great outdoors such as playing fields. By forcing people to pay for the facilities is counter-productive and the extortionate fees is almost criminal.

During the week it is obvious the car park is used by people who car share, and a responsible council should encourage that - a charge will force people to drive individually and put more stress on the road system.

The local streets will become packed with cars and vans looking for alternative parking.

The maintenance of the current car park is very low and by charging the council would be accountable for the upgrade required to meet the minimum standard expected of this type of parking facility.

Reducing the wage bill paid to higher-earning councillors by 1% would probably cover the shortfall if the books need to be balanced.

Employee, Walton Road

I regularly use this car park as there is no other public parking in the area. This appears to be a money-making scheme to support public transport, which is way over-priced. Pay & Display on this site will promote illegal parking in the surrounding areas and extra hassle for local residents. Season tickets will only benefit every day users if a concession is offered, whereas people such as myself who car share only use the facility a couple of days a week will be at a major financial loss.

Employee, Walton Road

The only people who want Pay & Display here are the council as a nice income. The times of operation is once again a tax on working people. The council always make the easy decisions like spending millions on Somers Town community centre to make them look good.

Employee, Walton Road

- This is a stealth tax on working people and a cash cow opportunity for PCC, as the site is within an industrial estate whereby a high number of people park between 9am-5pm Mon-Fri. Dog walkers and Sunday league players won't have to pay at weekends, so this is clearly targeted at working people. We are simply trying to get to work and earn a living, whilst in a cost-of-living crisis
- There is no on-street parking available as an alternative to Pay & Display
- There is insufficient public transport available as an alternative to Pay & Display
- The car park's gravel, uneven surface requires very little maintenance. The recent filling-in of the pot holes is the only maintenance the car park has had for years. The car park does not have lighting / cctv / marked bays to maintain
- Charges will force people out of the car park and into other private car parks, causing problems and disputes for other land owners
- The demand on the car park is relatively low, rarely full up between 10am-4pm.

Restrictions are therefore not needed to control demand

Overall, Pay & Display is not suited to the use of this car park. Maintenance should come from other taxation, from the PCC transport budget for road repairs, as work required on this car park is low. Alternative restrictions should be considered.



Objections to Pay & Display in Farlington Playing Fields car park

Employee, Walton Road

I already spend enough money on fuel getting to and from work and with the additional cost of parking, I will no longer be able to work at my current place of work.

Employee, Walton Road

I work at the Triangle Industrial Estate and have not got a work car park permit, meaning I have no alternative but to use this gravel car park. The proposal means I would have to pay £100 a month just to be able to go to work each day and that truly is absurd. This is a bad idea for everyone who uses the gravel car park.

Employee, Walton Road

There are no services or facilities nearby for which one would need to park up. The petrol station and hotel have their own parking areas. The car park is however full up to capacity due to everyone using it who works in the industrial estate across the road. The waiting period for a space at work is currently 105 days. The Pay & Display will penalise hard working people - nearly £100 per month. How can we be expected to find that extra money for something we currently get free? Even with season tickets it won't come close to affordable. The car park is a glorified dirt track at best. If this comes in I will be forced to park in the nearest residential street, leaving me a 10-15 minute walk to and from work each day.

Employee, Eastern Road

To have to pay to park every day would certainly take a chunk out of my wages. I would consider a permit that gives local employees a discount however. There is no lighting and the surface is very uneven.

Resident, Portsmouth

All reasonable people want to encourage people to participate in sport, and we are constantly being told a significant number of the population is overweight. The proposed Pay & Display will deter many organisations / clubs from using the playing fields. The Council can always save money by reducing senior managers' posts.

Employee, Eastern Road

This is an excellent, well established, successful company currently employing over 280 people living in the local community. Remaining competitive and being able to attract staff is vital to our business but due to restricted space on site many rely on the existing parking facilities at Farlington Playing Fields. Pay & Display will adversely affect both our existing employees and our ability to attract and retain staff, many of whom will be unable to travel to work due to additional costs incurred. We are surrounded by other businesses whose staff also use the Farlington car park. There is a concern that those who cannot pay the charges will park on side streets around Farlington creating longer term increased traffic policing costs.

We understand the need to facilitate improvement and maintenance of the parking provision in the area and the requirements to support strategic sustainable transport objectives, but feel this should not be to the detriment of local businesses.

(End of Report)

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Agenda Item 5



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Traffic and Transportation Committee

Date of meeting: 05 February 2015

Subject: Parking restriction proposals in various locations:
Traffic Regulation Order No.77/2014

Report by: Head of Transport and Environment

Wards affected: All

Key decision: ~~Yes~~/No

Full Council decision: ~~Yes~~/No

1. Purpose of report

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order. There is a statutory requirement to take into consideration any comments from the public before determining whether to confirm or refuse an order whenever objections are received to advertised proposals.

See [Page 12](#) for the road-by-road proposals advertised during formal public consultation undertaken between 03 - 31 December 2014.

See [Pages 5-11](#) for a summary of the consultation responses.

2. Recommendation

That the Order is brought into operation as advertised, with the exception of:

- 2.1 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.**

3. Background

In response to concerns raised by residents, businesses, ward councillors, public and emergency services, along with changes to road layout and usage, this order aims to introduce and amend parking restrictions in various roads to –

a) improve road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improve access for the emergency services, public services, delivery vehicles and refuse collection vehicles

b) amend, introduce and/or remove parking restrictions to accommodate changing local needs and make the most effective use of the public highway

4. Reasons for recommendation

- 4.1 The proposals were drawn up following concerns raised by members of the public and/or public services about each location. The proposals were then put forward under TRO 77/2014 for formal public consultation. The initial reasons for the enquiries and the subsequent responses to the public consultation have been taken into account and contribute to the recommendations:
- 10 expressions of support
 - 8 objections
 - 4 comments / suggestions
- 4.2 Havant Road: The response to the proposal is disappointing as each household on both sides of Havant Road between Portsdown Avenue and Rectory Avenue was advised of the proposal by letter and given the opportunity to comment. 14 out of 174 properties represents an 8% return. However, as those who did respond showed a majority in support (9-2) the recommendation is that the proposal is approved and implemented.
- 4.3 Ferry Road: One resident expressed concern at vehicles parking at the Fort Cumberland Road end of Ferry Road, hence the proposal to extend the double yellow lines. A separate resident objected to the extension of the parking restrictions given the impact on the rest of the road and other issues that exist there. Engineers are currently working on proposals to better manage the parking arrangements along the length of Ferry Road, and therefore the recommendation to delete the current proposal is made so that the road can be considered as a whole.
- 4.4 Devonshire Avenue: The Portsmouth Cycle Forum has expressed concern at the reduction of any double yellow lines, in this case in Devonshire Avenue. There are currently 10 metres of double yellow lines; the shortest length that would be considered is 7 metres, leaving is scope for a 3 metre reduction. The current parking arrangement gives 2.5 spaces: the proposal allows for 3 spaces without vehicles overhanging the double yellow lines or dropped kerb at either end.

- 4.5.1 Whitecliffe Avenue / Hayling Avenue: Although Hayling Avenue's junctions with Lichfield Road, Sunningdale Road, Ascot Road, Whitecliffe Ave and Chilcote Road all have 7 metres of double yellow lines, the north side of this junction has been highlighted by residents as a particular problem in terms of visibility and safe turning onto Hayling Avenue. In an area where on-street parking is at a premium, these concerns are not made or taken lightly.
- 4.5.2 The 2-metre extension to the double yellow lines in Whitecliffe Avenue (east side, northwards) aims to prevent confusion. The existing restriction is 1 metre shorter than the end of the dropped kerb entrance, leading motorists to think they can park immediately after the double yellow lines. However, it is a contravention of parking laws to obstruct a dropped kerb and the 2-metre extension will prevent any fines being issued as a result of misunderstanding.

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Legal Implications

- 6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.2 A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 6.3 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

7. Finance Comments

- 7.1 The costs associated with implementing items A,B,D,E,F,G,H,I & J of this order are estimated to be £5,700 which includes the commuted sum that pays for the ongoing maintenance cost.
- 7.2 The above costs will be met from the existing on street parking revenue budget.

- 7.3** The resources required to enforce this traffic regulation order can be met by the parking function and no other additional revenue costs will be incurred as a results of its implementation.
- 7.4** The costs associated with implementing item C of this order is estimated to be £17,400 which includes the commuted sum that pays for the ongoing maintenance cost. This cost will be funded by the Local Transport Plan.

.....
Signed by:
Head of Transport & Environment Service

Pages 5-11: summary of public consultation responses
Page 12 - public notice detailing the proposals

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
20 emails / letters	Transport Planning, 4 th floor, Civic Offices

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

.....
Signed by:
Cabinet Member for Traffic & Transportation

Summary of public consultation responses.

Support - Havant Road (Drayton & Farlington) double yellow lines and cycle lane on north side.

<p><u>Resident, Havant Road</u> This action has been a long time coming and is most welcome. With the current parking, Havant Road is reduced to a single lane in places. We also have a layby at the end of our drive, where inconsiderate drivers block our access and sometimes cars for sale and long term 'parkers' are left for weeks at a time. When this passing area (layby) is blocked it caused tailbacks eastbound as drivers wait to turn right into Lower Farlington Road.</p>	<p><u>Officer comments</u> The response from residents of Havant Road in support of the proposals highlights the issues currently experienced by motorists, pedestrians and cyclists. The proposed cycle lane in place of parked vehicles will improve visibility and reduce traffic congestion on the main distributor road, which is also a bus route.</p> <p>Whilst a single lane for two-way traffic can reduce vehicle speeds, the result on a major road such as Havant Road is more likely to be significant congestion and poor manoeuvring by frustrated motorists, leading to risks to public safety.</p>
<p><u>Resident, Havant Road</u> I experience the safety hazards associated with parked vehicles on a daily basis and fully support this proposal. My grounds of support are based on the following:</p> <ul style="list-style-type: none"> - It is dangerous exiting a driveway in reverse onto a main highway when vision is obscured by parked vehicles; - Cyclists tend to use the pavement because of parked vehicles; - Havant Road is a main route for emergency vehicles from QA hospital, a major bus route and used by HGV from the industrial estate onto the A3; - Road sweeping vehicles cannot clean the road when vehicles are parked; - All properties on the north side of Havant Road have off-road parking, so there is no need for parking on this side of the road. Ample parking is available on the side roads if required by visitors; - This section of road did have yellow lines but they were not replaced after resurfacing . 	<p>The proposals also seek to improve cycling provision on Havant Road, encouraging more people to cycle by providing a safer environment in which to do so. Cyclists, those less confident in particular, will feel able to use the road if it is not obstructed by parked vehicles, rather than using the footways.</p> <p>The success of the cycle route will be monitored and the outcomes used to consider the feasibility of extending it further towards Cosham and/or to the south side of Havant Road.</p>



<p><u>Resident, Havant Road</u> The section of Havant Road between Portsdown Avenue and Farlington Avenue is increasingly dangerous with multiple cars and commercial vehicles parked on both sides of the road, especially during drop off and pick up times for Solent Road Junior and Infant Schools. With parents and young children in the road and between cars it also makes it difficult to get cars on and off driveways safely, as well as interrupting the flow of traffic around the busy junctions. The cycle lane would also help to get cyclists off the pavement and back onto the road. I have witnessed multiple near-misses between cyclists and pedestrians with cars going on and off driveways and adult cyclists racing along the north side of Havant Road.</p>	<p><u>Officer comments</u> The response from residents of Havant Road in support of the proposals highlights the issues currently experienced by motorists, pedestrians and cyclists. The proposed cycle lane in place of parked vehicles will improve visibility and reduce traffic congestion on the main distributor road, which is also a bus route.</p> <p>Whilst a single lane for two-way traffic can reduce vehicle speeds, the result on a major road such as Havant Road is more likely to be significant congestion and poor manoeuvring by frustrated motorists, leading to risks to public safety.</p> <p>The proposals also seek to improve cycling provision on Havant Road, encouraging more people to cycle by providing a safer environment in which to do so. Cyclists, those less confident in particular, will feel able to use the road if it is not obstructed by parked vehicles, rather than using the footways.</p>
<p><u>Resident, Havant Road</u> I would like to offer my support for the cycle route along Havant Road and would like feedback on the final result.</p>	
<p><u>Resident, Havant Road</u> Double yellow lines on Havant Road is great news and will make people with more than 1 car use their drives, and hopefully stop people parking vans on the road.</p>	<p>The success of the cycle route will be monitored and the outcomes used to consider the feasibility of extending it further towards Cosham and/or to the south side of Havant Road.</p>
<p><u>Resident, Havant Road</u> Pleased you are at long last doing something about the parking on the north side of this road. At busy times the parking has brought a major road to a standstill with 2 lanes of traffic trying to get between parked cars. It's important that the new traffic lights at the Havant Road / Eastern Road junction are phased better to ensure the queues aren't even longer. I support the cycle lane but am not sure what advisory means - a continuous lane will be difficult on the dual carriageway section between Farlington Ave and Eastern Rd. Cyclists will continue to ride on the pavement as they do now, and risk injury from a car exiting a drive.</p>	<p>The Network Management team can advise on the function of replacement traffic lights, which is not relevant to this report.</p> <p>Advisory relates to a cycle lane that can be installed where the road width is insufficiently wide to accommodate a mandatory cycle lane. Whilst not enforceable, the cycle lane will alert motorists to the presence of cyclists. The double yellow lines are included to prevent parking within the cycle lane. Mandatory cycle lanes prohibit any vehicle other than a cycle from using that section of road, which would prevent access to and from the driveways.</p>



<p><u>Resident, Havant Road</u> I support this proposal and believe it should be extended to restrict parking to non-commercial vehicles only (e.g.no vans). There are a number of these that restrict views and safe entry when turning onto Havant Road from roads south. I only have one concern - the respite centre (235 Havant Rd) where vehicles park for a short time to allow the disabled children to be removed from their transport. Could a small length of the road outside allow a waiting time of approximately 30 minutes? Looking forward to a speedy conclusion to this proposal, as the current road conditions are inviting an accident to happen.</p>	<p><u>Officer comments</u> See comments on previous pages. Restricting commercial vehicles from using the public roads to park is difficult as the term "Commercial Vehicles" is recognised by the Department for Transport as vehicles over 5T in weight. Locally however, residents apply the term "commercial vehicle" equally to cars (e.g. child minders or estate agents) and to medium-sized vans used for utilities, double-glazing, property maintenance etc (all under 5T in weight). Whilst it is not possible to add further proposals to this Order without consultation, a short-term parking bay or alternative measure can be considered if the resident's concern is realised. Double yellow lines allow vehicles to drop off and collect passengers, which may meet the requirements.</p>
<p><u>Resident, Havant Road</u> We feel this is an excellent proposal, given the appalling parking situation on Havant Road. Our only concern is that parking on the south side of the road will increase. Cars/vans/delivery vehicles still park at the Waterworks Rd bus stop despite yellow lines. Staff from the Alexandra Rose Home constantly park on both sides of the road and vehicles are left for long periods despite the assurance that the Home would provide parking at the Planning Permission stage.</p>	<p>The Council's Civil Enforcement Officers enforce marked parking restrictions. Sometimes locations require additional attention. Residents can inform the Traffic Management Centre on 023 9268 8291. The double yellow lines and cycle lane would prevent long-term parking and therefore encourage local employees to consider alternative methods of commuting, including car-sharing, public transport, walking, cycling etc.</p>

Objections - Havant Road (Drayton & Farlington) double yellow lines and cycle lane on north side.

<p><u>Resident, Havant Road</u> My complaint is that no route is proposed on the south side for westbound traffic.</p>	<p><u>Officer comments</u> There is no requirement to do so, but the Council would look at feasibility for doing that following the completion on the north side, allowing time for it to mature and if there was support from residents.</p>
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<p><u>Resident, Havant Road</u> I am not aware the highway needs any alteration to enable its most effective use or a change in the needs of the neighbourhood. Any changes to the current configuration is liable to lead to less than optimum traffic flows.</p> <p>Practicality - Narrowing the highway to accommodate a cycle lane is liable to needlessly add to traffic congestion whilst providing little or no advantage to the few cyclists using the road. This route is a primary one for emergency vehicles outbound from QA hospital. No alterations should be made that impede their progress. The proposal will make the pinch point outside St Andrews Church worse. Between Farlington Avenue and Eastern Road the cycle lane will narrow the 2 lanes, potentially leading to excessive traffic queuing and associated rise in exhaust pollutants.</p> <p>Financial impact - Local government funding is currently severely constricted, adversely affecting the ability to provide services and guarantee employees' long-term futures. The proposed changes will have a cost associated with their installation, maintenance and enforcement. I would like to see the cost/benefit analysis and business case to show this is best use of the Council's scarce resources.</p>	<p><u>Officer's comments</u> The reasons for the proposal, issues also highlighted by residents and motorists, indicate there is a need to maintain 2-way traffic on the busy Havant Road to avoid congestion, to improve visibility of oncoming traffic and a need to improve provisions for safer cycling.</p> <p>The majority of the route will see on-street parking replaced on one side by double yellow lines, enabling 2-way traffic flows and allowing more cyclists to use this route safely, thus encouraging consideration of sustainable transport.</p> <p>There is a short section along Havant Road that does narrow and is currently unrestricted on both sides. Continuing the cycle lane is more practical than breaking it up. One of the key benefits of a cycle lane is that its presence highlights to drivers that cyclists are around and to be more aware, reducing the risks. Psychological road narrowing has a calming effect on traffic speeds.</p> <p>See the Finance section of this report. The scheme is relatively inexpensive compared to the significant costs of attending a serious accident, and meets the council's statutory obligations to improve road safety.</p>
<p><u>Resident, Havant Road</u> I strongly object to this proposal. There is already a lack of parking along Havant Road as it is. I always have cars parked either tight to my entrance or part across the drive. Havant Road is not wide enough to accommodate a cycle path, which will result in cars parking down the side streets taking up residents' parking, and if residents do have a drive it's only for 1 car. Elderly visitors and care workers won't be able to park near or outside the property. There is no safety issue, so if it's not broken don't try to fix it by wasting time and money.</p>	<p><u>Officer comments</u> Havant Road is not wide enough to accommodate a cycle lane without restricting parking on one side with double yellow lines.</p> <p>The reasons for the proposal and grounds for residents supporting it (see above) outweigh potential parking issues, which can be addressed separately if realised.</p>

Comments / suggestions - Havant Road (Drayton & Farlington) double yellow lines and cycle lane on north side.

<p><u>Resident, Havant Road</u> I don't object to the double yellow lines, but fail to see the benefit of a cycle lane on an already narrow and congested busy main road. I have witnessed several near misses on this road because of traffic parked on both sides so surely a cycle lane and double yellow lines will have the same problem.</p>	<p><u>Officer comments</u> The double yellow lines will enable the cycle lane to be installed, as they remove the on-street parking. With vehicles parking on one side of Havant Road only, the problems caused by parking on both sides will be resolved.</p>
<p><u>Resident, Havant Road</u> Will the cycle way go along the same route as the double yellow lines? If so how can it be implemented from Galt Road to Rectory Avenue as this is such a narrow piece of road?</p>	<p><u>Officer comments</u> For the majority of the route there is ample width once parked vehicles are removed to provide a cycle lane. Whilst there is a short section along Havant Road that does narrow it makes sense to continue the lane rather than stop and start it. One of the key benefits of a cycle lane is that its presence highlights to drivers that cyclists are around and to be more aware, reducing the risks. Psychological road narrowing can have a calming effect on traffic speeds.</p>
<p><u>Resident, Havant Road</u> The following will need addressing to make any cycle lane proposal safe:</p> <p>The lighting columns between Gillman Rd and Old Rectory Rd are too high and surrounded by tree canopies. This will need assessing.</p> <p>There are no speed signs beyond the 40mph sign as you enter 'Portsmouth' and people regularly drive along here between 30-70mph - no 30mph are visible (except when joining from a side road). Infrequent speed traps are set but the width of the road and coming from the motorway/dual carriageway onto Havant Road with a clear stretch into Farlington is not defined enough for people to switch from 'fast' mode to 'town' mode.</p>	<p><u>Officer comments</u> The team that deals with street lighting have received this information and the site will be inspected.</p> <p>The proposal relates to eastbound traffic (the north side of Havant Road). For information however - Local authorities are governed by Department for Transport regulations for signage on the highway, including the placement of speed limit signs. Repeater signs are not approved for use in 30mph areas as drivers are expected to recognise them by the street lighting and no repeater signs. The signage will be reviewed in this location however, and any alterations that can be made will be made. Hampshire Constabulary is requested to treat Havant Road as a priority route for speed enforcement.</p>

Objection - Ferry Rd extension of double yellow lines both sides from Fort Cumberland Rd

<p><u>Resident, Ferry Road</u> I don't usually write to the council with cause for concern but unfortunately this proposal is about to generate a problem given the extended double yellow lines on Ferry Road. I can see the sense in it, turning into Ferry Road from Fort Cumberland Road can be somewhat hazardous due to parked cars, but extending the double yellow lines and generating parking issues is not a solution.</p> <p>Has a one-way system been considered? Can other options be explored? I'm strongly opposed to increasing the parking restrictions - there has to be a better solution for local residents.</p>	<p><u>Officer comments</u> Road Safety officers are currently working on proposals to better manage the parking arrangements along the length of Ferry Road, and therefore it is recommended that this proposal is deleted so that the road can be considered as a whole, along with other options that are available.</p>
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Support for increased parking restrictions, concern regarding the proposed reduction of double yellow lines in Devonshire Avenue

<p><u>Portsmouth Cycle Forum</u> We support the proposed extension of the double yellow lines to increase safety, especially at road junctions. However, we are concerned about any removal of no waiting restrictions, in particular Devonshire Avenue. The location is close to the Prince Albert Road junction, which is a north-south route much used by cyclists to avoid the busy main road through Milton Market. The removal of double yellow lines will further restrict visibility of oncoming traffic for people travelling north-south. Devonshire Avenue is a distributor road (not just a residential street) and is used by buses. This proposal should be deleted.</p>	<p><u>Officer comments</u> The proposal aims to treat both sides of the junction equally, although only the double yellow lines on the north side, east of Prince Albert Road, were raised as an issue. In light of the concern from Portsmouth Cycle Forum, it is recommended that the proposed reduction on the south side of Devonshire Avenue does not go ahead.</p> <p>The current parking arrangement on the north side allows 2.5 spaces, which causes problems with vehicles overhanging the double yellow lines at one end or the dropped kerb at the other. The proposal will allow for 3 vehicles to park, better accommodating local needs. The reduction in double yellow lines will leave 7 metres of restriction in place, which is the minimum length that would be considered for a junction of this type. Therefore, any further reduction would not be considered.</p>
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Objections - increase in double yellow lines on Hayling Avenue / Whitecliffe Avenue.

<p><u>Resident, Whitecliffe Avenue</u> We wish to oppose this crazy notion to extend the double yellow lines, making even less space for parking and increasing pressure on other streets. Businesses in Tangier Road should also be considered as there will be less parking for their customers.</p>	<p><u>Officer comments</u> It is recommended that both proposals are approved: the 2-metre extension to the double yellow lines on the east side of Whitecliffe Avenue and the 3-metre extension to the double yellow lines in Hayling Avenue, east from that junction.</p> <p>See the full reasons for the recommendations given at paragraphs 4.5.1 and 4.5.2.</p> <p>In Whitecliffe Avenue the proposal aims to prevent confusion caused by the existing restriction ending within a dropped kerb area and motorists parking at the end of the double yellow lines. However, obstructing a dropped kerb can result in a parking fine being issued. The 2-metre extension will prevent such misunderstandings.</p> <p>A number of residents have raised concerns over safety at the junction of Whitecliffe Avenue and Hayling Avenue, which cannot be taken lightly.</p>
<p><u>Resident, road not given</u> It is already hard enough to get parking in the street without you extending the double yellow lines and making there even less space available. Our voices need to be heard.</p>	
<p><u>Resident, Whitecliffe Avenue</u> I am not in favour. Exiting Whitecliffe Ave is no worse than other junctions here or elsewhere in the city and to extend further will limit the already inadequate parking availability.</p>	

Support and suggestion - new double yellow lines in Stride Avenue and extension to the restriction in Sunningdale Road.

<p><u>Resident, Sunningdale Road</u> The proposal for double yellow lines in Stride Road at its junction with Sunningdale Road is great news. However, we would also like the existing double yellow lines in Sunningdale Road extended. Heavy vehicles don't have the turning room into Sunningdale Road, especially when larger vehicles park near or over the existing lines. It is frustrating when numerous lorry drivers knock on our door asking us to move our cars so they can manoeuvre around the corner without hitting vehicles parking opposite.</p>	<p><u>Officer comments</u> It is not possible to add further proposals to this Order without consultation. Therefore a proposal to extend the parking restrictions in Sunningdale Road will be put forward under a separate Traffic Regulation Order in the coming months.</p> <p>No further issues were raised following the double yellow lines installed on this junction in 2009, indicating the original concerns had been addressed.</p>
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Copy of the public notice detailing the proposals:

Dated: 3 December 2014

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.77) ORDER 2014

Notice is hereby given that Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1 – 4, 32, 35 and 36 of the Road Traffic Regulation Act 1984. The effect would be as detailed below:

A) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

- 1. Bransbury Road** (a) Southwest side, a 54m length on the inside of the bend north of Eastney Farm Road
(b) Northeast side, a 58m length on the inside of the bend west of the car park entrance (opposite Henderson Road junction)
- 2. Cooper Road** Both sides, a 2m length southwards from the junction with Stanley Avenue
- 3. Ferry Road** Both sides, a 22m extension of the double yellow lines from the junction with Fort Cumberland Road, up to the dropped kerb on each side
- 4. Havant Road, North End** West side, a 9m length north of No. 53 (access to Kidson Court, No.55)
- 5. Hayling Avenue** North side, extend the existing double yellow lines by 3m in front of No.51
- 6. Herbert Street** North side, from its eastern dead end westerly for 45 metres
- 7. Highgrove Road** (a) West side, a 3m length southwards from the junction with Stanley Ave
(b) East side, a 2m length southwards from the junction with Stanley Ave
- 8. King Albert Street** 2 lengths of double yellow lines around the bends opposite 86-101 Crown Court to enable through-traffic and improve visibility of on-coming vehicles
- 9. Peronne Road** West side, an 18m length southwards from the boundary of No.32 (access road to the AR Centre)
- 10. Range Green** North side, extend the double yellow lines by 5 metres up to No.2's dropped kerb (to protect access to the fire hydrant)
- 11. Salisbury Rd, Cosham** West side, a 4m extension to the existing double yellow lines from Magdala Road up to the first dropped kerb on that side
- 12. Solent Road** South side, extend the existing double yellow lines at the junction of Dene Hollow by 4m eastwards and 3m westwards
- 13. Southampton Road** North side, a 20m length from outside the nursery, up to the bus stop clearway to the east
- 14. Stanley Avenue** (a) Southwest side, a 2m length north-westwards and 2m length south-eastwards of the junction with Cooper Road
(b) Southwest side, a 2m length north-westwards and 3m length south-eastwards of the junction with Highgrove Road
- 15. Stride Avenue** Both sides, 3m eastwards from its junction with Sunningdale Road
- 16. Tangier Road** North side, a 5m extension of the double yellow lines westwards from the junction with Stanley Avenue (outside No. 247)
- 17. Tudor Crescent** West / South sides, a 23m length from the bridge access road around the bend opposite No.34
- 18. Whitecliffe Avenue** East side, extend the existing double yellow lines by 2m from Hayling Ave

B) REMOVAL OF NO WAITING AT ANY TIME (double yellow lines)

- 1. Balliol Road** East side, a 5m reduction of the restriction alongside No. 17 New Road
- 2. Devonshire Avenue** (a) North side, a 3m length outside No. 177
(b) South side, a 3m length outside No. 200

3. Liss Road South side, the 9m length westwards from No.2

C) PROHIBITION OF WAITING AT ANY TIME (double yellow lines) and CYCLE LANE (advisory)

1. Havant Road, North side between the junctions of Portsdown Avenue and the
Drayton & Farlington City Boundary (Rectory Avenue) - outside odd Nos. 203 - 371

D) NO WAITING MON-FRI 7AM - 11AM (single yellow line)

1. Chichester Road South side, a 5m length outside No.194 (west of Paulsgrove Rd junction)

E) NO WAITING SATURDAY 7AM - 11AM (single yellow line)

1. Beaulieu Road East side, a 10m length alongside the convenience store

F) NO WAITING MON-SAT 8AM - 6PM (single yellow line)

1. Herbert Street North side, from the junction of Flathouse Road easterly for 36m

G) CHANGE FROM NO WAITING MON-SAT 8AM-6PM TO:

NO WAITING MON-FRI 8AM-5PM

1. Chelsea Road West side, the existing single yellow lines northwards from Albert Road

H) CHANGE FROM NO WAITING MON-FRI 8AM-5PM (single yellow line) TO:

NO WAITING AT ANY TIME (double yellow lines)

1. Tudor Crescent East / South sides, an 18m length from the bridge access road around the bend to approximately opposite No.35

I) CHANGE FROM PAY & DISPLAY TO:

LOADING ONLY 8AM-6PM

1. Elm Grove South side, 9m of the existing Pay & Display bay outside Nos. 146-148

J) CHANGE FROM 3-HOUR LIMITED WAITING TO:

3 HOURS LIMITED WAITING, LA PERMIT HOLDERS EXEMPT

1. King Street Both sides to the front of the former Southsea Community Centre

REASONS FOR ORDER

1) To introduce parking restrictions in various roads across the city to improve road safety, pedestrian safety, visibility and traffic management (reducing congestion), and improve access for the emergency services, public services, delivery vehicles and refuse collection vehicles **(A, D, E, H)**

2) To amend, introduce and/or remove parking restrictions to accommodate changing local needs and make the most effective use of the public highway **(B, C, D, E, F, G, I, J)**

A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours. A copy of this Public Notice can be viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2014'

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO 77/2014** by the **31 December 2014** stating the grounds of objection / support. (Due to the Christmas period, the 21-day consultation period has been extended to 28 days).

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

SIMON MOON, Head of Transport and Environment
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

(End of Report)

Agenda Item 6

Agenda item:

Decision maker: Cabinet Member for Traffic and Transportation

Date: 05 February 2015

Subject: Montague Road One Way – Results of Second Public Consultation

Report by: Head of Transport & Environment

Wards affected: Hilsea Ward

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1 To consider the responses to the second public consultation regarding the proposals to reverse the existing one-way system within Montague Road.

2. Recommendations

- 2.1 **That Option 2, the existing layout of the current one-way remains unchanged.**
- 2.2 **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.**

3. Background

- 3.1 Following a request from the Local Councillors, Portsmouth City Council were asked to canvas residents' views regarding whether they would support the reversal of the existing one-way system within operation in Montague Road. The current one-way system allows traffic to travel east for its entire length from its junction with London Road to its junction with Beresford Road.
- 3.2 Montague Road is perceived by residents to be a heavily trafficked residential road due to the location of a Tesco Express store located on the southern side of the junction of London Road/Montague Road. Residents have complained to Councillors of it being utilised as a 'rat-run' by traffic wishing to utilise the store. Montague Road, along with surrounding residential roads within the vicinity, is part of the citywide 20mph speed limit which was implemented in October 2007.

3.3 The Parking Team conducted a review of the penalties issued within the vicinity of Montague Road from 01 January 2014 until 14 January 2015. For this time period records indicated that 296 penalty notices had been issued to vehicles within Montague Road that had illegally parked within the area.

3.4 A postal consultation was carried out with residents of Montague Road and Beresford Road (from its junction with Kirby Road to its junction with Stubbington Avenue) from the end of June 2014 until 06 August 2014. The results were as follows:-

From the 120 letters addressed to residents we received 47 completed voting forms (a return of 39%). The breakdown of the results is as follows:

Option 1 - Consisting of the proposal to reverse the direction of the existing one-way system within Montague Road (Traffic would travel westbound from its junction with Beresford Road to its junction with London Road) - received 20 votes from residents (43% of returns);

Option 2 - That the existing layout of Montague Road remains unchanged (Traffic would continue to travel eastbound from its junction with London Road to its junction with Beresford Road) - received 27 votes from residents (57%);

3.5 Unfortunately, several residents within the area, including Belham Apartments, were not included within the consultation. Therefore, this was deemed to be flawed and a more detailed consultation undertaken with residents within the area.

3.6 A second postal consultation was carried out during December 2014 until 19 January 2015. This was supported with a drop-in session that was held at North End Bowling Club, Beresford Road on Wednesday 17th December 2014 from 18:00 to 20:00. The purpose of this session was that residents could drop-in at any time during the event to discuss and ask questions regarding the proposals with officers and Local Ward Councillors.

3.7 Portsmouth City Council sent out 149 consultation letters and voting forms to the residents within the area, including those who had been missed during the first public consultation. (A plan of the agreed consultation area can be found in Appendix 1). From the 149 letters addressed to the residents we received 57 completed voting forms (a return of 38%). The breakdown of the results is as follows:

Option 1 - That the existing layout of Montague Road remains unchanged (Traffic would continue to travel eastbound from its junction with London Road to its junction with Beresford Road) - received 38 votes from residents (67%);

Option 2 - Consisting of the proposal to reverse the direction of the existing one-way system within Montague Road (Traffic would travel westbound from its junction with Beresford Road to its junction with London Road) - received 19 votes from residents (33% of returns);

4. Reasons for recommendations

- 4.1 Option 1, the existing layout of Montague Road remains unchanged, received the majority of votes from those residents that participated within the consultation;
- 4.2 Due to the difficulty of predicting the effect the possible changes to the existing one-way would have on traffic patterns within the area the Transport and Environment Service will continue to monitor vehicle speeds and volumes and address any problems that may arise in the future;
- 4.3 By retaining the existing layout, drivers familiar with the area that drive without acknowledging any possible changes within the area will be less likely to violate the existing one-way Traffic Regulation Order. There will also be a reduced risk of confrontation between drivers.
- 4.4 Due to vehicles parking inconsiderately within the entrance of Montague Road at the London Road junction, consideration can be given to implementing measures to prevent this from happening. There are also measures that could be considered that would make the parking self-enforcing at the junction and prevent vehicles from violating the existing one-way. However, it will be necessary for funding to be identified to allow for these possible improvements.

5. Equality impact assessment (EIA)

- 5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

6. Legal comments

- 6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.2 A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make provisions prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 6.3 A proposed TRO must be advertised, the appropriate bodies notified and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

6.4 If it is decided to modify any parking restrictions it will be necessary to follow the above procedures to amend or introduce any TRO and if there are any objections the matter must be brought before the executive member again.

7. Head of Finance’s comments

Any proposals that arise following the review into measures to improve the parking arrangements and enforcement as referenced in recommendation 2.2 will need to be financially appraised and a source of funding found to implement them. These will be brought to a future meeting where the costs and potential funding sources will be proposed for recommendation.

.....
Head of Transport and Environment

Appendices:

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:

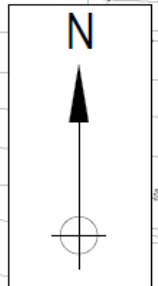
Title of document	Location
Consultation Table of Responses and comments	
Consultation Letter	
Drawing - Montague 01 - Existing Layout	
Drawing - Montague 02 - Reverse One-Way	
Montague Road Voting Form	

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by Councillor Ken Ellcome on 5 February 2015.

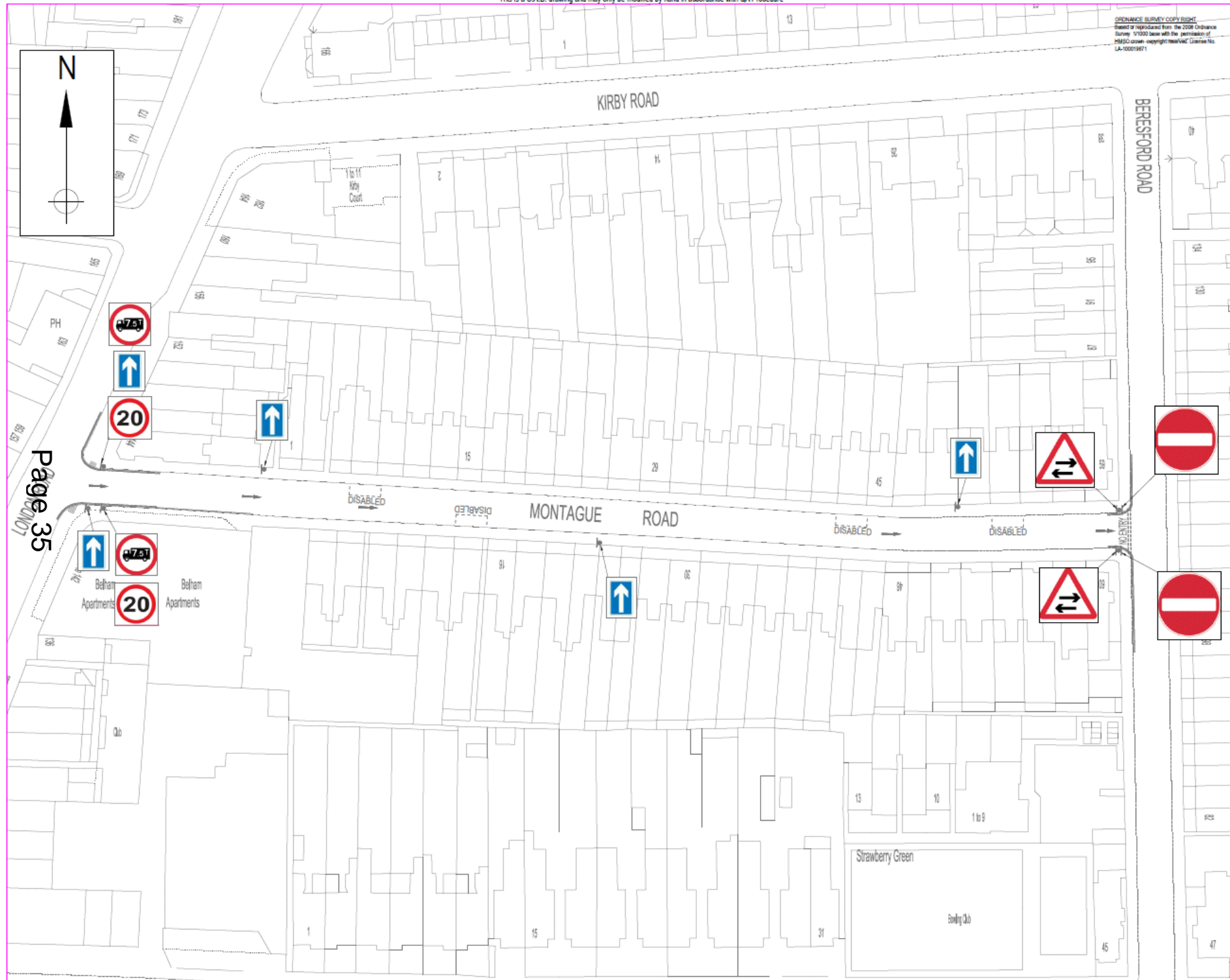
Signed.....
Cabinet Member for Traffic and Transportation

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 of 35

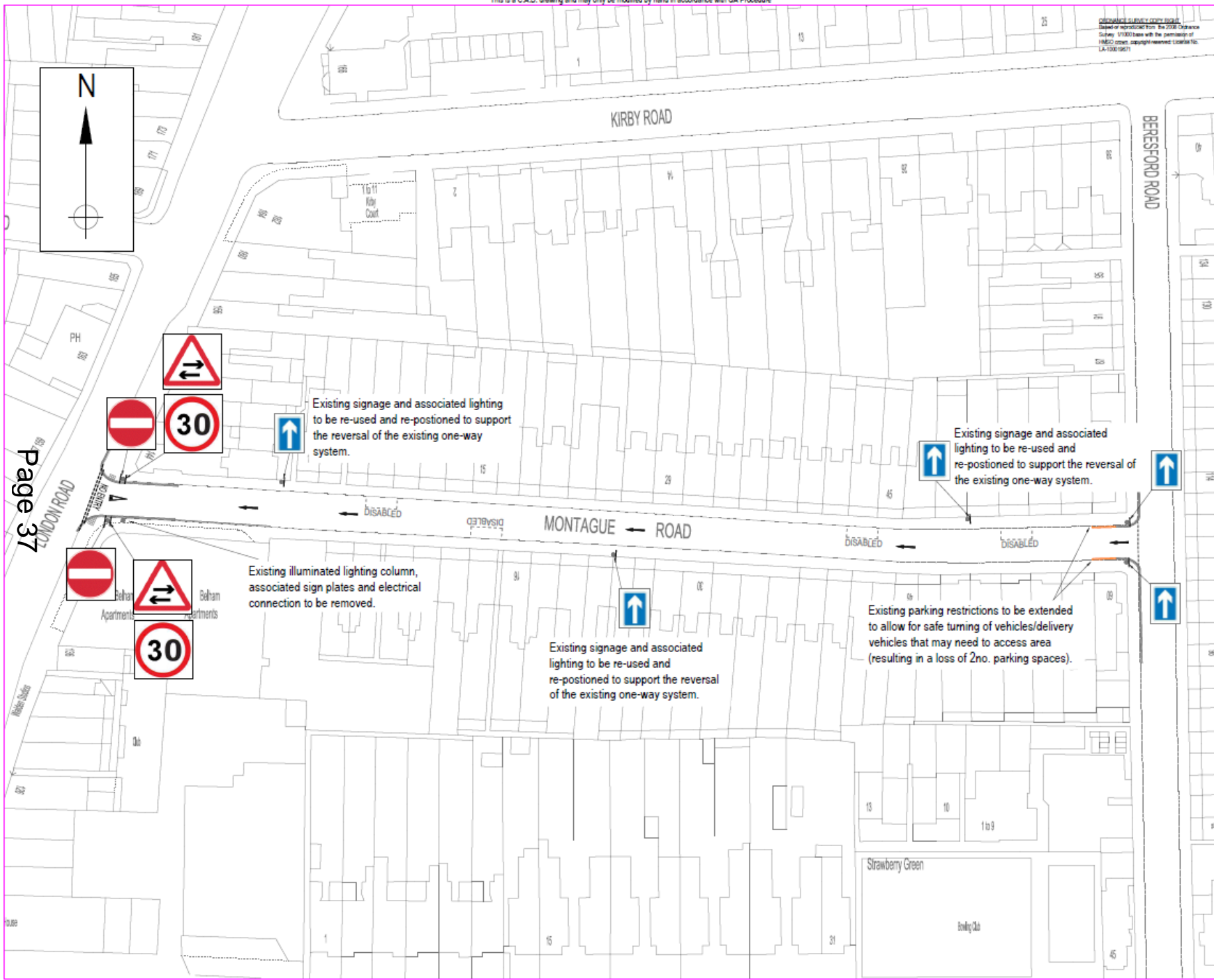


Rev	Date	Revised (reason)	Approved
Project			
MONTAGUE ROAD - ONE WAY SYSTEM			
Drawing No.			
EXISTING LAYOUT			
Date: 22 Oct 2014		N. T. S.	
 PORTSMOUTH CITY COUNCIL TRANSPORT AND ENVIRONMENT SERVICE			
HEAD OF TRANSPORT AND ENVIRONMENT BENJAMIN O'NEILL MBE MBE		TEL: 023 9284 4885 FAX: 023 9284 4889	
Programme	TAS	Drawn by	TAS
Project No.	MONTAGUE 01		Sheet No.
Superv	CDR	Working	
Finality	TENDR	AGREED	
Remarks	CONTACT	ALL	

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MONTAGUE ROAD - ONE WAY SYSTEM			
PROPOSED REVERSAL OF ONE-WAY			
No. 22 Oct 2014		Iss. N. T. S.	
 PORTSMOUTH CITY COUNCIL TRANSPORT AND ENVIRONMENT SERVICE			
ROAD OF TRANSPORT AND ENVIRONMENT No. 205 020 400 (NON-MODIFIED) ROAD No. 205 020 400			
Author	Drawn	Checked	Approved
TAS	TAS		
Scheme No. MONTAGUE 02			
Issue	Date	Drawn	Checked
0001	15/03	ASB	ASB
Issue	Date	Drawn	Checked
			LL

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ADDRESS:-	OPTION 1:EXISTING ONE-WAY LAYOUT REMAINS UNCHANGED	OPTION 2: REVERSE EXISTING ONE-WAY TO OPERATE IN OPPOSITE DIRECTION	COMMENTS:
MONTAGUE ROAD			
	1	1	
	1	1	
	1	1	
	1	1	Amazed that there has not been a serious accident. Large numbers of vehicles reversing out of Montague Road into London Road. Dangerous for pedestrians too.
	1	1	
	1	1	Why waste resources if already decided by residents. Use money for forcing rogue landlords to carry out repairs & stop anti social behaviour.
	1	1	Cars park at entrance of road to access Tesco. Build kerb out on each side to stop parking whilst still allowing access for refuse vehicles.
	1	1	Removal of two spaces for turning circle will allow removal of the single yellow restrictions at the current entrance of Montague Rd resulting in increase in parking.
	1	1	
	1	1	Feel it will releave the parking problems. Annoying when you cannot park in your street due to shoppers and employees of local businesses.
	1	1	As previously stated, any changes will result in dangerous conditions at the junction.
	1	1	Why wasting time and money on needless schemes? Please put my taxpayers money to better use.
	1	1	With change turning into London Rd will be dangerous due to lorries parked in bus lane. There is no disabled parking outside at present on the restricted are by Tesco and area is not policed very ell.
	1	1	
	1	1	Only been a resident for a few months so unsure of current situations. Have residents parking ever been considered?
	1	1	Extremely dangerous at the moment when accessing Montague Rd. Cars park on double yellow lines. Leaves little road space to turn into. The Tesco store has considerably added to the volume of traffic. Could be improved if the one-way reversed. However, where will vehicles visitng Tesco park?
	1	1	I still strongly object to the change in traffic flow. Lorries daily delivering to Tescos and furniture shop parked in bus lane obscuring on-coming traffic. Build up in traffic wil make it difficult for residents to leave their homes. Since when ha a majority against a descision needed more money spent on it. What happen to democracy.
	1	1	I don't see how parking will be any different? Just people parking the other way around inconsiderately.
	1	1	What is the point of voting if we are asked to vote again. Is it so that less people will reply and you get option 2. Very unothodox.

	1		I thought we were living in a democracy! The first vote showed no change so that should stand. Install double yellow lines not single. You will just push traffic into surrounding roads. Will be impossible to exit onto London Road during peak times. It will be dangerous as have to see around buses and lorries in bus lane.
	1		What a waste of council tax money when most people are happy as things are.
	1		
	1		As stated before, if it is not broken don't fix it. Lived here for 31 years and do not have problems with the existing layout. If people don't like it they should move.
	1		Cars will park inconsiderately whatever happens. Large lorries park in bus lane. The only real answer is to get rid of Tesco. Road is full of rubbish from shop and on the pavement. Can't park in our own road.
	1	1	Something needs to be done at London Road junction. Maybe build-outs are an option to restrict the traffic flow. Drivers reversing out of the one-way will cause an accident at some point.
	1	1	People may offer resistance to proposals as it means loss of tow parking spaces. Is there a proposal to remove line outside Tesco to give parking back?
	1		
TOTALS	18	14	

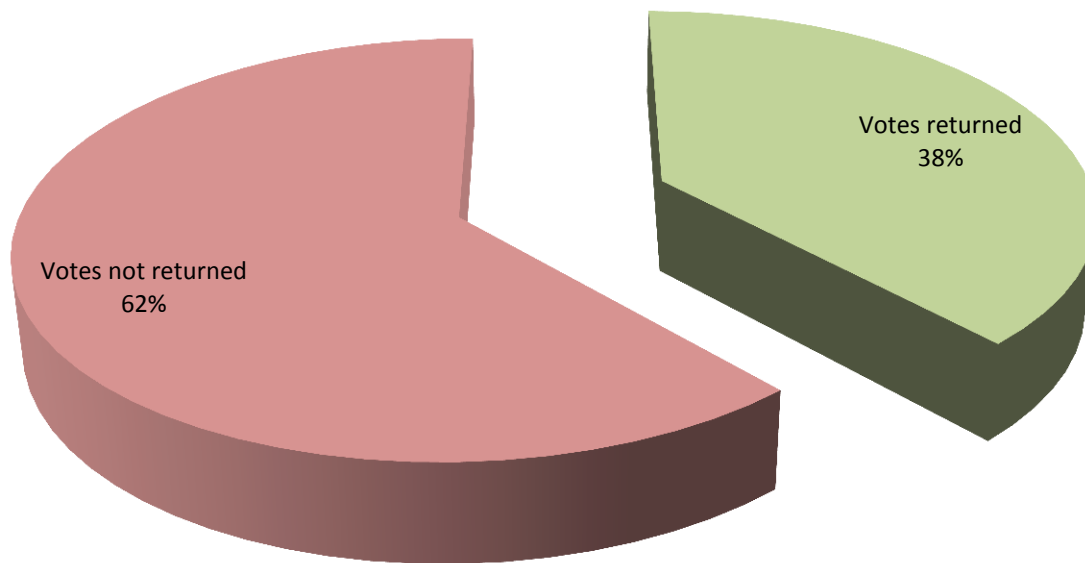
BERESFORD ROAD			
	1		
	1	1	Inconsiderate parking at the Beresford Rd/Montague Rd junction. Vehicle park right up to the corner and on the double yellow lines. Would like to see a 'Keep Clear' on London Road at the junction to enable vehicles to leave Montague Road more easily.
	1		
	1	1	
	1		
	1		Stupid idea. Poor neighbours that live down that road. Can't afford to lose anymore parking. Fine silly drivers who park on double yellows at Tesco.
	1		Parking is difficult in Beresford Rd. Reducing the space in Montague Rd would only exacerbate the problem. Traffic flow through Beresford Rd would be excessive should the proposed changes take place. I am firmly against the change.
	1	1	Roads are like a rat-run for people trying to avoid roundabout. Cars swerve sharply around the corner of Montague Rd. It is felt that reversing the one-way would reduce traffic flows.
	1		Will not change the inconsiderate parking and will force this behaviour into London Road, blocking the bus lane. Why is there a re-vote when we have already voted against the proposed changes. This is not democracy. Why were these issues not thought about before allowing Tesco to put an express store there.
	1	1	Large vehicles have great difficulty negotiating the corners. They have to mount the pavement, breaking the paving slabs. Reversing the one-way would improve safety for pedestrians.
	1		
	1		Large number of vehicles park in the Bus Lane making it difficult to turn into London Road with parked vehicles restricting the view. If building out the footways at the junction were considered and implemented I think this would work.
	1		Issue is only outside Tesco on London Rd junction. Changes would cause more hassle in Beresford Rd and we would lose parking spaces for residents.
	1	1	Changes would not benefit any residents.
	1		Since when was a low turnout a precedent for a re-vote? This is about Tesco. Residents organised a petition against placing Tesco where it is due to lack of parking. Residents were ignored. Not enough parking spaces as it is.
	1		
	1		Traffic exiting into London Road will have problems due to poor visibility. Regular deliveries park in bus lane. Build-up of traffic at rush hour in the mornings, evening and weekends in London Road will need to be negotiated when exiting Montague Road. Remove single yellow line in Montague Road to allow extra parking.
	1		
TOTALS	16	5	

OTHER			
	1		
	1		
	1		Option 2 will not stop inconsiderate parking. What about residents parking? Change Beresford Rd to one-way north bound. This will stop Montague Rd being used as short cut and rat-run.
	1		

TOTALS	4	0	
O/ALL TOTAL	38	19	

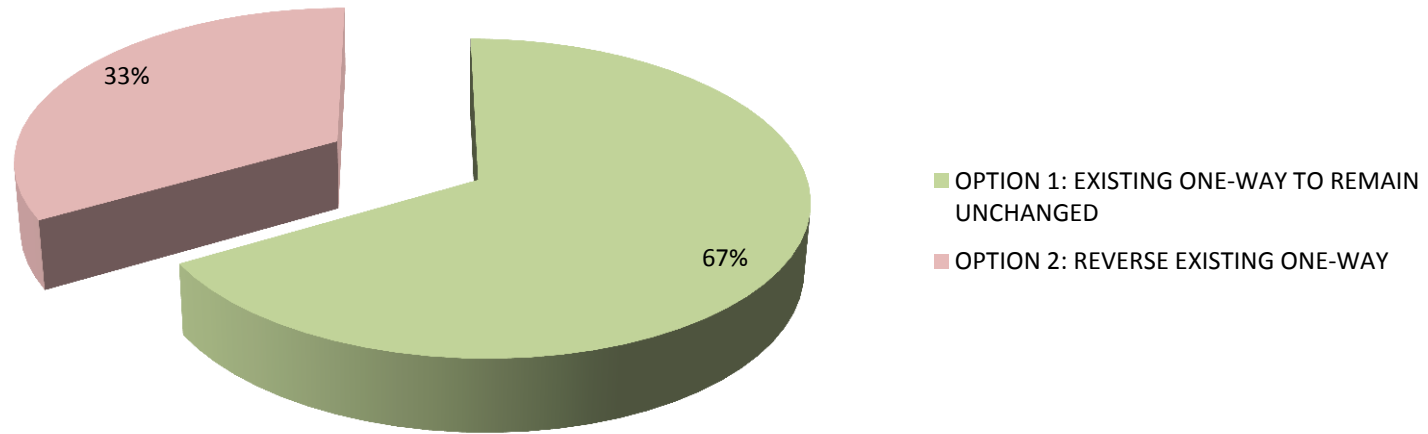
Votes returned	57
Votes not returned	92
TOTAL ADDRESSED TO RESIDENTS	149

**Montague Road One-Way System Reversal - Responses
Recieved (out of 148)**



OPTION 1: EXISTING ONE-WAY TO REMAIN UNCHANGED	38
OPTION 2: REVERSE EXISTING ONE-WAY	19

Montague Road One-Way Consultation - Breakdown of Returned Responses



To The Resident

05 December 2014

Transport and Environment

Transport Planning
Civic Offices
Guildhall Square
Portsmouth
PO1 2NE

Phone: 023 9284 1312

Fax: 023 9268 8341

Our Ref: TS/Montague Rd02

Your Ref:

Dear Resident

MONTAGUE ROAD ONE-WAY CONSULTATION

I write to you following the survey conducted earlier this year regarding the possible reversal of the existing one-way system currently in operation within Montague Road. I can confirm that from the original 120 consultation letters originally delivered to residents within the area, only 39% of voting forms were returned to Portsmouth City Council.

From the 39% of responses received the results were extremely close with 43% supporting the reversal of the existing one-way system and 57% asking for the existing layout to remain unchanged.

It was felt, as a result of the voting and the comments received from residents, that more information was required for residents to make an informed decision regarding Montague Road. This includes the opportunity to vote again and also have the opportunity to attend an evening drop in session which will be held by Officers and attended by Ward Councillors.

The following two options are proposed and are also shown on the attached drawings;

OPTION ONE - The existing one-way system within Montague Road remains unchanged – See Drg. No. Montague 01.

As part of any scheme proposed by Portsmouth City Council an option to leave the existing layout unchanged must be considered. The current layout has raised concerns about inconsiderate parking on the junction of London Road and Montague Road.

OPTION TWO - The existing one-way system within Montague Road is reversed – See Drg. No. Montague 02.

This proposal would result in traffic travelling in a west-bound direction from the junction of Beresford Road to the junction of London Road. The advantage of this proposal prevents

vehicles from entering the London Road/Montague Road junction and parking inconsiderately. The existing dropped kerbs at the junction of London Road would be less likely to be parked over, allowing pedestrians to cross Montague Road without negotiating parked vehicles.

The disadvantage to this proposal would be the loss of two on-street parking spaces at the junction of Montague Road/Beresford Road (one on the eastern side and one on the western side). This space would be required to allow the safe turning movements for large service vehicles to access the area, for example, emergency vehicles and refuse vehicles.

In addition traffic flows would likely increase to other neighbouring roads as a result of Montague Roads one way system operating against traffic flow from the main London Road.

In order that your views may be taken into account, please indicate your preference, and any additional comments you may have, on the attached voting form before the closing date below. If Portsmouth City Council receive similar results to the previous survey other Engineering options, subject to available funding, may be considered.

CLOSING DATE FOR CONSULTATION IS MONDAY 19TH JANUARY 2015

It is also proposed that a drop-in session will be held at North End Bowling Club, Beresford Road on Wednesday 17th December 2014 from 18:00 to 20:00. The purpose of this session is that residents can drop-in at any time during the event to discuss and ask questions regarding the proposals with officers and Local Ward Councillors.

Responses from all residents in the affected roads will be considered before any further action is taken. Please note that any voting forms that are not returned or that are received after the closing date will not be taken into account. Should you wish to discuss any option further, please do not hesitate to call me on (023) 9284 1312.

Yours faithfully

Tracey Shepherd (Senior IEng, FIHE)
Traffic Engineer, Road Safety & Active Travel
tracey.shepherd@portsmouthcc.gov.uk

You can get this Portsmouth City Council information in large print, Braille, Audio or in another language by calling (023) 9284 1312

VOTING FORM

MONTAGUE ROAD ONE-WAY CONSULTATION

Which road do you live in? (Please Tick)

Montague Rd Beresford Rd Other

What is your house number?

Please choose your preferred option below and tick **only one box**

OPTION 1 – Existing one-way to remain unchanged

OPTION 2 – Reverse existing one-way (to operate in a west-bound direction from Beresford Rd to London Rd)

Additional Comments (if any):-

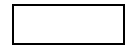
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CONSULTATION CLOSING DATE: MONDAY 19th JANUARY 2015

Please return this form using the enclosed pre-paid, self-addressed envelope.

Thank you for taking the time to register your vote!

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Decision maker: Cabinet Member for Traffic and Transportation

Subject: Private Hire Vehicles (PHVs) in bus lanes

Report by: Nicola Waight

Wards affected: All

Key decision (over £250k): No

1. Purpose of report

1.1 In response to a petition by Private Hire Vehicle (PHV) drivers to be allowed to use bus lanes, this report has been requested by the Cabinet Member for Traffic and Transportation. It discusses options for allowing PHVs in bus lanes within Portsmouth.

2. Recommendations

,2.1 That based on information within this report (sections 5,6,7,10 and 13) particularly the stakeholder responses and the safety record of taxis and PHVs within Portsmouth, that the Cabinet Member retains bus lanes for buses, bicycles and hackney cabs only.

3. Alternative options

3.1 Grant approval for PHVs to drive in bus lanes (only those specifically registered with the council for this purpose) when camera enforcement of bus lanes is operational. This would be for a trial period in a trial area (see Appendix A for details). Should the Cabinet Member decide to proceed with a trial, it is recommended that a monitoring report should be provided to Cabinet at the end of the trial period to enable them to make a decision on how to proceed, for example with further lanes to be added or the scheme to be withdrawn. Details of the monitoring report can be found in 8.7.

3.2 Allow PHVs in all Portsmouth bus lanes (except DfT specified "special roads"). A monitoring report should be provided to Cabinet at the end of a specified period to enable review.

4. Background

4.1 *History of the paper*

4.1.1 At the request of the Cabinet Member for Traffic and Transportation, a paper was brought to T&T on this matter on 22 March 2011. The recommendation at that time was for the Cabinet Member to consider the options:

- a) Do nothing
- b) Approval for PHVs to drive in bus lanes
- c) Approval for PHVs to drive in bus lanes when camera enforcement of bus lanes is operational

4.1.2 The 2011 report to T&T attracted objections from several members of Portsmouth Cycle Forum and Hampshire Constabulary. The main objections raised regarding the introduction of PHVs into bus lanes were:

- Their introduction would lead to congestion within the city and impact on the punctuality of bus services;
- Safety of cyclists;
- Objection by the police during statutory consultation as the introduction would not be based on casualty reduction principles;
- Wider abuse of lanes by other ineligible motorists.

4.1.3 The decision made at that T&T was: That following consideration of this report, the Cabinet Member noted the update on progress made to date on the camera enforcement project and approved, in principle, option B (approval for PHVs to drive in bus lanes) subject to funding and a future Traffic Regulation Order on the inclusion of PHVs in bus lanes in Portsmouth.

4.1.4 The camera enforcement of bus lanes project has suffered delays and therefore, this recommendation has not been progressed

4.1.5 A petition of 1830 signatures was submitted to the Council on 13 June 2014 as follows:

"We petition Portsmouth Local City Council to permit Portsmouth private hire cars to use the local bus lanes as a direct result of recent changes to the M275 and associated park and ride scheme. The residents of Portsmouth deserve to get to their destination on time and not sat in traffic jams; the private hire taxi drivers of Portsmouth deserve to earn a minimum wage also. Cars sat in traffic unnecessarily cause pollution to people in the local community as well as globally resulting in health issues which can be simply reduced through this initiative."

4.1.6 The Assistant Head of Service for Transport responded to this petition on 25 July 2014 and raised the issue for the attention of the Cabinet member for Traffic and Transportation. He also informed the lead petitioner that he had sufficient numbers to request the item to be debated at Full Council.

- 4.1.7 The most recent Transport Liaison Group (all modes) meeting chaired by Cabinet Member for Traffic and Transportation on 2nd December 2014 discussed PHVs in bus lanes and concerns were raised by:
- Bus operators
 - Portsmouth Cycle Forum
 - Hampshire Constabulary

It is therefore possible that they will object to a proposal to allow PHVs to use bus lanes.

- 4.1.8 The concerns regarding the introduction of PHVs into bus lanes are made worse by their introduction leading to wider abuse of bus lanes by other ineligible motorists within the city. This could be mitigated by introducing a change concurrently with bus lane camera enforcement, to ensure that only eligible vehicles can use the lanes.

4.2 *Current users of Portsmouth's bus lanes*

- 4.2.1 Currently, most bus lanes in Portsmouth can be used by buses, licenced taxis and cyclists. "Bus" includes any vehicle capable of carrying 9 passengers or more, which includes minibuses and coaches.
- 4.2.2 Licenced taxis (hackneys) have been able to use the bus lanes since 2001. This was approved in the Traffic and Transportation meeting on 13/3/2001 provided that Hackney's adopted PCC livery standard for hackney cabs.
- 4.2.3 There are currently approximately 234 licensed taxis and 950 PHVs working in the city providing a 24-hour service to residents and visitors alike. Private hire vehicles licensed by the City Council currently do not have access to bus lanes.
- 4.2.4 Traffic commissioners, as the regulators of the bus industry and the registrars of all local bus services, have powers under the Transport Act 1985 and the Transport Act 2000 as amended and sections 38 and 39 of the Transport (Scotland) Act 2001.

Where an operator has failed to run a service as registered, without reasonable excuse, the following powers are available to the traffic commissioners;

1. Prohibit the holder of the licence from using vehicles to provide local bus services. This can be for a specified or indefinite period.
2. To attach a condition restricting the number of vehicles which the operator may use under the licence.
3. Apply financial sanctions (pay a penalty) in accordance with specified limits.

The amount specified in all circumstances must not exceed £550 multiplied by the total number of vehicles which the operator is licenced to under all the PSV operators held by the operator.

- 4.2.5 Traffic commissioners, as the regulators of the bus industry and the registrars of all local bus services, have powers under the Transport Act 1985 and the Transport Act 2000 as amended and sections 38 and 39 of the Transport (Scotland) Act 2001.
- 4.2.6 Delivering punctual and reliable services is a joint responsibility between operators and local authorities. This joint accountability is reflected in the statute and has been statutorily acknowledged and whilst in the past traffic commissioners could only take action against operators, they can now also take action against local authorities.
- 4.2.7 Licenced taxis charge according to a sealed meter which means that they charge based on mileage and time a journey takes. They can be flagged, wait at ranks, hailed or booked. In contrast it is not compulsory for PHVs to have a meter and a journey must be pre-booked.
- 4.2.8 It is within the powers of the City Council to determine which vehicles are allowed in bus lanes in Portsmouth. A decision to allow PHVs in bus lanes would be subject to a 3 week statutory consultation via a Traffic Regulation Order (TRO).

5. **Corporate objectives**

- 5.1 Improving public transport helps to deliver the Council's plan on a page and the Shaping the Future of Portsmouth strategy. It is also central to a number of outcomes within Local Transport Plan 3. It contributes towards a number of corporate priorities by improving accessibility and social inclusion and tackling air quality and traffic congestion. It also supports two of the main objectives of the Transport and Environment Service Business Plan 2011-14
- Operational objective 1:
To promote, in conjunction with partners and stakeholders, public transport in Portsmouth so it becomes the travel mode of choice.
 - Operational objective 2:
Minimise the impact of congestion and manage traffic flows to, from and around Portsmouth.
- 5.2 Bus lanes and bus priority measures are implemented to provide effective and systematic measures protecting buses from the effects of traffic congestion and have a beneficial impact on journey times, service reliability, passenger demand, revenue and the level of subsidy required to deliver a high quality passenger transport network, and reduce the costs of operating a given level of bus service.

5.3 Protecting bus lanes in Portsmouth confirms the City Council's commitment and support to the Punctuality Improvement Partnership and to support measures designed to improve the performance, efficiency, cost and image of bus travel. These aims are in line with encouraging the use of sustainable transport; reducing traffic volumes and its associated adverse impacts on congestion, air quality and carbon emissions, which are key problems in Portsmouth.

6. **Public Health**

6.1 Local authorities' statutory responsibilities for public health services are set out in the Health and Social Care Act 2012. The Act conferred new duties on local authorities to improve and protect public health.

6.2 An October 2012 Public Health Factsheet entitled "The new public health role of local authorities" sets out the legal framework of the Act:
'Broadly speaking, the Health and Social Care Act 2012 ("the Act") gives responsibility for health protection to the Secretary of State and health improvement to upper tier and unitary local authorities.'

6.3 The Secretary of State will also delegate some health protection functions to local authorities. Local authorities will maintain responsibility for their existing health protection functions, many of which are exercised by lower tier and unitary authorities.'

6.4 In 2012, a proposal in Leeds to permit Hackney carriages to use bus lanes was criticised for failing to consider the impacts of the proposal on public health: Namely:

- 1) The proposal may directly increase the number of road accidents
- 2) The proposal is likely to discourage cycling which is an important form of physical activity, and this will adversely affect health and quality of life. The second effect is believed to be more important than the first

6.5 A full evidence review (including references) prepared by the Portsmouth City Council's Public Health is attached in Appendix C

7. **Safety issues**

7.1 This section presents information from a report taken to Licencing Committee on 21 November 2014.

7.2 The following data is all drawn from Stats19 Police/Local Authority casualty record analysis. "Taxi" refers to Hackneys and PHVs as STATS19 data does not record this separately.

7.3 Portsmouth has significantly higher taxi casualties than the rest of Hampshire and vulnerable road users feature heavily.

7.4 Overall picture (provided by Hampshire Constabulary):

Dividing the county into the Policing areas:

- During the four years January 2009 – December 2012 there were 407 personal injury collisions in the area involving taxis and private hire vehicles.
- 61.4% of the collisions occur in the Eastern Roads Policing Unit (RPU) Area (this includes Portsmouth and Isle of Wight)
- 24.1% of the collisions occur in the West RPU Area
- 14.5% of the collisions occur in the North RPU Area
- 215 collisions (72 serious, 143 slight) occurred in Portsmouth, this accounts for 41.8% of the 407 collisions Hampshire wide.
- 76 collisions (15 serious, 61 slight) occurred in Southampton, this accounts for 18.7% of the 407 collisions.

In 70.6% of the collisions in Portsmouth – the taxi driver had blame for the collision

7.5 Portsmouth picture

- Analysis of the most recent stats19 data for Portsmouth 1st September 2010 and 31st August 2014 (4 year's data) shows there were a total of 200 collisions involving taxis and PHVs (1 fatal, 45 serious and 154 slight). (November 2014 Licencing report reported 2011-14 but this should have read 2010-2014)
- 57 (21%) of the collisions are with pedal cycles, 60 (22%) are with pedestrians and 15 (6%) are with motorcycles with the remaining being with other vehicles.

7.6 Cycle collisions

- It is clear that cyclists are over represented in this data.
- Cyclists make up only 4.7% of traffic but 21% of Taxi related casualties.
- Taxis/Private Hire represents 0.9% of registered vehicles in Portsmouth (1000 out of a total of 110,000) but represent 8% of total cycle collisions.
- Most common contributory factor is driver failing to look properly.
- Most common manoeuvre is pulling out on cyclists at junctions and roundabouts and opening of doors into their path.

7.7 Pedestrian collisions

- Most common contributory factor is driver failing to look properly, although this is followed by pedestrian failed to look and impaired by alcohol.
- Most common manoeuvre is the taxi going straight ahead

7.8 *Vehicle Collisions*

- Most common contributory factors are: failed to look properly and failed to judge other persons path or speed.
- Most common collisions are pulling out at junctions and roundabouts and rear end shunts.

7.9 *Locations of note*

- 82% occur on main 30mph roads
- Taxi casualties are spread widely across the city but four locations are priorities.
 - Cosham – Southampton Road to M27
 - A2047 – entire length
 - Fratton Station (radius of 100 metres from entrance)
 - Albert Road entire length

7.10 *Summary*

- As professional drivers, taxi drivers are performing poorly in Portsmouth based on the safety evidence.
- There is a high percentage of vulnerable road users involved in collisions with taxis.
- A lack of observation and care at junctions and when driving generally is the prevalent behaviour.

7.11 *Most current data*

During the period 1 Sept 2011 - 30 September 2014 (3 year's data) taxis and PHVs were involved in 120 reported road traffic incidents. 36 of these incidents involved taxis/PHVs and pedal cyclists. Of these, the taxi/PHV driver was recorded as "at fault" in 29 cases, the pedal cyclist in 5 cases, and joint fault in 2 cases.

8 **Trialling PHVs in bus lanes**

- 8.1 At the all-modes (bus, taxi and PHV, active travel, rail and ferry) Transport Liaison Group (TLG) meeting chaired by Cabinet Member for Traffic and Transportation on 2nd December 2014, it was discussed that it may be possible for a trial to be held, allowing PHVs into bus lanes in a specific area for a time limited period to enable monitoring and to gauge how expansion of this trial might affect the rest of the city.
- 8.2 If a trial were to proceed it would need to be in a mixed traffic area to ascertain how other modes of transport such as pedal cyclists would interact with PHVs.

8.3 It would also need to meet the site criteria of camera enforcement -

- The sign may only be placed in an area or along a route where enforcement cameras are from time to time used
- There must be a maximum distance between sign and camera of 1km
- For fixed cameras, the speed limit and camera signs should be visible to the driver in the same view as the camera.
- a camera sign should be co-located with the bus lane signs.

8.4 With these criteria in mind, the following areas may be suitable for a trial:

Option 1 Mile End Road, Church Street through to Market Way

Option 2 Winston Churchill Avenue Westbound

Option 3 Portsmouth Road, Cosham

Appendix A outlines the advantages and disadvantages of each proposed trial area and provide maps for context.

8.5 How a trial could operate:

- A TRO would need to be in place - this would be subject to consultation
- Camera enforcement would be in place
- PHVs and Hackneys would need to register with the Council for permission to use the trial bus lanes. For the duration of the trial, there would be no charge to the driver for this permission.
- PCC would subsidise this trial permission but, if the trial was made permanent, or expanded, permitted vehicles would be charged for permission to use the bus lanes for cost recovery only.
- Registered vehicles would be added to the list of permitted vehicles under camera enforcement and would not be issued a PCN for using the lane, other, non-permitted vehicles would.
- No additional livery would be required for PHVs taking part in the trial.
- Signs on trial lanes would be as shown in Appendix B
- The estimated costs for signage on each of the trial areas is shown in appendix A
- The trial would need to last at least 3 months.

8.6 Monitoring

A report would be returned to T&T for the Cabinet member to decide whether the trial should be expanded, retained or revoked.

8.7 The monitoring report would include the following items:

- Number of registered vehicles
- Number of uses of the lane by registered vehicles (if possible to record)
- Number of road casualties involving PHVs and Hackneys over the period compared with similar previous period (casualties data is passed to the council by the police 3 months in arrears)
- Number of PCNs issued to non-registered vehicles
- Punctuality and reliability information from the bus operators
- Correspondence from bus operators
- Correspondence from pedal cyclists
- Correspondence from PHV and Hackney drivers
- It would also be beneficial to measure the average journey time of PHVs on routes before and during the trial, if this is possible. *Currently investigating*

8.8 Cost of trial

Staff time - up to 40 hours of staff time over a 3 month trial.

Signage - approximate costs for signage for each trial area are given in Appendix A

Camera enforcement costs have not been included as this project will proceed with or without PHV use of bus lanes.

9 **Signage and TRO**

9.1 Two options are available for signage to allow PHVs to drive in bus lanes.

1) No changes to existing signs, the existing "bus/cycle/taxi" sign is now deemed sufficient by the Department for Transport. However, this would enable any PHV, Portsmouth registered or otherwise, to use the bus lanes and could cause confusion for other drivers if they see PHVs using bus lanes. It would also be more to enforce via camera enforcement.

2) Change signage (see Appendix B) to show "bus/cycle/authorised user". This would enable monitoring of the lanes by camera enforcement. "Authorised user" would cover taxis and PHVs and this signage is permitted by DfT. Costs would be incurred to change the signage, however if the scheme were to be extended at the end of the trial, costs could be recovered by charging taxis and PHVs an annual fee for use of the bus lanes.

9.2 A charge for permits to use the bus lanes could be made by the Council to help cover the costs of camera enforcement, signage changes and managing the authorisation scheme for use of the bus lanes.

9.3 Following a decision on signage, a traffic regulation order (TRO) would be required. As Portsmouth has a consolidation order on bus lanes, all changes could be made with one TRO rather than separate TROs for each bus lane included in the trial. A TRO would include consultation and the process would take roughly 4 months.

9.4 If granted permission, PHVs would be able to use the bus lanes within the agreed trial area 24 hours a day, with or without a fare present. It should also be noted that other drivers (a driver's spouse for example) could use a registered PHV and therefore use the bus lane without penalty.

10. Site specific issues

10.1 There is concern from the PCC Network Manager of a possible increase in incidents at breaks and merge points, for example; St Agatha's church (the end of the Rudmore/Mile End/Marketway route). Traffic queues here for most of the day and possible incidents could occur due to weaving and undertakes especially as general traffic may not spot the taxi manoeuvres.

10.2 Modelling and actual data from month long periods in 2012 and 2014 show that since the introduction of the bus lane on the M275 journey times for the average car driver have remained largely the same. Two separate sets of data have shown that the average morning peak journey now takes around 38 seconds longer and the evening journey is the same as before.

10.3 Traffic modelling and inbound recorded journey time data collated from month long periods in 2012 and 2014 show that since the introduction of the bus lane on the M275, travel times for the average car driver have remained largely the same. The modelling data for the morning peak indicates an additional 38 second delay per vehicle across the whole network while journey times for the PM peak have remained largely the same. The table below shows the changes in journey time as recorded by TomTom journey time monitoring. This is one of the two journey time source data systems available to us and was collected over month long periods. All data shown is for inbound traffic only:

Journey	Free flow journey time	AM peak (inbound)		PM peak (inbound)	
		Sept 2012	Sept 2014	Sept 2012	Sept 2014
Binstead Rd to Rudmore via Kingston Crescent	1min 35	4min 22	5min 23	3min 14	2min 48
M27 to Anglesea Road	4min 49	7min	9min 32	8min 54	7min 16
Gladys Avenue to Anglesea Road	5min 35	9min 21	8min 38	8min 58	7min 57
Gladys Avenue to Rudmore Roundabout	1min 34	3min 20	2min 23	2min	2min

- 10.4 Modelling data also indicates that some roads/junctions have improved and some have gotten worse as a result of the park and ride road layout changes. Delays overall however are largely the same, but the point of queuing has moved. In the past vehicles utilised three lanes up to the Tricorn before it merged to two lanes, now vehicles are merged to two lanes just south of Rudmore Roundabout.
- 10.5 Meanwhile the park and ride bus service has a priority route into the city centre and The Hard. In addition, existing bus services, the X4 and X9, now also benefit from more reliable and punctual journey times. The new layout also provides reduced journey times for taxis and an improved arrangement for cyclists who also share the bus lane.
- 10.6 PHV bus use on the Anglesea Rd/Bishop Crispian signal junction could also lead to bus delays. Bus numbers here are large and on occasions buses do not always get through in one cycle of the traffic signals due to the green time requirement of the main road. Adding in more traffic here will delay buses further and add to congestion at this junction as a whole.
- 10.7 If bus punctuality is affected there is a risk that bus operators could reduce the frequency of their services.

11. Camera enforcement of bus lanes

- 11.1 A contract for camera enforcement of bus lanes is currently out to tender.
- 11.2 Enforcement using 4 semi-static sites is likely to be in place by Summer 2015.

12. Reasons for recommendations

- 12.1 Portsmouth City Council is committed to improving public transport, reducing congestion and increasing modal shift away from the private car. Bus lanes and priority measures help ensure buses can arrive on time and provide a reliable service to encourage modal shift.
- 12.2 Delivering punctual and reliable services is a joint responsibility, reflected in statute, between operators and local authorities. Whilst in the past traffic commissioners could only take action against operators, they can now also take action against local authorities.
- 12.3 The council is committed to reducing road casualties. This report outlines the very high incidents of collisions involving taxis and PHVs with cyclists, in the majority of cases, the taxi or PHV driver was reported to be at fault. Allowing PHVs to use bus lanes will severely reduce the space available to cyclists to ride in reduced road traffic, including PHVs, and could therefore increase road casualties.

12.4 Whilst a strongly supported petition has been submitted by PHV drivers to enable PHV use of bus lanes, other stakeholders including some hackney drivers, both major bus operators; First and Stagecoach, Portsmouth Cycle Forum and British Cycling have voiced strong objection.

12.5 Therefore, it is recommended that the Cabinet Member retains bus lanes for buses, bicycles and hackney cabs only.

13. Consultation

13.1 Stakeholders have been asked to provide formal written comment through the all-group Transport Liaison Group mailing list.

13.2 This section provides a summary of stakeholder comments sought to accompany this paper. A copy of stakeholder comments in full (with names and addresses redacted) can be found in Appendix D.

13.3 As stated above, a petition of 1830 signatures was submitted to the Council on 13 June 2014 requesting use of the bus lanes by PHVs

13.4 One further response has been submitted by a PHV driver in support of using the bus lanes

13.5 Five responses have been submitted by hackney drivers/representatives. One is in support of a trial. Three object to PHV use of bus lanes.

13.6 Aqua cars (major operator) has submitted a response in favour of PHV use of bus lanes.

13.7 Stagecoach and First bus object to PHV use of bus lanes.

13.8 Portsmouth Cycle Forum objects to PHV use of bus lanes.

13.9 British Cycling objects to PHV use of bus lanes.

13.10 Sustrans object to PHV use of bus lanes.

13.11 Full consultation would be required with all stakeholders via the TRO process.

14. Equality impact assessment (EIA)

14. A preliminary equality impact assessment has been completed and the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. If a trial is implemented then an impact assessment may be required once stakeholder feedback has been collated and presented at T&T.

15. Head of legal services' comments

- 15.1 If the recommendation to retain bus lane for Buses, Bicycles and Hackney cabs only is accepted, then there is no legal implication. However, if either of the other options (trial or full use of bus lanes by PHVs) are to be followed, then the Traffic Regulation Orders will need amendment which will require legal procedures to be followed before they can become operational to incorporate the changes.
- 15.2 The Council as a highway authority, have powers under Section 9 of the Road Traffic Regulation Act 1984 to make experimental traffic order for traffic control lasting no longer than 18 months.
- 15.3 In making any traffic regulation order, the Council must comply with the procedures set out in the Act and the regulations made there under. This procedure requires the Council to publish a notice to the effect that an experimental order has been made and providing that within a period of 6 months, any person may object to the making of the order on an indefinite (permanent) basis. Any such objections received must be considered when determining whether or not to make the order permanent.
- 15.4 In considering this matter the Council should also have regard to the provisions of the Traffic Management Act 2004 because Part 2 of the Act imposes a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks and to facilitate such movement on other authorities' networks.

16 Head of finance's comments

- 16.1 The recommendation to retain the current arrangements would incur no additional costs.
- 16.2 Allowing PHVs to drive in bus lanes for a trial period in a trial area will lead to additional costs for the City Council. These would include a Traffic Regulation Order and costs associated with a public consultation. To support enforcement, signage on the bus lanes affected would need to be changed. There would also be staff time involved, mainly in administering permission for PHV drivers to use the bus lanes specified. Enforcement costs and income from penalty notices would not be affected. The total cost of the trial is estimated to be £3,000.
- 16.3 Allowing PHVs to use all bus lanes throughout the whole city would require a second Traffic Regulation Order. To support enforcement, all signage on bus lanes would need to be changed. There would again be a cost for staff time, mainly granting permission to each driver on an annual basis. Income from the issue of permits would be offset against the ongoing costs. Again, enforcement costs and income from penalty notices would not be affected. A full financial appraisal will be carried out if the extension of the scheme throughout the city is pursued.

- 16.4 A further financial risk to the City Council is that bus companies may decide to reduce the frequency or deregister bus services as a result of a reduction in punctuality and reliability, extra congestion and increased operating costs. This could lead to requests from the bus companies or residents for the City Council to support these services financially.
- 16.5 Currently there is no budget for the cost of a trial or a full implementation and a source of funding would need to be identified if the net revenue from the issue of permits did not meet the costs of implementation.

.....
Signed by:

Appendices:

- A - Trial details and maps
- B - Signage example
- C - Public Health paper
- D - Stakeholder comments in full

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

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

.....
Signed by:

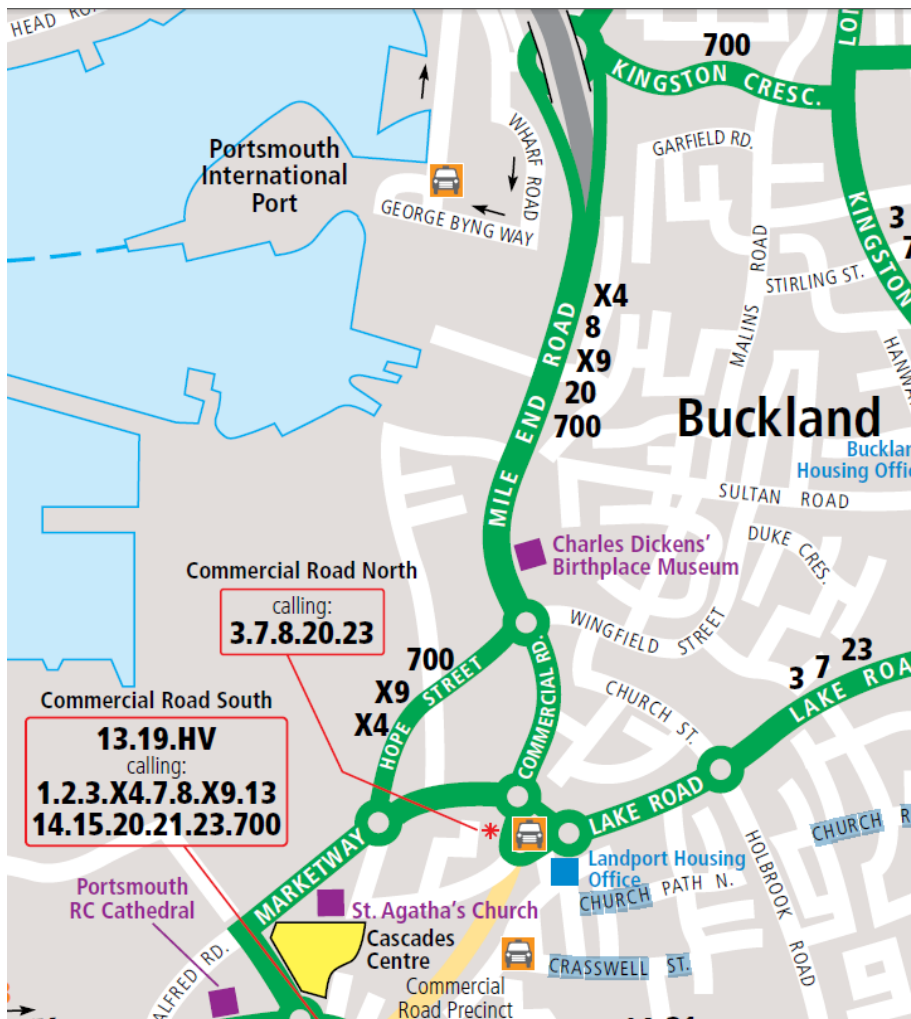
Appendix A

Potential trial locations for PHVs in bus lanes

Option 1

Location: Mile End Road, Church Street through to Market Way

Wards affected: Charles Dickens



Advantages:

- This is the main location identified by the lead petitioner
- Compact route enables monitoring.

Disadvantages:

- Could impact the Park and Ride service and other buses on this route
- Few cyclists on this route so limited potential to monitor PHV and cycle interaction
- Potential for delays and safety issues as outlined in 10.6 of main report

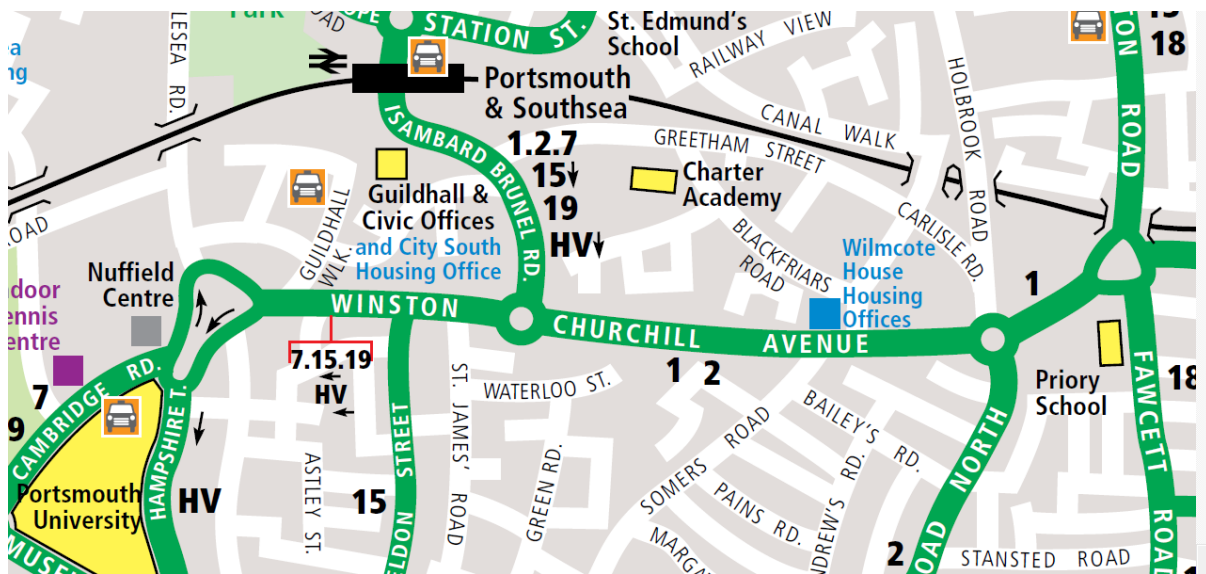
Approximate cost of signage:

10 signs x £40	£400
Installation at £30ph x 3 hours	£90
Total	£370

Option 2

Location: Winston Churchill Avenue Westbound

Wards affected: St. Thomas



Advantages:

- Good mixed use of vehicles would give good potential for monitoring
- Compact route enables monitoring

Disadvantages:

- Very short area for a trial
- Site not identified by lead petitioner
- Could impact on bus services on this route

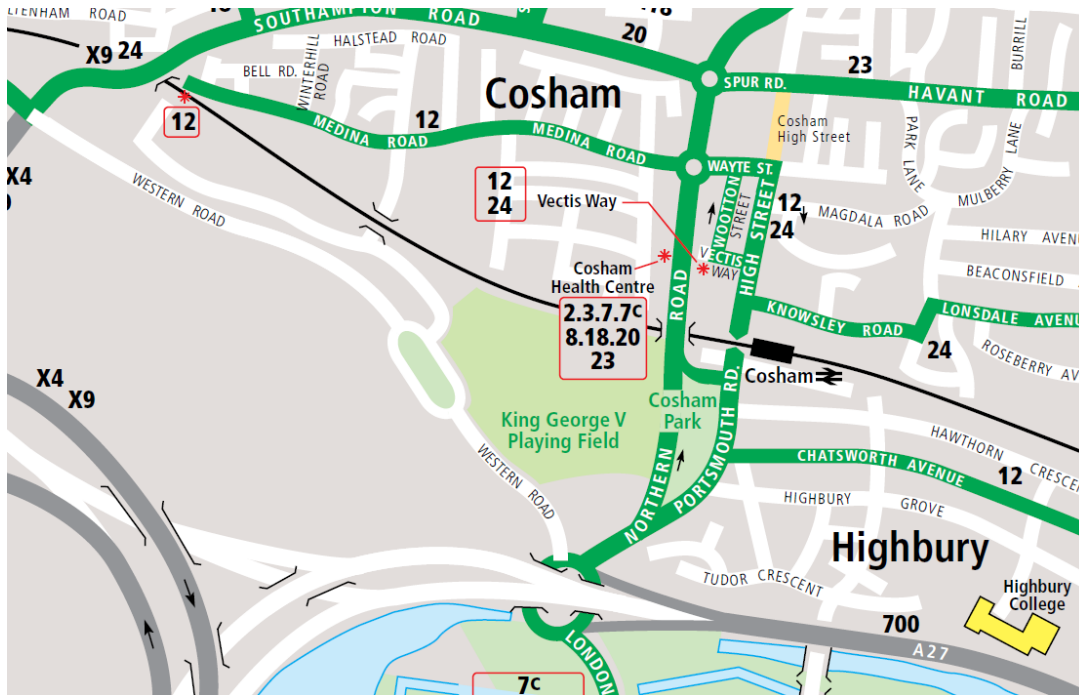
Approximate cost for signage:

7 signs x £40	£280
Installation at £30ph x 3 hours	£90
Total	£370

Option 3

Location: Portsmouth Road, Cosham (between Chatsworth Avenue and Portsbridge Roundabout)

Wards affected: Cosham



Advantages:

- Good mixed use of vehicles would give good potential for monitoring
- Compact route enables monitoring

Disadvantages:

- Very short area for a trial
- Site not identified by lead petitioner
- Could impact on bus services on this route
- Potential safety issues due to increased vehicle numbers alongside number of junctions, manoeuvres and parking.

Approximate cost of signage:

1 sign x £40	£40
Installation at £30ph x 1 hour	£30
Total	£70

Appendix B

Signage requirements - option to enable enforcement (example from Sheffield)



Evidence review

Date of Review: 09/01/2015	
Author of Review: Daniel Williams	
Prepared for: Nicola Waight, Transport Planning Team Manager	
Question: What are the public health impacts of allowing private hire vehicles / taxis / hackney cabs to use bus lanes?	
Summary / conclusion:	
<p>Little in the way of substantial evidence specifically addressing the public health impacts of allowing private hire vehicles / taxis / hackney cabs to use bus lanes was found by this rapid review.</p> <p><i>Shared-Use Bus Priority Lanes on City Streets: Case Studies in Design and Management</i>, issued by the Mineta Transportation Institute in 2012 found that 'All of the case study cities except New York and Seoul permit taxis to travel in bus lanes. This policy is often based on the premise that taxis are a critical mode that supports residents who choose to live car-free or to use their cars minimally. In essence, these cities see taxis as a component of the public transit system.' It also found that the cities are divided on the question of bicycle use of bus lanes. While buses and bicycles tend to operate at similar average speeds, they have very different perating behaviors, with bicycles favoring maintenance of a constant speed and buses needing to make frequent stops. The result is often a leapfrogging pattern, where each takes turns overtaking the other. On a narrow bus lane, this can be dangerous, but on a wide bus lane, this may be safer than bikes operating in general traffic.'</p> <p>In 2012, Leeds City Council debated a proposed Scheme to Permit Hackney Carriage use of Bus Lanes. Cllr John Illingworth argued that 'There will be two separate effects on Public Health: (1) the proposal may directly increase the number of road accidents, and (2) the proposal is likely to discourage cycling, which is an important form of physical activity, and this will adversely affect health and quality of life. The second effect is believed to be more important than the first.'</p>	
Literature	
<i>All interventions</i>	
NICE www.nice.org.uk	Not searched
NHS Evidence (NB includes NICE & Cochrane as a source) www.evidence.nhs.uk	Nothing found
Cochrane Library http://onlinelibrary.wiley.com/cochranelibrary/search/	Not searched
Other sources	Google - see below
<i>If no or minimal evidence is found via the above sources</i>	

National Library for Health – Healthcare databases advanced search (Medline etc) http://www.library.nhs.uk/booksandjournals/advanced/default.aspx NB requires Athens log-in	Nothing found
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Google searches:

- https://www.google.co.uk/?gws_rd=ssl#safe=active&q=%22public+health%22+impacts+of+allowing+private+hire+vehicles+taxis+hackney+cabs+to+use+bus+lanes
- https://www.google.co.uk/?gws_rd=ssl#safe=active&q=%22private+hire%22+%22bus+lanes%22+health
- https://www.google.co.uk/?gws_rd=ssl#safe=active&q=%22private+hire%22+%22bus+lanes%22+%22public+health%22
- http://scholar.google.co.uk/scholar?hl=en&q=%22private+hire%22+%22bus+lane%22&btnG=&as_sdt=1%2C5&as_sdtp=

Details of Findings of Literature Review

Proposed Scheme to Permit Hackney Carriage use of Bus Lanes - Capital Scheme Number 16532-000-000

<http://democracy.leeds.gov.uk/mgIssueHistoryHome.aspx?Id=59364>

Key Delegated Decisions - 39175 - Proposed Scheme to Permit Hackney Carriage use of Bus Lanes - Capital Scheme Number 16532-000-000

Letter from Cllr John Illingworth

<http://democracy.leeds.gov.uk/documents/s69314/03-July-2012.Illingworth%20email%20pdfAPX3.pdf>

'I understand that a Request for Scrutiny has been received from the public, and that several other councillors want to call-in this Delegated Decision. I support the proposed call-in and will sign the required forms. Hackney Carriages in Bus Lanes is a policy that could plainly have significant effects on Public Health, but this aspect has not been adequately considered by the decision-makers. "Health" is not mentioned in the published reports.

Public Health in Leeds is worse than the national average and there is an unacceptable gap between the richer and poorer areas of our city. The Health and Social Care Act 2012 imposes new duties on the Council in relation to Public Health. The Council has a new obligation to promote Public Health, and it is already Council policy to do so. These existing Council policies and obligations have not been properly considered and evaluated in the present report.

There will be two separate effects on Public Health: (1) the proposal may directly increase the number of road accidents, and (2) the proposal is likely to discourage cycling, which is an important form of physical activity, and this will adversely affect health and quality of life. The second effect is believed to be more important than the first.

...'

Request for Scrutiny

<http://democracy.leeds.gov.uk/mgConvert2PDF.aspx?ID=69317>

'I wish to make a request for scrutiny of the public health and wellbeing implications of the proposed scheme to permit Hackney Carriage use of bus lanes (Capital Scheme Number 16532-000-000; delegated decision, reference D39175).

As a cyclist and representative of Leeds Cycling Action Group, I am concerned that this decision will have a detrimental impact on levels of cycling in Leeds and therefore on the public health of the city population.

...'

Shared-Use Bus Priority Lanes on City Streets: Case Studies in Design and Management

<http://transweb.sisu.edu/project/2606.html>

<http://transweb.sisu.edu/PDFs/research/2606-shared-use-bus-priority-lanes-city-streets.pdf>

Asha Weinstein Agrawal, Ph.D.

Todd Goldman, Ph.D.

Nancy Hannaford

REPORT 11-10

Mineta Transportation Institute, April 2012

ABSTRACT

This report examines the policies and strategies governing the design and, especially, operations of bus lanes in major congested urban centers. It focuses on bus lanes that operate in mixed traffic conditions; the study does not examine practices concerning bus priority lanes on urban highways or freeways. Four key questions addressed in the paper are:

1. How do the many public agencies within any city region that share authority over different aspects of the bus lanes coordinate their work in designing, operating, and enforcing the lanes?
2. What is the physical design of the lanes?
3. What is the scope of the priority use granted to buses? When is bus priority in effect, and what other users may share the lanes during these times?
4. How are the lanes enforced?

To answer these questions, the study developed detailed cases on the bus lane development and management strategies in seven cities that currently have shared-use bus priority lanes: Los Angeles, London, New York City, Paris, San Francisco, Seoul, and Sydney. Through the case studies, the paper examines the range of practices in use, thus providing planners and decision makers with an awareness of the wide variety of design and operational options available to them. In addition, the report highlights innovative practices that contribute to bus lanes' success, where the research findings make this possible, such as mechanisms for integrating or jointly managing bus lane planning and operations across agencies.

p.33

'All of the case study cities except New York and Seoul permit taxis to travel in bus lanes.

This policy is often based on the premise that taxis are a critical mode that supports residents who choose to live car-free or to use their cars minimally. In essence, these cities see taxis as a component of the public transit system. Similar to the premise that taxis should be allowed in bus lanes because they are a form of transit, all the cities except New York and Paris allow into the bus lanes "jitneys," or privately-owned multi-passenger vehicles that serve a regular route but are not contracted service providers for a publicly owned or managed transit system.'

p.41

3. What is the scope of the priority use granted to buses? When is bus priority in effect, and what other users may share the lanes during these times?

The cities are divided on the question of bicycle use of bus lanes. While buses and bicycles tend to operate at similar average speeds, they have very different operating behaviors, with bicycles favoring maintenance of a constant speed and buses needing to make frequent stops. The result is often a leapfrogging pattern, where each takes turns overtaking the other. On a narrow bus lane, this can be dangerous, but on a wide bus lane, this may be safer than bikes operating in general traffic. New York, San Francisco and Seoul generally disallow bikes from using bus lanes. The remaining cities either allow it, or

determine bicycle access on a site-specific basis. But regardless of whether cities allow bicycles in bus lanes, most of these cities are also making bicycle lane development a strong priority. In New York, for example, the major redesign of the streets hosting the city's busiest bus route also included installation of a separate, dedicated bicycle lane, and included bicycle related performance criteria in its evaluation of the overall street design.

Influence of road markings, lane widths and driver behaviour on proximity and speed of vehicles overtaking cyclists

Shackel-SC & Parkin-J

Accident Analysis & Prevention 2014, 73, pp. 100-8

The proximity and speed of motor traffic passing cyclists in nonseparated conditions may be so close and so great as to cause discomfort. A variety of road design and driver behaviour factors may affect overtaking speeds and distances. The investigation presented in this paper builds on previous research and fills gaps in that research by considering the presence of cycle lanes on 20 mph and 30 mph roads, different lane widths, different lane markings, vehicle type, vehicle platooning and oncoming traffic.

Data were collected from a bicycle ridden a distance of one metre from the kerb fitted with an ultrasonic distance detector and forward and sideways facing cameras. Reduced overtaking speeds correlate with narrower lanes, lower speed limits, and the absence of Centreline markings. Drivers passed slower if driving a long vehicle, driving in a platoon, and when approaching vehicles in the opposing carriageway were within five seconds of the passing point. Increased passing distances were found where there were wider or dual lane roads, and in situations where oncoming vehicles were further away and not in a platoon. In mixed traffic conditions, cyclists will be better accommodated by wider cross sections, lower speed limits and the removal of the centreline marking.

PHVs in bus lanes - stakeholder comments

At the various Transport Liaison Groups throughout 2014, the chair (Cabinet Member for Traffic and Transportation) invited views on this proposal from members.

A number of comments were received and an additional email (sent 9.1.2015) was sent to ask all members of the TLG groups to submit formal written comments.

Email to TLG stakeholders -

Dear All

Upcoming Cabinet report - Private Hire Vehicle access to bus lanes

As discussed at recent Transport Liaison Group meetings, including the all-modes group meeting on 2nd December, a report will be taken to the Traffic and Transportation Cabinet to decide if Private Hire Vehicles (PHVs) should be approved use of the city's bus lanes, initially via a trial. This is in response to a petition of 1800 signatures seeking PHV use of Portsmouth bus lanes. This meeting is due to take place on 5th February 2015.

At the recent meetings, Cllr Ellcome invited all parties to submit formal written comment outlining their views, support or objection.

For these comments to be incorporated within the report, we must have received these by **3pm on Wednesday 14th January.**

Comments already sent to Councillor Ellcome have been included but if you are yet to submit yours, please ensure you send a copy to myself as well.

The report will then be published on 28th January. As usual deputations can be requested at this point (details of the process will be on the published agenda).

We welcome your comments and look forward to hearing from you.

Kind regards

Transport Planning - Team Manager

Comments received:

PCC - Licencing department

There is tacit agreement from our point of view for private hire vehicles (PHV) to use bus lanes whether by way of permit permission or otherwise.

As far back as 2000 (when consideration was first given to permitting hackney carriage vehicles (HCV) to subsequently use bus lanes under the then quality partnership scheme with the City Engineer & Licencing) - the question of PHV using bus lanes was discussed. Although rejected at the time, all involved did accept that PHV were an integral part of the local public transport system and that the situation would be reviewed once "liveries" were in place for both HCV and PHV. Both HCV and PHV now have a livery as well as individual company affiliation stickers and have done so for many, many years. The previous "fear" that in allowing HCV into the bus lanes would prompt all and sundry to similarly do so - never really materialised.

The number of PHV (particularly those with 6-8 person seating capacity) installing meters has increased. Meters calculate the fare to the hirer both for distance AND TIME. If a PHV is stuck in traffic - the meter will continue to record the fare in time mode whereas a "bus lane" alternative could save passengers both time and money. We accept that this would not be the norm but is mentioned as a practical reason to justify a "more effective" journey route for PHV.

The proposal for a trial period of PHV in bus lanes seems sensible. By law, both HC and PH drivers are compelled not to "prolong" a journey for which the vehicle has been hired so anything to assist in a swifter journey would be sensible.

The main long term consideration would appear to be enforcement and management of such a scheme - particularly as in Portsmouth we have such a large PHV fleet (900 or so vehicles) and Licencing would like to make it clear that we do not have the resources or time to offer Licencing staff help in dealing with errant drivers in any future scheme.

On the basis that any trial period proceeds to a permanent future permit scheme (for buses and permitted vehicles in bus lanes) - then careful consideration would need to be given to future enforcement requirements and the subsequent liaison between the highway authority and licencing authority to identify and deal with any problem areas. The Parking Operations Manager may be best placed to consider this aspect.

On behalf of Licencing & The Licencing Manager

Private Hire Vehicle drivers

NH, Portsmouth

I am a ph driver and do two school runs In the morning and afternoon and continually lose money due to the unpredictable traffic flow in portsmouth where it can be a massive delay in the London road/ hilsea roundabout vicinity..due to this the children are sometimes late for school...if I were able to use the bus lanes it would certainly enable myself to complete my job easier and deliver the children to school on time.. and this change could possibly make people consider using our cars in preference to their own during "rush hours" and hopefully easing the growing congestion we are all now facing...thankyou

Hackney Carriage drivers

CD, Portsmouth

Further to my comments of support during the taxi trade and traffic & transport group meetings, I am happy to support the implementation of a trial, allowing private hire vehicles to use bus lanes. I would like to add that this is a forward thinking move.The real winners are the travelling public who use the Private hire companies. These companies provide a valuable door to door service within the "taxi" element of public transport sector in Portsmouth. Given the number of private hire vehicles working at any one time I would not envisage a significant inconvenience to the existing bus lane users and a monitored trial period has much merit.

AA, Portsmouth

After reading an e-mail from "Mr X" I feel the need to write to you regarding private hire vehicles using bus lanes. It would appear that "Mr X" and "Mr Y" have said and I quote. (We think its a good idea). I'm not sure who he is referring to but he certainly doesn't speak for me as a Hackney driver. He has a personal interest in private hire and it would be in his interest if this was to happen. One of the reasons hackneys were given bus lanes is because they run on a meter and sitting in traffic with a fare, is not fair to the customer. This does not apply to private hire. It would be chaos in the bus lanes with the hundreds of private hire cars in the city. Buses would also be affected by this and I don't think the bus company's would be too pleased. Finally we as hackneys were forced to use silver coloured cars so as to be recognised in bus lanes. I assume this will apply to private hire!

JR, Portsmouth

I am writing this email on behalf of the Hackney taxi. There has been a email going about. Saying that the Hackney trade are happy with private hire cars using bus lanes. That is not true we are not happy neither do we want private hire to have the use of bus lanes. The Hackney trade are fuming about this. And are in the process of having a petition writing up about this... We have silver cars and livery on are cars to determine who we are and can be noticed. Apart from private cars. Hackney are public transport. If we use bus lanes it saves customers money due to the meter not ticking over In traffic. Private hire are not public transport they are a private service hence why they are called private hire. They do not run on Meters so by sitting in traffic it is not effecting the members of the public. As all the time the car is stationary the price does not increase. Another reason you are taking traffic from one lane to and moving it to another lane. It will cause accidents and put publics safety at great risk due to private hire cutting in and out of bus lanes. Members of public are not going to let multiple taxis and private hire cars out of bus lanes possibly 5 + cars in a row at a time.

The person who has been circulating the email. Does not speak on behalf of the Hackney trade. As he as an interest in private. He is out here doing part whilst the rest of us are out here 7 days a week when he comes up with these ideas no one is told until the last minute. He has no right speaking on are behalf with out consulting us.

SU, Portsmouth

Would like to state that in my opinion allowing private hire cars to use portsmouth bus lanes would cause more caos on the primary roads as they are already easily heavily congested with traffic

This will also cause confusion with public drivers as they tend to follow foward traffic and private hire cars dont have a distintive look they come in all olours

RB, Portsmouth

With ref to the Private Hire using the existing bus lanes in the city, i as a hackney driver strongly object to their application the drivers of the private hire sector will cause nothing short of chaos in doing so, they will sit & wait for so called jobs to come through on their system causing traffic flow problems, we as you are well aware are metered & as the oldest form of public transport need to get around our city without any undue traffic problems along with the local bus service. The private hire operate with a fare chart & so the cost for the customer is not affected as it would be for a hackney caught in traffic congestion, it would seem that the private hire sector are trying to get as they call it themselves ' a level playing field ' , the customer is the person who matters the most if they need to get from A to B in hackney unimpeded from traffic build up they can use an authorised taxi, if not then the choice is private hire quite simple. I attended the meeting today Tuesday 13th January at the Guildhall with ref to the licence fee increases etc & one representative from one private hire company openly admitted to the meeting they have at present over 1 thousand yes ONE THOUSAND private hire cars & drivers operating for them, can you even think for one minute the chaos they will cause if they are given the chance ! ! , they at present have blatant disregard for the highway as it is & openly abuse the bus lanes that are already in place. Bus Lanes for Bus & Hackney Only no compromise at all.

AC, Portsmouth (submitted via text message)

I would like to object to this as there are just too many ph in Portsmouth and so rounding areas that would just abuse this , by driving too fast , not understanding the rules as we see now they just park in them at night waiting to get jobs we see them abusing them now in ridiculous manner for heaven sake don't allow this it would just cause mayhem to the perfect way it works now , if it's not broken why try and fix this people know the diff rents between hackneys and ph if they see ph using them they will feel it's ok for them and that would open a whole can of work please do not let this happen.

RS, Portsmouth

I am writing to you to object very strongly about allowing private hire vehicles to use bus lanes , as you must know we fought long and hard to qualify to use them for hackneys and at great expense to us as in having to buy metallic silver cars and buy livery for them .I hope if you give permission for private hire cars to use bus lanes they will have to conform to a one colour car restriction different to us other wise there will be chaos in the bus lanes because everyone will start using them because the general public will see all sorts of different colour cars in the bus lanes and start using them as well

Taxi and private hire companies

General Manager, Aqua Cars Limited

In regard to the possible trial of Private Hire Vehicles being able to use Bus Lanes Aqua Cars, for numerous years has been campaigning Portsmouth City Council to undertake a trial having heard most of the arguments during many PTLG meetings, involving bus companies, cyclist forum's and of course the Hackney Carriage Trade, some for and against bus lane usage for Private Hire.

I am glad to see that Portsmouth City Council Licensing Committee are prepared to consider an new approach to help promote sustainable travel initiatives and I commend you for that.

Aqua cars undertake over 80,000 journey's every week that equates to 4,010.000 a year, put into prospective means that over 50% of the population of Portsmouth uses Aqua Cars every week.

Aqua Cars welcomes the proposed trial. It may well help the congestion around the city and prove doubters wrong or well even let those who didn't want Private Hire to use bus lanes crow "told you so".

Bus Operators

First Bus

See over

12 January 2015

Ms Nicola Waight
Transport Planning Team Manager
Portsmouth City Council
Floor 4, Core 1-2
Civic Offices
Guildhall Square
Portsmouth
PO1 2NE

Dear Nicola

I write following your recent correspondence regarding the cabinet report into giving private hire vehicles access to bus lanes. On behalf of First I wish to formally object to the proposal and detail my concerns below:

1. Concerns for the safety of cyclists and for that of the driver and passengers on our vehicles due to private hire vehicles switching lanes frequently and haphazardly. We are also concerned about vehicles dropping off and picking up passengers in the lane.
2. Letting private hire vehicles use bus lanes is likely to encourage other road users to follow suit regardless of whether or not they are permitted to use the lane.
3. Increasing the number of vehicles allowed to use the bus lane will slow our services down. As a bus operator, we are regulated by the DVSA and one of our legal requirements is to run bus services reliability and punctually. Slowing down our services can cause our business some serious issues:
 - Having to put more resources into the service potentially making it financially unviable. In this circumstance we would either remove the service, reduce its frequency or seek funding from the City Council to support its continued operation.
 - Fines and penalties from the Traffic Commissioner for failing to operate our timetable to the required standard.

If in the event that the scheme does go ahead, we would insist that enforcement cameras are in place before 'go live' and that they are fully utilised.

At the meeting on 5 February we wish to make a deposition and I look forward to hearing from you in regard to this.

Yours sincerely





First Hampshire & Dorset
Hilsea West Bus Depot
London Road
Hilsea, Portsmouth
Hampshire PO2 9RP
Tel: 023 9265 0413

Dervla Mc Kay
General Manager Solent



ATOC



**THE
OUTWARD
BOUND TRUST**

First Hampshire & Dorset Limited
Registered in England number 1136121
Empress Road, Southampton SO2 0LH



Cllr Ken Eilcome
Cabinet Member for Traffic and Transportation
Portsmouth City Council
Civic Offices
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Bus Station
Southgate, Chichester
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www.stagecoach.co.uk



14 January 2015

Dear Cllr Eilcome,

Allowing Private Hire Vehicles into Bus Lanes

I would like to formally ask that PCC refuse the request for PHVs to use bus lanes in Portsmouth.

Portsmouth has over the years invested a considerable amount of money into the bus lanes in the city which are vital to assist us in maintaining high quality bus services. On the back of the City Council's policies we have consistently invested in new vehicles for our City services meaning that Portsmouth has a very modern bus fleet which is both fuel efficient but more importantly environmentally friendly. Both the operators in the city have a consistent track record of investing in our services and thus Portsmouth has a very comprehensive commercial bus network.

The nature of Portsmouth being an island has its challenges in terms of traffic congestion, and the bus lanes are a very important part of our operation as they assist us in bypassing this congestion enabling us to maintain our timetables. Being able to provide a reliable service is one of the most important factors in encouraging people to use buses with all the benefits that this brings to the city.

PHVs are, in effect, private cars and therefore they should not be given the benefit of using bus lanes as they will inevitably delay buses especially at the end of the bus lane section as they queue to rejoin the main traffic flow. This would further reduce the advantage we have over private transport. The Private Hire vehicles themselves are indistinguishable from private cars and thus the abuse of bus lanes is inevitably going to increase unless there were to be substantial investment in enforcement.

We would not wish to get into the position of having to alter our timetables because of increased delays as this would mean additional costs and a worse level of service which would have the effect of making bus travel in the City less attractive. This would, in turn make securing investment in further new vehicles more difficult as we always target investment where we have Local Authorities who are proactive and have positive policies towards public transport.

Yours sincerely,

Mark Turner
Commercial Director

Stagecoach South 01243 755850

Stagecoach in Portsmouth, Stagecoach in Hants, Stagecoach in Farnham and Tunley and Stagecoach in the South Downs
Registered Office: Stagecoach (UK) Ltd, Elm Park, Stroud, Gloucestershire, GL9 7JL
Registered in England & Wales No. 02052921

Private Hire Vehicles in Bus Lanes

A response from Portsmouth Cycle Forum

Portsmouth Cycle Forum (PCF) are concerned to learn that consideration is being given to the use of Bus Lanes by Private Hire Vehicles (PHVs). We wish to register our strong objection to this idea.

The primary aim of allowing and encouraging cyclists to use these lanes is to make cyclists safer than they would be in general traffic. This is achieved:

- by reducing the number of vehicles they interact with, and where interaction *is* necessary,
- by ensuring the drivers they do encounter behave professionally, focusing on safety first.

In Portsmouth, there are incidents *daily* where this aim is not achieved. The nature of our objection to the use of Bus Lanes by PHVs reflects this as follows:

1. Increased cycle/vehicle interaction reduces safety.

The November 2014 report by PCC licensing manager Nickii Humphreys [1] highlights that the number of collisions between taxis/private hire vehicles and cycles is already shockingly high, as illustrated in this excerpt:

Cycle collisions

- It is clear that cyclists are over represented in this data.
- Cyclists make up only 4.7% of traffic but 21% of Taxi related casualties.
- Taxis/Private Hire represents 0.9% of registered vehicles in Portsmouth (1000 out of a total of 110,000) but represent 8% of total cycle collisions.
- Most common contributory factor is driver failing to look properly.
- Most common manoeuvre is pulling out on cyclists at junctions and roundabouts and opening of doors into their path.

Allowing private hire vehicles to use bus lanes will increase instances of cycle/vehicle proximity and when considered with the evidence above, the conclusion that cyclist-casualties will increase significantly is inescapable.

For the last three years Portsmouth has had the worst or second worst rate of cycle casualties in the country, outside of London. PCC's own data indicates that the biggest contributors to these figures are Taxis/PHVs. It therefore seems extremely unwise to allow PHVs to enter one of the few spaces where cyclists are currently isolated from them.

2. Pressure to compete makes PHVs more dangerous.

Unlike Hackney Carriages which are metered, PHV driver-income is based on mileage: they make more money if they complete each fare as quickly as possible, and travelling to the next waiting customer as quickly as possible, so that they can fit the more jobs into a shift. Private hire drivers are thus incentivised to drive fast, and are under constant pressure to finish each job quickly and beat other cars to accepting the next job.

An increasing body of scientific evidence links stress and fatigue to altered cognitive function in drivers, this includes increased risk-taking, inattention and driver error (e.g. Rowden 2011 [2], Lin 2014 [5]). Increased risk-taking may take many forms, but the road users most *at risk* from it are the most vulnerable - i.e. cyclists and pedestrians. Whilst risk-taking can increase the likelihood of an accident; inattention and driver error decrease the possibility of accidents being avoided.

Allowing PHVs to use bus lanes therefore represents a significant increase in the danger to cyclists and pedestrians. For a pressured PHV driver, a cyclist in a bus lane may (at best) be considered an inconvenience that must be passed as quickly as possible, if they are noticed at all.

3. PHV drivers are distracted by the tools of their trade.

It is incumbent on hackney carriage drivers to be looking *out* of their vehicle for pedestrians when touting for work. Conversely, private hire drivers receive their jobs through a communications device which can distract them from the road (computer or radio). Such devices require physical interaction for use and remove attention from the road. For a private hire driver to maximise their income it is common for them to use these device to begin looking for the next job before they have dropped off a fare - i.e. whilst the vehicle is in motion.

Encouraging distracted drivers to use a lane that is more likely than any other to be populated with cyclists is of grave concern to us.

4. The DfT advise against PHV use of bus lanes.

"In some areas where taxis are permitted to use bus lanes there has been pressure from operators of cars available for private hire, most of which are indistinguishable from private cars, to be provided with the same priority; use of bus lanes by these vehicles is not recommended." - DfT LTN 1/97 Keeping Buses Moving [3]

5. People are frightened.

Portsmouth's record of vulnerable road user casualties is unenviably poor, with government data showing the city at the foot of the cycling-safety table for several consecutive years (e.g. [4]).

Portsmouth is a congested city but residents are reluctant to make the switch from

private cars to sustainable transport (such as cycling). Most cite the fear of traffic as the primary reason for this [6]. Given the disproportionately high number of incidents involving Taxis and PHVs, we can only conclude that allowing PHVs into these lanes would not only increase cyclist casualties, but would also increase fear of cycling.

The impact of this increased fear on city transportation would be felt in many ways, for example, it would lead to an increase in private vehicle use, increase vehicle pollution, and increase the likelihood of gridlock such as that seen in early 2014.

6. There are many more PHVs than Hackney Carriages.

There are currently around 300 licensed Hackney Carriages in Portsmouth but about 1000 registered PHVs [7]. Allowing PHVs into bus lanes would therefore quadruple the number of motor vehicles competing to use the bus lanes. This is likely to squeeze out cyclists, making bus lanes a no-go area.

In summary: Portsmouth has more cycling accidents per head than other cities, and Taxis and Private Hire Vehicles are responsible for a disproportionately large number of these accidents. There are scientifically demonstrable reasons why this correlation may occur. Increasing the incidence of proximity between cyclists and PHVs by **allowing PHVs to use bus lanes will increase cycling casualties** and increase residents' fear of cycling.

This will reinforce residents use of less sustainable modes of transport, leading to an overall negative impact on the city.

Portsmouth Cycle Forum
January 2015

1. N. Humphreys, Hackney Carriage and Private Hire Policy Review, Consideration of options for review of current policy guidelines, Portsmouth City Council, 2014/11/21 <http://goo.gl/c641vw>
2. Rowden, P., Matthews, G., Watson, B., Biggs, H. (2011) The relative impact of work-related stress, life stress and driving environment stress on driving outcomes. *Accident Analysis and Prevention*, 43 (4), pp. 1332-1340. doi: 10.1016/j.aap.2011.02.004
3. Keeping Busses Moving, A GUIDE TO TRAFFIC MANAGEMENT TO ASSIST BUSES IN URBAN AREAS., 1997, ISBN 0 11 551914 9., <http://goo.gl/KzM670>
4. Reported road casualties Great Britain: annual report 2012 <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2012>
5. Na Lin, Changfu Zong, Masayoshi Tomizuka, Pan Song, Zexing Zhang, and Gang Li, "An Overview on Study of Identification of Driver Behavior Characteristics for Automotive Control," *Mathematical Problems in Engineering*, vol. 2014, Article ID 569109, 15 pages, 2014. doi:10.1155/2014/569109

6. Thornton et al, Climate Change and Transport Choices, December 2010.
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/40971/climate-change-transport-choices-full.pdf
7. Licensing - online applications & public register.
<https://www.portsmouth.gov.uk/ext/business/licensing/licensing-public-register---view--apply-online.aspx>

British Cycling - Recreation Manager South

In addition to the Cycle Forum's response to the above proposal I would also like to add the following points on behalf of British Cycling.

- As you are aware PCC & BC are in the process of formalising a Partnership Agreement for the next 2 years. Through this Partnership and joint investment, a commitment is being made to try and increase participation across the city by mobilising a range of events and behaviour change programmes.
- Car dominance in the city is the primary cause of congestion, air and noise pollution, slow and stressful commuter journey's and generally creates an atmosphere that's unpleasant to spend time in.
- One aim of our work is to make cycling an attractive and viable option for people of all ages and abilities, enabling them to cycle for short everyday trips rather than use a car or taxi.
- Many taxi rides are of a distance that would be a reasonable cycling distance. Keeping taxi numbers low in bus lanes will support the commitment to encourage and promote cycling in the City.
- By encouraging people to use bikes instead taxi's we are not only allowing them to save money and get the exercise they need, but also reducing congestion and creating a more pleasant and liveable city.
- If through our Partnership we are signalling to local people that cycling is a normal, safe, faster way to travel it seems rather counterintuitive to allow more vehicles into a space that is currently reasonably well protected for cyclists.
- It is important that the right messages help improve the perception of cycling so it's not seen as a marginal and minority mode which is off-putting to many people.

Sustrans - Group co-ordinator, Sustrans Southeast Hampshire

I write on behalf of Sustrans in response to the proposal to allow private hire vehicles (PHVs) to use bus lanes in Portsmouth.

As the charity behind the national cycle network, we are committed to increasing levels of cycling for utility as well as leisure. We consider this to be a retrograde step which would discourage cycling, especially on the most direct routes. Where they are available, cyclists are encouraged to make use of bus lanes to keep them away from the general flow of traffic.

If there is an increase to the number of vehicles using bus lanes, this will add to the real, as well as perceived, dangers of cycling. In addition, PHVs are not marked as taxis are, so the impression to other motorists will be that there are now fewer or no restrictions to use of bus lanes.

We request this proposal to be rejected.

Agenda Item 8



Portsmouth
CITY COUNCIL

Agenda item:

Decision maker: Cabinet Member for Traffic and Transportation

Subject: Park and ride 9 month review

Report by: Head of Transport and Environment

Wards affected: All

Key decision (over £250k): No

1. Purpose of report

1.1 On 27 November 2014 the Traffic and Transportation Meeting accepted a recommendation that a paper to be brought to the February 2015 meeting which would review the progress of park and ride, Tipner since its opening in April 2014. The purpose of this paper is for the Cabinet Member for Traffic and Transportation to recognise the review paper outlining progress to date and;

1.2 Accept the recommendations outlined below resulting from the review.

2. Recommendations

2.1 **The Cabinet Member acknowledges the review paper outlining the progress of park and ride since its opening in April 2014**

2.2 **That the price of a 1 day ticket remains at £3 to be reviewed within six months.**

2.3 **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.**

2.4 **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.**

2.5 **It is recommended that the proposed six week seasonal trial to Southsea is taken forward.**

2.6 **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.**

- 2.7** 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.
- 2.10** 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.
- 2.11** That a review paper is brought back to the Cabinet member for operation for the nine month period from January 2015 to September 2015.

3. Background

- 3.1** Portsmouth's new Park & Ride service started operation on 5 April 2014. It provides a frequent, quick, high-quality bus link between the newly-built Park & Ride site adjacent to the M275 at Tipner and the city, with stops for Portsmouth International Port; Charles Dickens birthplace; the city centre; and The Hard for Portsmouth Historic Dockyard and Gunwharf Quays.
- 3.2** The review document summarises the service's operation and infrastructure from the nine months since service launch (April to December 2014). It then makes recommendations going forward for some specific aspects of the service.

4. Reasons for recommendations

- 4.1** The Cabinet Member requested a review paper at the Traffic and Transportation Meeting on 27th November 2014.
- 4.2** It is recommended that the price of a 1 day ticket is not currently increased in order to continue building a reliable commuter customer base. Carnet ticketing will be introduced shortly and must be given time to settle in before a review can take place. .
- 4.3** The future aspiration for the operation of the park and ride is to become self-funding. Funding contribution from the park and ride specific reserve has been budgeted in 2014/15 and 2015/16.
- 4.4** Prices of fourteen other park and ride sites in the south have been researched as shown in Appendix 12. It can be seen that those established park and rides which offer comparable group travel offer it at a price in the region of £3 such as Winchester and Salisbury.

- 4.5 An increase in price of the park and ride may deter potential customers as all day parking is available to commuters in the city centre for £3 a day. Without a strong commuter base and with city centre parking available at a low price, increasing the price of the park and ride service risks a decrease in customers using the service. This is contrary to the work being undertaken to strengthen the commuter customer base.
- 4.6 There are two key market comparisons to be made in developing a pricing proposal:
1. Competition with city centre parking charges – to ensure the P&R offer is a sufficiently attractive alternative to city centre parking (to satisfy elements a, b and d of the policy statement); and
 2. Relationship to other local bus services (to support element d of the policy statement) – to ensure the P&R bus service neither undercuts local bus fares (and so abstract demand) or be uncompetitive (otherwise why park at the P&R?).

These will lead to a market-based proposition, which then needs to be compared with operating costs to consider the financial implications.

- 4.7 The Portsmouth park and ride should aim to maximise its use and meet policy outcomes (reduce the number of vehicles driving into the city centre), but should also look to minimise subsidy to ensure it is financially sustainable. This is a difficult balance, essentially because city centre parking is currently relatively plentiful, and can be very cheap with some of the discounts available from private operators. The forecasted level of demand for the park and ride commuter market is therefore low in the short to medium term. As such the charges for the park and ride will need to be towards the lower end of the possible price ranges or the policy outcomes will not be achieved.
- 4.8 A school holiday timetable is recommended as, during the school holidays, park and ride experiences large increases in demand. This can lead to delays for passengers, and so, during 2014, duplicate buses were funded to strengthen the service on key days and periods. However, legally, duplicate buses must depart within 5 minutes of an advertised bus departure time and so reputational damage has occurred as full buses are forced to wait at a stop until the correct time. A “school holiday” service, registered with the traffic commissioner, would have an advertised frequency of 10 minutes or less, a service with this frequency can “load and go” as customers will not have to wait more than 10 minutes for the next bus. This type of service will also support operational planning and bus and driver availability.
- 4.9 The cost of this new school holiday timetable would be £48,562.92 per annum. This would provide a more consistent, reliable service maintaining the park and ride's reputation and also proving more cost effective than continuing to duplicate on an ad-hoc basis (which currently costs £21,235 per annum but did not provide the same level of service sought now as buses could not be supplied at all requested

times). This would be funded from the Traffic and Transport Portfolio's cash limited budget.

- 4.10 It is recommended that the Friday and Saturday evening service is withdrawn as uptake has been poor and the costs currently outweigh demand. It is not foreseen that demand will increase. Bespoke services will be considered for special events where required.
- 4.11 There is at present no capacity within the current park and ride bus timetable to include an extension.
- 4.12 A six month seasonal service to Southsea would have an estimated total cost of around £147,666 for which no budget is identified. These estimated costs are £91,666 for the cost of the bus service, £51,000 in loss of on and off street parking revenue and £5,000 set up costs.
- 4.13 There is identified demand for park and ride service during school holiday periods. It is therefore thought that this is the most appropriate time to undertake a short trial for a service to Southsea when financial risk will be at its lowest. The add-on ticket to Southsea on the Hover-bus (which launched 4th August 2014, saw 137 customers in August, compared with 67 in September and 44 in October demonstrating a definite seasonal demand. The estimated total cost for a six week trial service is around £37,000. These estimated costs are £22,000 for the cost of the bus service, £12,000 in loss of on and off street parking revenue and £3,000 set up costs. This is the recommended option.
- 4.14 In order for the six week trial to break even with a ticket price of £3 per car 294 cars would be required to use the Southsea park and ride a day. There is not enough capacity in the park and ride car park to enable this break-even point to be achieved.
- 4.15 The net cost of the park and ride will increase and so the park and ride reserve will need replenishing sooner, no source of funding is identified for this.
- 4.16 The use of Portsmouth International Port (PIP) as an overflow car park could be considered however the income would be split with the PIP and increased usage would be required to break even.
- 4.17 Issues are also identified with the low frequency of the service causing a likely peak in demand at key times of the day (such as the last bus home from Southsea) which the capacity of the bus may not be able to cope with.
- 4.18 Purchase of a new branded bus at a cost £235,000 is not recommended as outside of special event days and trials, the bus would sit idle.
- 4.19 The Hard will be a lot more attractive for both commuter and leisure Brompton bike hire. Moving in the interim period would cost an additional £5,000 on top of the £6,119 to move it to its final location and reconfigure it to a single sided formation.

4.21 An extension to the park and ride site is priority to ensure that the car park capacity keeps up with demand.

5. Equality impact assessment (EIA)

5.1 The Equalities Duty has been considered as the park and ride service has been developed, leading to the conclusion that it does not result in a disproportionately negative impact on any equality group. As such, a full equalities impact assessment is not required.

6. Head of legal services' comments

6.1 The main legal issues raised by this report are covered in the main body. These relate to the need to register the changes to the service with the Traffic Commissioner. There will also need to be a variation to the contract with First Group to amend the specification for the service and the charges to be paid for them.

7. Head of Finance's comments

7.1 The main financial implications of the activities and plans of the Park and Ride service are contained within the body of the report. Where necessary, reference is made to impacts on existing cash limits, including requirements for funding changes for the provision of the service. It is expected that Park & Ride will be cost neutral in the medium term, comparing revenue operating costs against directly generated income. The need for support in the short term from the specific reserve is also explained.

7.2 With reference to the proposed six week seasonal trial to Southsea it is estimated that the net income generated by the new service would not meet the increased costs of running the service. This includes the effect on income currently generated by parking at the seafront that would be displaced to the Park and Ride site. This has been estimated at 35 cars per day during the trial period which equates to approximately £8k in lost net income.

7.3 In order for the proposed six week seasonal trial to break even it would require 294 additional vehicles at £3 a ticket to park each day of the trial. However there will be times during the trial that there will not be sufficient capacity to meet these increased vehicles.

7.4 Therefore the proposed trial would require additional funding that has not yet been identified and additionally the issue of capacity needs to be addressed in order to ensure the long term attractiveness and sustainability of the operating model.

.....
Signed by:

Appendices:

- A) Park and ride nine month review
- B) Park and ride nine month review appendices

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

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

.....
Signed by:

Park and ride nine month review

1. Introduction

This report outlines all elements of the park and ride for the first nine months of operation from April 2014 to December 2014. It is split into two sections, operation and infrastructure. Each section reviews work undertaken to date, how the service has performed in this area and any reasoning for this. The final section of the report contains recommendations where any key decisions which fall out of the review of the service are outlined with reasoning for them.

2. Operation

2.1 Pricing

The park and ride started with an introductory discounted price rate. Following this introductory offer the daily price increased on 1st September from £2.00 to £3.00. This was undertaken alongside long stay on-street city centre parking price increases on 3rd September.

The city centre price increases have not had a significant impact on the park and ride service either positively or negatively as shown in Appendix 1. The number of users is in the same region as prior to the summer school holidays.

It is estimated that the Park & Ride service has had a relatively small impact on parking revenue in areas related to the Park & Ride route. Income in parking services (see appendix 2) has seen a rise although this should be analysed in conjunction with tariff increases effective from 03 September which affect the level of income received. In considering other factors which impact parking revenue such as seasonality, events and weather, around a £28,000 reduction of income has been calculated when the effect of price increases are removed.

The future aspiration for the operation of the park and ride is to become self-funding. Funding contribution from the park and ride specific reserve has been budgeted in 2014/15 and 2015/16.

Prices of fourteen other park and ride sites in the south have been researched as shown in Appendix 12. It can be seen that those established park and rides which offer comparable group travel offer it at a price in the region of £3 such as Winchester and Salisbury.

An increase in price of the park and ride may deter potential customers with all day parking available to commuters in the city centre for £3 a day. Without a strong

commuter base developed and whilst city centre parking is available at a low price increasing the price of the park and ride service risks a decrease in customers using the service. This is contrary to the work being undertaken to strengthen the commuter customer base.

There are two key market comparisons to be made in developing a pricing proposal:

1. Competition with city centre parking charges – to ensure the P&R offer is a sufficiently attractive alternative to city centre parking (to satisfy elements a, b and d of the policy statement); and
2. Relationship to other local bus services (to support element d of the policy statement) – to ensure the P&R bus service neither undercuts local bus fares (and so abstract demand) or be uncompetitive (otherwise why park at the P&R?).

These will lead to a market-based proposition, which then needs to be compared with operating costs to consider the financial implications.

The Portsmouth park and ride should aim to maximise its use and meet policy outcomes (reduce the number of vehicles driving into the city centre), but should also look to minimise subsidy to ensure it is financially sustainable. This is a difficult balance, essentially because city centre parking is currently relatively plentiful, and can be very cheap with some of the discounts available from private operators. The forecasted level of demand for the park and ride commuter market is therefore low in the short to medium term. As such the charges for the park and ride will need to be towards the lower end of the possible price ranges or the policy outcomes will not be achieved.

2.2 Usage

As at 30th November 2014, gross income generated by the Tipner park & ride was £209,000 compared to a year to date budget of £180,000.

There is expected to be an appropriation from the park & ride specific reserve at year end. This was budgeted at £350,000 although current forecasts expect this to be around £334,000

Appendix 1 shows that weekends and school holidays (the leisure market) have had the biggest up take of the park and ride service with the Saturday average usage at 588 vehicles. Excluding school holidays the weekday average is only 240 vehicles. Whilst still higher than expected when the service was launched, the Saturday usage shows the service's potential and that work needs to be undertaken to encourage commuter use.

The service is meeting demand on a usual weekday. The service is over demand during school holidays and special events such as University Open Days. There are major issues with the capacity of buses during the mid-morning off-peak and long queues forming to board buses at the park and ride site. This has been largely overcome with duplicating the timetable in the short term with a view to increasing frequency in school holidays in the long term.

During school holidays the duplicate bus started at the end of the morning 12 minute frequency provision. The duplicate provided was a non-branded P&R bus. The regulations that apply to the duplicate service for a 12 minute timetabled service are that it has to run within 5 minutes of one of the services. This was quite a limiting factor and did not allow us to use the full potential of the duplicate bus. This particular regulation would not apply to a 10 minute or better frequency which would also allow a load and go policy.

Significant queues were experienced from around 10am to noon. The size of the queue and the duration of the queue were dependant on the passenger numbers on the day. However, large queues (70+ people) were experienced regularly throughout the summer holidays with queues of this size being present for an hour to an hour and a half.

A bigger issue however was the return journey of visitors during school holidays which peaked around the same time as commuter return journeys in the evening. Buses became full at the first return stop of The Hard (which is where most visitors were located), leaving those at Bishop Crispian Way (where the majority of commuters were located) as well as the other stops stranded. The only solution was for customers to cross the road and get the bus southbound to then return northbound. The duplicate buses were subsequently sent to start at Bishop Crispian Way northbound.

During school holiday periods over 90% of afternoon peak boardings occurred at The Hard as can be seen in Appendix 3.

An additional £26,272 (as at 30/11/14) has been spent on duplicate and standby buses since the service started. A specific school holiday timetable would overcome overcrowding issues and an 8 minute frequency as shown in Appendix 11 would allow a load and go policy. Introducing this timetable would cost £48,562.92 a year and would maintain and improve the reputation of the service. Any alterations to the timetable would require providing 56 days' notice to the Traffic Commissioner.

On Saturdays (particularly when there have been special events) there have been instances of the total number of vehicles using the site in a day exceeding the number of spaces, as seen in Appendix 1. These instances have not happened regularly but are something that highlights the need to expand the car park capacity.

On 27th July the frequency was increased on a Sunday from 15 minutes to 12 minutes. This reduced waiting time of passengers has ensured a maintained reputation of the park and ride with queues kept to a minimum.

Future usage may increase with loss of city centre parking as Stanhope Road (Zurich) car park is likely to be lost in the short to medium term as the site is due to be developed. The planning application does not show any significant parking provision. It is difficult to say much about the Tricorn car park currently operated by NCP. The medium to long term plan for that area (Northern Quarter) is unclear.

2.2.1 Commuter market

To date commuters number are lower than leisure user numbers. To increase commuter numbers, standardised introductory offers were agreed with validity to the end of 2014. These offers aimed to entice businesses to move significant numbers of drivers to the park and ride site. To date, this has only been offered to one business that was relocating to the city centre from Lakeside. Unfortunately this was not taken up by the business as they were able to obtain free parking on their own site. However, more businesses are likely to move to this site in the near future and we will consider making similar offers.

In order to increase commuter uptake the following activities are planned to incentivise use of the park and ride:

- Deliver a targeted marketing plan
- Develop a smartphone app for payment
- Develop and promote a carnet pay as you go smart ticket which enables customers to bulk buy tickets at a reduced price which will better suit people with flexible working patterns
- Provide introductory rates for businesses who have potential to move a significant number of customers from their own site to the park and ride
- Deliver a programme of business roadshows targeting businesses who have potential to provide a significant number of customers - this includes special promotional passes

These initiatives are targeted specifically towards a commuter market, particularly outside of school holidays when capacity at the site is much higher. Carnet pay as you go smart cards and a smart phone app will offer customers more flexibility and choice, incentivising park and ride use.

Salary sacrifice is currently under investigation and will shortly be taken to HMRC to seek approval. If successful, employees of Portsmouth City Council will be able to purchase annual or bulk buy tickets via salary sacrifice. This will secure them a significant discount and is therefore likely to encourage employees who currently pay for city centre parking, to relocate to park and ride.

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Also, if the council secures salary sacrifice for its employees, other businesses are more likely to follow suit and take their own requests to the HMRC.

2.3 Ticketing

There are three ways to pay for use of the park and ride;

- a) Pay on foot
- b) Ringo
- c) Smart ticket

Pay on foot provides the option to pay with cash or card at the ticket machines located in the car parks for daily or weekly tickets or for a daily ticket with a Hover add-on.

Ringo provides the option to pay on card over mobile phone for a daily ticket.

Smart ticket provides the option to pay on card at the machines situated inside and outside the terminal building for a smart card which can be 7 days, 4 weeks or 1 year.

The majority of tickets sold are pay on foot, over 99%. Smartcard sales (including top ups) are very low and account for only 0.3% of total sales. (1 weekly = 1 sale, 1 monthly = 1 sale) account for 0.3% of total sales. The maximum number of smartcard sales in 1 calendar month has been 48 sales. This equates to less than 2 sales per day. There is also very low use of Ringo also (less than 1% each month).

Carnet, pay as you go smart tickets are being developed which are thought will prove popular with the commuter market and a smart phone ticket app will provide an additional method of payment. Both of these are expected to be in place by Spring 2015.

2.4 Operational hours meeting demand

On 1st August the operating hours were extended on a Friday and Saturday evening to 22:15 hours from finishing at 19:30 previously.

It can be seen from Appendix 5 that the majority of journeys are returning to the park and ride site. It therefore could be argued that these journeys are not providing any additional revenue during this period as the revenue was taken before 19.30. Similarly though it could be argued that if the option to return later in the evening was not available then these customers would not use the park and ride at all.

One evening which was particularly popular was when Gunwharf held their annual fireworks display. This led to 213 passengers boarding buses in the evening period as seen in Appendix 4. Discounting this evening, the average evening usage from August to mid-November was 37 passengers. It could be assumed with a car occupancy of 2.05 (average occupancy August to November) that this is around 18 cars over the three hour period, which would bring around £54 income. The extended services cost £105.88 an evening. At occupancy of 2.05 a car (average August to November) you would need approximately 72 passengers an evening arriving after 8pm to break even.

2.4.1 Christmas Shopping

For five Thursdays (20 November to 18 December inclusive) the park and ride ran later into the evening (last bus back from The Hard 22.30). Appendix 9 shows the number of people who used the service after 8pm on these days (inbound and outbound).

The cost of this extended service was £105.88 an evening. At occupancy of 2.05 a car (average August to November) you would need approximately 72 passengers an evening arriving after 8pm to break even. The last two Thursdays exceeded this number; however it is not known if these were regular users who took advantage and stayed later or new customers using this specific evening service.

2.5 Customer satisfaction

2.5.1 No of complaints

The council have responded to approximately 40 complaints since operation started. These can broadly be categorised around;

- Issues with smart cards
- Delays during school holidays
- Not catering to special events such as Victorious Festival and Great South Run.

Where appropriate the customer has been offered a refund to ensure maximum customer satisfaction levels were maintained and any potential damage to the reputation of the service was kept to a minimum.

2.5.2 Mystery Shopper

First has undertaken one mystery shopper survey for the park and ride to date. This however only focussed on bus elements of the service which fall under their responsibility and not the car park, ticket machines and terminal building. The survey

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and results can be seen in Appendix 9 and are rated as exceptional across the board with only one exception.

Portsmouth City Council are working with First to ensure the mystery shopper is undertaken regularly and that the survey is more appropriate for a full park and ride experience.

2.5.3 Customer survey

When the park and ride was launched a survey (attached in Appendix 10) was undertaken to gain customer feedback. Whilst it is no longer actively promoted, it is available for customers to complete on the park and ride website.

The survey undertaken during the first five weeks of operation had 656 respondents with the following feedback;

- 97.09% of people rate their journey experience of good or higher.
- 98.15% of people rate the service they received from the bus driver as good or higher.
- 99.08% of people rated the quality of the bus as good or higher.
- 95.35% of people said yes they were likely to use the park and ride again

Between 1 June and 26 November the survey has been on the park and ride website and received 180 responses with the following feedback;

- 78.77% of people rate their journey experience of good or higher.
- 84.89% of people rate the service they received from the bus driver as good or higher.
- 93.06% of people rated the quality of the bus as good or higher.
- 75.86% of people said yes they were likely to use the park and ride again

As the second set of results were not actively sought it is likely that a number of respondents found these when looking at the website after one of the days where the service was over-demand in the school holiday period, which could account for the drop in results. It is also worth noting the small sample size.

These surveys will be repeated by March 2015 to best inform future marketing plans. Further surveys would be undertaken when Carnet pay as you go smart ticketing and a smart phone app have been established in summer 2015.

2.6 Information provision

2.6.1 Website

Portsmouth park and ride has its own website; www.parkandride.portsmouth.gov.uk Appendix 6 shows the website usage. It can be seen that a large amount of traffic

visited the website during the opening period with just under 2000 sessions in one day. In total there have been just under 100,000 sessions with just under 70,000 users accessing the site. On average people are accessing the site for less than 3 minutes and so it can be assumed they are using the website to answer a specific question and find the information they require quite easily. This shows the website is successful. It is comparable to the MyJourney Solent Transport sustainable travel website which received just over 115,000 sessions for the same period with a total of just over 90,000 users visiting the site in total.

2.6.2 Phone line

The park and ride phone number is answered in the Transport Planning team of Portsmouth City Council. This is during Monday to Friday office hours, anecdotally around four calls are taken a day. This means that the phone number is not staffed outside office hours when it goes to answer phone. These periods are often when there are many enquiries, particularly at busy times such as weekends. During special events which are out of office hours a staff member will divert the phone line to their personal phone number and field calls whilst not otherwise working.

To overcome this less than ideal arrangement it is planned for pre-recorded messages to be put on the park and ride answerphone to tell any member of the public who calls in what the opening hours are for the phone line, where they can find timetables, and any special arrangements e.g. extra bus provision, overflow parking at the port etc. Investigations are underway as to whether an out of hours emergency contact phone number is required to be included in the message and if so what the most appropriate number is. There is an emergency call button situated in the terminal building which is accessible during service operating hours. This links through to the council's Transport Management Centre.

2.6.3 Leaflet

In the nine month period there have been five iterations of the park and ride leaflet totalling around 95,000 copies of the leaflet. These were distributed to tourist information points within a 90 minute drive of Portsmouth. Future leaflet iterations will be produced when changes in pricing or timetable require it.

2.7 Marketing activities

An extensive marketing campaign was carried out for the launch of the park and ride during March, April and May. Advertising included regional radio, local newspapers, online and social media. Lamppost banners were prominently displayed along key areas of the main route into the city and leaflets were distributed to all tourist information points within a 90-minute drive of Portsmouth. A coordinated public relations programme ran alongside this.

The launch campaign was a massive success as it generated more than 65,000 passengers for the service, far in excess of expectations of the operating team and estimates made by PCC consultants.

Customer feedback surveys during the launch period identified print and radio as the most likely advertising methods for people to hear about the park and ride (19% and 24% respectively). To a certain extent this would be expected as these elements had higher relative spend than others but it does prove they were a worthwhile exercise. One thing worth noting about the print advertising is that postcodes for those saying that had seen it mostly came within the distribution area of the Portsmouth publication The News with not many from the areas of other titles used (Southern Daily Echo, Winchester Chronicle, Chichester Observer). As a result future campaigns have focused print advertising in The News as this has proved most successful.

While social media didn't feature prominently in customer feedback surveys Facebook advertising proved particularly successful with more than 200,000 people reached for a £1,000 spend. 291 people liked the advert and 136 shared it.

The council's media monitoring has recorded more than £55,000 EAV of media coverage including regional radio and local newspapers. 68% of the coverage has been positive and a further 26% has been balanced with only 6% negative.

The current marketing strategy runs to the end of March 2015. A forward plan for the following year will be developed following the results of the customer survey which will allow further evaluation of post launch marketing activity.

2.7.1 Retail discounts - Tesco

Tesco in Craswell Street approached the council to ask if they could offer customers the same offer they offer users of their NCP car park; £1.50 off their shopping bill when spending £10 and showing a valid parking ticket. As this offer had the potential to promote park and ride to new users and there was no financial impact of the offer to the council the council agreed to a 2 month trial for October and November. The council did however spend a one-off £354.90 on producing 2,000 bespoke leaflets and 12 posters and also promoted the offer on the park and ride website. Tesco in turn agreed to display posters and leaflets in prominent locations and hand out leaflets in the entrance to the store between 12pm and 2pm during the trial. Spot checks found that leaflets and posters were not in prominent locations and leaflets were not being handed out. Around 5-10 customers took up the offer a week.

Any future offerings with other retailers should have the onus on the retailer to provide the cost of promotional material.

2.8 Parking Enforcement

There have been issues with the registration plate of those having purchased smartcards on the day not appearing on the handheld terminals of the civil enforcement officers. Work is currently on-going to resolve this issue.

2.9 Add on products

2.9.1 Southsea

Since August the park and ride ticket machines have provided an option to purchase a park and ride ticket which incorporates group travel on the Hoverbus (serving Southsea) for an additional £2. This is also available to purchase on Hoverbus when displaying a valid park and ride ticket. The uptake of this can be seen in Appendix 7.

In August 54 of the 137 tickets purchased were on the weekend of 23rd/24th when the Victorious Festival was running on Southsea seafront.

First bus also offers discounted return onward travel to Southsea on any of their services when showing a valid park and ride ticket for £2 per adult or £1 per child.

For the period 5 April to 20 November the uptake has been:

- Bus Service 1, a total of 175 adults and 31 children.
- Bus Service 7, a total of 3 adults and 3 children.

2.9.2 Gosport

A suggestion has been made that some customers use the park and ride to travel to The Hard and then on to Gosport via the Gosport Ferry. Through the customer survey and further investigations it will be assessed if there is the demand to approach Gosport Ferry regarding combined ticketing opportunities.

2.9.3 Park and Sail

As part of Portsmouth's Local Sustainable Transport Fund (LSTF) a summer weekend park and sail service ran directly into Gunwharf Quays. For 2013 parking was available at Portsmouth International Port. Once the park and ride opened at Tipner the parking provision for this service was moved to Tipner with ticketing allowing customers to return to the park and ride site by bus if desired.

The park and sail is a partnership between PCC, Portsmouth International Port and Gunwharf Quays. The LSTF funded improvements to the pontoon at the Port bringing it back into operation to enable the service to operate and other services to use this pontoon in the future. In return the Port agreed to provide a number of

specific support services at the Port for the first three years of service. Gunwharf Quays provided financial contribution to the operation of the boat service.

The price for customers for 2014 was £6 per car (up to eight passengers). Branding was introduced to complement that of the park and ride. The total cost of 2014 operation was £39,580 and income taken was £7,679 requiring a subsidy of £31,901. A total of 4,720 passengers used the service over 11 days. As LSTF funding ends after March 2015, future funding, project management and on site staffing for the operation of this service is unclear. If funding is identified the pricing structure will need to be reviewed for 2015.

2.10 Future service extensions/ bespoke services

There have been requests to extend the service to other destinations including;

- Southsea seafront
- Kings Theatre, Southsea
- Fratton Park
- Queen Alexandra Hospital
- Portsmouth Grammar School

2.10.1 Southsea seafront

It is not felt that there is a demand from the commuter market to travel to Southsea. However in the summer season there may be demand from the tourist market. To provide an hourly seasonal service to Southsea would require one additional bus as there is no capacity in the existing timetable.

A six month seasonal service to Southsea would have an estimated total cost of around £147,666 for which no budget is identified. These estimated costs are £91,666 for the cost of the bus service, £51,000 in loss of on and off street parking revenue and £5,000 set up costs.

There is identified demand for park and ride service during school holiday periods. It is therefore thought that this is the most appropriate time to undertake a short trial for a service to Southsea when financial risk will be at its lowest. The add-on ticket to Southsea on the Hover-bus (which launched 4th August 2014) saw 137 customers in August, compared with 67 in September and 44 in October, demonstrating a definite seasonal demand. The estimated total cost for a six week trial service is around £37,000. These estimated costs are £22,000 for the cost of the bus service, £12,000 in loss of on and off street parking revenue and £3,000 set up costs.

In order for the six week trial to break even with a ticket price of £3 per car 294 cars would be required to use the Southsea park and ride a day. There is not enough capacity in the park and ride car park to enable this break-even point to be achieved.

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The net cost of the park and ride will increase and so the park and ride reserve will need replenishing sooner, no source of funding is identified for this.

The use of Portsmouth International Port (PIP) as an overflow car park could be considered however the income would be split with the PIP and increased usage would be required to break even.

A proposed seasonal service to Southsea could operate a trial as outlined below;

- i. Hourly frequency
- ii. Operating times:
Monday to Sunday - 09:00 from Tipner and 17:30 from South Parade Pier.
- iii. The council would retain the revenue.
- iv. It would be a double decker non branded bus less than 10 years old throughout the contract length. (Longer term it may need to have a new branded bus at a cost of £235,000 without the inside and external branding.)
- v. PCC would need to buy a fifth Ticketer Electronic Ticket Machine (ETM). (The fourth Ticketer ETM we currently use on the spare bus for either duplicates or a change to the frequency during school holiday periods. Total cost about £3,200.)
- vi. The service would be operated by specific drivers.
- vii. Route Description

Tipner park and ride– City Centre – Hard Interchange / Gunwharf Quays - Southsea (South Parade Pier)

From Tipner park and ride via M275 (bus lane), Mile End Road, Commercial Road, Marketway, Unicorn Road, Bishop Crispian Way, Queen Street, The Hard Interchange / Gunwharf Quays, St Georges Road, High Street, Pembroke Road, Duisburg Way, Osborne Road, Clarendon Road, South Parade and South Parade Pier.

Returning from South Parade Pier, South Parade, Clarendon Road, Osborne Road, Duisburg Way, Pembroke Road, High Street, St Georges Road, the Hard Interchange / Gunwharf Quays via Queen Street, Bishop Crispian Way, Unicorn Road, Marketway, Hope Street, Mile End Road, and M275 to the Tipner park and ride.

This route has been chosen as it will be less prone to delays.

viii. Bus Stop Locations

Bishop Crispian Way, plus High Street, Old Portsmouth, Osborne Road and South Parade Pier.

The net cost of the park and ride will increase and as such the park and ride reserve will need replenishing sooner, no source of funding is identified for this. No budget is currently identified to operate a service to Southsea.

Any new service would require providing 56 days' notice to the Traffic Commissioner.

The use of Portsmouth International Port (PIP) as an overflow car park could be considered however the income would be split with the PIP and increased usage would be required to break even.

Issues are also identified with the low frequency of the service causing a likely peak in demand at key times of the day (such as the last bus home from Southsea) which the capacity of the bus may not be able to cope with.

2.10.2 Kings Theatre

The Kings Theatre customers travel from across the city including outside of Portsea Island and from further afield along the M27 corridor to Fareham/Gosport, along the A27 corridor to Emsworth and along the A3 corridor to Waterlooville. There is potential for these customers to use a bespoke park and ride service, particularly due to limited parking available in close proximity to the Kings Theatre. This service would be a bespoke evening service to serve the programme of shows the theatre operates. Further investigations into the viability of this service will be undertaken.

2.10.3 Fratton Park

A bespoke service previously operated from the Saturday Lakeside park and ride to Fratton Park. This service was funded by Portsmouth Football Club (PFC) and ran three hours prior to a kick-off and two hours after a match, utilising four double decker buses. The service dropped off and picked up passengers in Goldsmith Avenue adjacent to Lidl's. An extra bus operated five hours before kick-off for staff travel to the ground. A meeting has been held with PFC about the possibility of running a similar service from Tipner for the remainder of the 14/15 season. Unfortunately PFC is unable to fund a service this football season. They are however keen to hold conversations at the close season with a view to running a service next season.

2.10.4 Queen Alexandra Hospital

There are parking issues experienced at and around Queen Alexandra Hospital (QAH). There is a staff park and ride to the north of the hospital on Portsdown Hill.

A park and ride to the hospital from Tipner serving people from within Portsea Island, and Isle of Wight is something to consider. There are however a number of bus services which already serve QAH from Portsmouth including an express service. Any service introduced may therefore abstract from these existing services and as such should not be progressed at this time.

2.10.5 Portsmouth Grammar School

Portsmouth Grammar School approached the city council asking if it would be possible to extend the park and ride service to Portsmouth Grammar School (PGS). To maintain a high frequency timetable which provides a direct service to key destinations this was not possible, particularly with the consideration of the close proximity of PGS to both the city centre and Hard interchange stops, from which a number of staff and students already walk after travelling by rail. Another option was discussed which was the diversion of the Lucketts Solent Student Link into the park and ride site. This service currently picks up students from locations such as Bishops Waltham, Denmead and Purbrook and takes them direct to not only PGS but also Mayville High School, Portsmouth High School & Dover Court School and St John's College. The demand of diverting this service into the park and ride site is currently being investigated by Portsmouth Grammar School.

2.11 Purchase of extra bus

There is currently not a definite demand for an additional branded bus. Where demand warrants it non branded buses can be utilised. These are for trials or special events and, whilst this does not reflect the brand and quality of the Portsmouth park and ride fleet, it is felt that for temporary situations this is currently the best course of action.

The lead in time for ordering a new bus would be six months. The capital cost of an ADL 400 double decker bus identical to the current bus provision is £235,000. This cost does not include branding and internal specification upgrading costs. No budget is currently identified to fund an additional bus.

2.12 Special events

A bespoke park and ride can be run for special events, it is usual for this to be done at cost to the event organiser. The existing park and ride service can also be extended and or enhanced to cater for events. If demand warrants it there are additional sites that can be used, most commonly Lakeside North Harbour and Portsmouth International Port on agreement with the site owners. To date the park and ride has catered to varying extents for the following special events;

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- University open days/ graduations
- Victorian Festival of Christmas
- Victorious Festival
- Great South Run

These have been a mix of bespoke services to enhancing the existing service.

As well as the above events it is foreseen that park and ride may be required for the following events next year;

- Southsea Food Festival/ Race for Life runs
- South Coast Proms
- Americas Cup

2.13 Portsmouth International Port overflow

Portsmouth International Port has been used as an overflow car park when the park and ride car park has reached capacity. This has been on an ad hoc basis with individual agreements set up when high numbers of users are anticipated due to special events such as the Victorian Festival of Christmas (the Port take 50% of income generated by this additional parking).

2.14 City centre congestion

Traffic modelling and inbound recorded journey time data collated from month long periods in 2012 and 2014 show that since the introduction of the bus lane on the M275, travel times for the average car driver have remained largely the same. The modelling data for the morning peak indicates an additional 38 second delay per vehicle across the whole network while journey times for the PM peak have remained largely the same. The table below shows the changes in journey time as recorded by TomTom journey time monitoring. This is one of the two journey time source data systems available to us and was collected over month long periods. All data shown is for inbound traffic only:

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Journey	Free flow journey time	AM peak (inbound)		PM peak (inbound)	
		Sept 2012	Sept 2014	Sept 2012	Sept 2014
Binstead Rd to Rudmore via Kingston Crescent	1min 35	4min 22	5min 23	3min 14	2min 48
M27 to Anglesea Road	4min 49	7min	9min 32	8min 54	7min 16
Gladys Avenue to Anglesea Road	5min 35	9min 21	8min 38	8min 58	7min 57
Gladys Avenue to Rudmore Roundabout	1min 34	3min 20	2min 23	2min	2min

Modelling data also indicates that some roads/junctions have improved and some have gotten worse as a result of the park and ride road layout changes. Delays overall however are largely the same, but the point of queuing has moved. In the past vehicles utilised three lanes up to the Tricorn before it merged to two lanes, now vehicles are merged to two lanes just south of Rudmore Roundabout.

Meanwhile the park and ride bus service has a priority route into the city centre and The Hard. In addition, existing bus services, the X4 and X9, now also benefit from more reliable and punctual journey times. The new layout also provides reduced journey times for taxis and an improved arrangement for cyclists who also share the bus lane.

3. Infrastructure

3.1 Electric Vehicle charging points

Two electric vehicle charging spaces were allocated at the park and ride. A single charge point was incorrectly installed which was never put live. On 3rd September this was changed to a double head charging point and put live. At present it is not possible to monitor the usage of these charging points, but investigations are underway to try and make this possible.

3.2 Terminal building

There has not been a high level of usage of the terminal building at the park and ride site with most customers waiting outside for buses.

3.3 Ticket machines

The ticket machines at the park and ride site accept both coins and card working on a mobile phone signal system which is 98% reliable.

There are two smart ticket vending machines, one situated inside the terminal and one outside. Neither were active for the park and ride launch and limitations in software and hardware resulted in one of the machines only being able to vend weekly tickets, or weekly top ups when they went live. By the end of October both machines became fully functional with one of the machines requiring an upgrade to facilitate this.

As outlined in section 2.3 There is not currently a high level of usage of the park and ride smart ticket vending machines. Despite this low level of usage it is thought this may increase when the Carnet, pay as you go smart ticket is launched early in 2015. Even with this it is anticipated that one ticket machine could cope with the increased demand, giving the potential for the second machine to be relocated to the new Hard interchange if required.

3.4 Bike stands

The bike stands are not well utilised with a very low number of bikes observed at the site. The position of the current bike stands is not conducive to orderly queuing at peak times. It is the intention to reduce the availability of bike stands and to move those remaining to a more appropriate position.

3.5 Real Time Information

There are four, four-line real time information (RTI) screens at the park and ride site showing the arrival time of the next services as well as one 65" screen. There is a

screen at each of the park and ride stops displaying the times of the next few services. The RTI has in the main been working with only two issues to date which were resolved quickly.

3.6 Vehicle count loops

The loops in section A were not accurately recording vehicles but this has been rectified. New loops have been installed at the entry and exit point to enable improved monitoring and profiling of vehicle movements and timings in arriving and departing the park and ride.

3.7 Add on products

3.7.1 Brompton bikes

A Brompton dock with 20 spaces was installed at the park and ride site in April 2014 with ten bikes available for hire. These bikes were intended for customers who wished to park at the site and continue their journey into the city by bicycle. The bikes can also be taken off site and returned at a later date to this or other docks. The dock is maintained, serviced and restocked by Brompton at cost to the city council.

Since opening, usage rates have been between 1% and 4% which falls short of the 12% needed to break even.

It is possible to relocate the dock. The most viable location in the city would be The Hard Interchange. Relocating the dock would cost £5,000, reconfiguring the dock to make it single sided to fit on site at the Hard would cost an additional £1,119. The Hard Interchange is planned for redevelopment and will re-open in spring 2016.

3.7.2 Metro

The Metro newspaper is currently available onsite after introduction in September. Portsmouth City Council currently pays a subsidy of £337.50 for five months for this as the readership has not currently reached an adequate level. The uptake of the Metro will continue to be reviewed once work has commenced to target the commuter market.

3.7.3 Coffee concession

A coffee concession exists at the park and ride paying £10,000 per annum in rent (to The Leaders portfolio, not the park and ride budget), this was reduced to £5,000 for the first year to help the business start-up. The coffee concession started operation

in November and the city council will be liaising with them to review the service and their forward plan in order.

3.7.4 Click and Collect

The city council approached Tesco to investigate the opportunity of providing a click and collect grocery shopping service at the park and ride site. Tesco felt there was opportunity at the site and confirmed that their nearest Tesco Extra store (North Harbour) had capacity for extra vans to provide this service. They would require three car parking spaces (two spaces to accommodate the van and one for cars to collect). The proposal is that the van would arrive and stay in situ for two hours holding a maximum of 15 orders. Collections would be expected to take a couple of minutes per customer. The van would visit site a maximum of three times a day, this would be expected to be twice daily initially and would visit a minimum of every other day. York park and ride site has proven to be a popular click and collect location. Tesco were initially keen to progress with the offering but eventually determined it was too close to their North Harbour store. Portsmouth City Council will look for another supermarket partner to progress a click and collect offering with.

3.8 Car park extension

Appendix 1 shows that there are times where the park and ride is over capacity and overflow car parking has been required. This is before the commuter market has been targeted and grown. This demonstrates a real need to extend the car park size before these capacity occurrences become regular and the reputation of the park and ride is damaged.

As the service has been particularly popular with visitors to the city and in school holidays it is important to ensure that construction of an extension is undertaken during off-peak times for tourists primarily after the summer season and major events such as Great South Run and Gunwharf fireworks. It would therefore be suggested that November to March inclusive would be the best period for construction. This would also need to avoid the Christmas period particularly the Victorian Festival of Christmas at Portsmouth Historic Dockyard.

The design of an extension should be future-proofed with the ability to add further layers to any multi-storey car park constructed as and when required.

Funding for this much needed extension has not yet been identified. The planning application will cost £171,000. The extension is estimated to cost in the region of £8.25m.

3.9 Additional Sites

The park and ride site is situated on the western corridor of the city, as are potential overflow sites. Future demand may require additional park and ride sites in the city particularly in the east such as Farlington.

4. Recommendations

4.1 Operation

4.1.1 Pricing

It is recommended that the price of a 1 day ticket is not currently increased in order to continue building a reliable commuter customer base. Carnet ticketing will be introduced shortly and must be given time to settle in before a review can take place.

The future aspiration for the operation of the park and ride is to become self-funding. Funding contribution from the park and ride specific reserve has been budgeted in 2014/15 and 2015/16.

Prices of fourteen other park and ride sites in the south have been researched as shown in Appendix 12. It can be seen that those established park and rides which offer comparable group travel offer it at a price in the region of £3 such as Winchester and Salisbury.

An increase in price of the park and ride may deter potential customers as all day parking is available to commuters in the city centre for £3 a day. Without a strong commuter base and with city centre parking available at a low price, increasing the price of the park and ride service risks a decrease in customers using the service. This is contrary to the work being undertaken to strengthen the commuter customer base.

There are two key market comparisons to be made in developing a pricing proposal:

1. Competition with city centre parking charges – to ensure the P&R offer is a sufficiently attractive alternative to city centre parking (to satisfy elements a, b and d of the policy statement); and
2. Relationship to other local bus services (to support element d of the policy statement) – to ensure the P&R bus service neither undercuts local bus fares (and so abstract demand) or be uncompetitive (otherwise why park at the P&R?).

These will lead to a market-based proposition, which then needs to be compared with operating costs to consider the financial implications.

The Portsmouth park and ride should aim to maximise its use and meet policy outcomes (reduce the number of vehicles driving into the city centre), but should also look to minimise subsidy to ensure it is financially sustainable. This is a difficult balance, essentially because city centre parking is currently relatively plentiful, and can be very cheap with some of the discounts available from private operators. The forecasted level of demand for the park and ride commuter market is therefore low in the short to medium term. As such the charges for the park and ride will need to be towards the lower end of the possible price ranges or the policy outcomes will not be achieved.

4.1.2 Timetable

4.1.2.1 School holiday timetable

It is recommended that a new school holiday timetable as outlined in Appendix 11 is registered with the Traffic Commissioner who requires 56 days' notice and, subject to their approval, will be in place by Easter 2015.

During the school holidays park and ride experiences large increases in demand. This can lead to delays for passengers, and so, during 2014, duplicate buses were funded to strengthen the service on key days and periods. However, legally, duplicate buses must depart within 5 minutes of an advertised bus departure time and so reputational damage has occurred as full buses are forced to wait at a stop until the correct time. A "school holiday" service, registered with the traffic commissioner, would have an advertised frequency of 10 minutes or less, a service with this frequency can "load and go" as customers will not have to wait more than 10 minutes for the next bus. This type of service will also support operational planning and bus and driver availability.

The cost of this new school holiday timetable would be £48,562.92 per annum. This would provide a more consistent, reliable service maintaining the park and ride reputations and also prove more cost effective than continuing to duplicate on an ad-hoc basis (which currently costs £21,235 per annum but did not provide the same level of service sought now as buses could not be supplied at all requested times). This would be funded from the Traffic and Transport Portfolio's cash limited budget.

4.1.2.2 Friday and Saturday evening service

It is recommended 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. Any alteration to the timetable requires 56 days' notice to the Traffic Commissioner.

Park and ride 9 month review: April 2014 to December 2014 inclusive

It is recommended that this service is withdrawn as uptake has been poor and the costs currently outweigh demand. It is not foreseen that demand will increase. Bespoke services will be considered for special events where required.

4.1.3 Extensions/Bespoke

4.1.4 New bus purchase

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.

There are significant costs associated with purchasing a new branded bus. Moreover, outside of special event days and trials, the bus would sit idle.

4.2 Infrastructure

4.2.1 Add on

4.2.1.1 Brompton

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.

This location will be a lot more attractive for both commuter and leisure bike hire. Moving in the interim period would cost an additional £5,000 on top of the £6,119 to move it to its final location and reconfigure it to a single sided formation.

4.2.2 Extension

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.

Appendix 1 - Park & Ride Ticket Machine Sales

Total Daily Ticket Sales

- Mon to Fri
- Saturdays
- Sundays
- Wet Weather
- Bank Holidays

Spring
Holiday
26th May to
30th May

Summer Holiday
24th July to
1st Sept

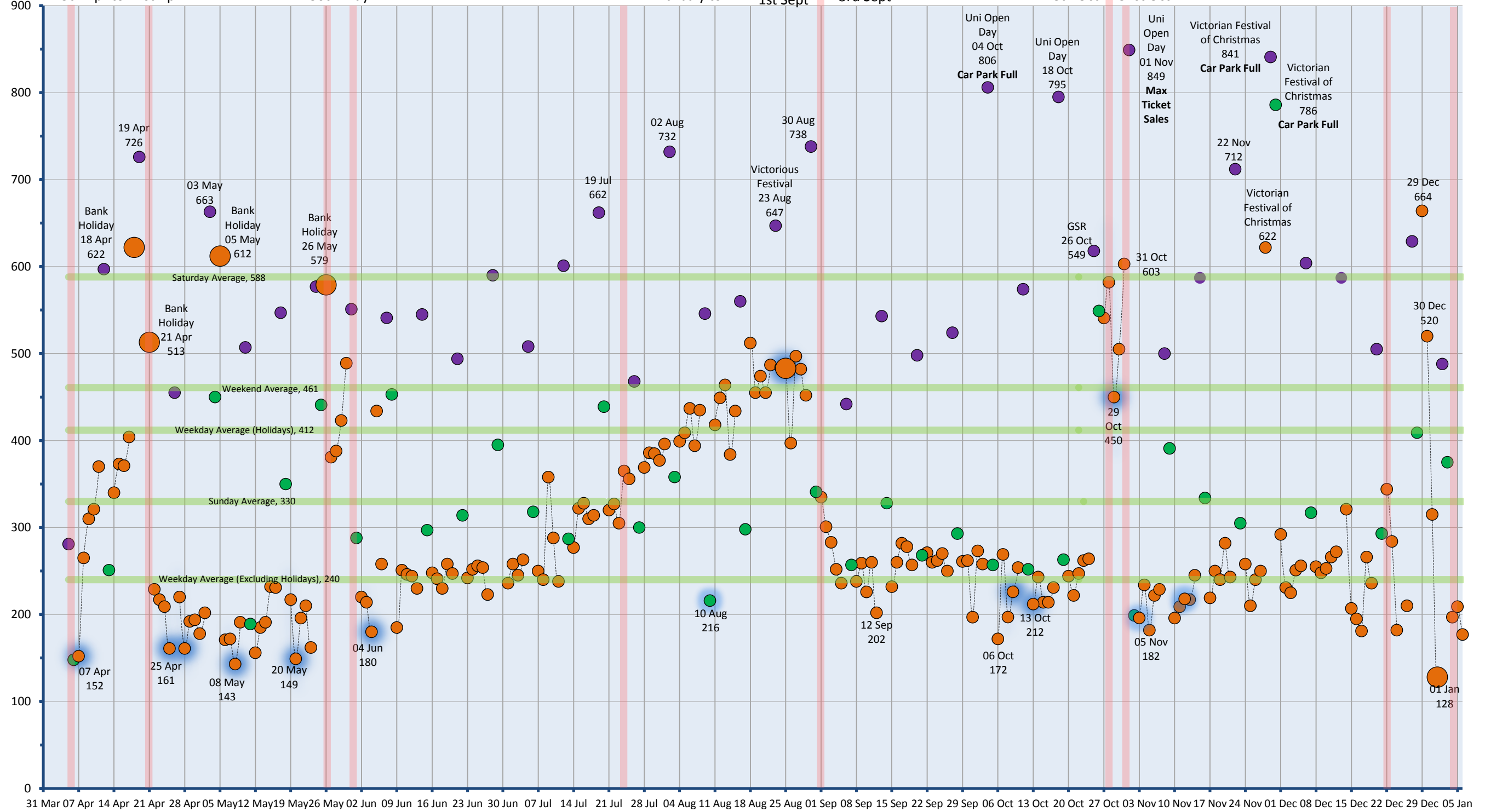
P&R
Ticket Price
Increase
1st Sept

Town Centre
Ticket Price
Increase
3rd Sept

NCP
Earlybird
Introduced
28th Oct

October Half
term holiday
27th Oct to
31st Oct

Christmas
holiday
22nd Dec to
4th Jan



Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 2 - Portsmouth City Council city centre parking income April 2014 to November 2014

Apr -> Nov - Summary - Red Zone

	<u>Location</u>	<u>District</u>	<u>2014</u>		<u>2013</u>	<u>2012</u>		<u>Var to 2013</u>
			-					
Total - Off			470,993		475,989	463,123		4,995
Total - On			623,724		602,114	502,949		(21,610)
			-					
Total			1,094,717		1,078,102	966,072		(16,615)

Apr -> Nov - Summary - City Centre Locations Only

	<u>Location</u>	<u>District</u>	<u>2014</u>		<u>2013</u>	<u>2012</u>		<u>Var to 2013</u>
			-					
Total - Off	ALL	City Centre	354,556		342,994	331,478		(11,562)
Total - On	ALL	City Centre	443,452		431,914	368,635		(11,538)
			-					
Total	ALL	City Centre	798,008		774,907	700,113		(23,100)

Appendix 3 - School holiday boardings

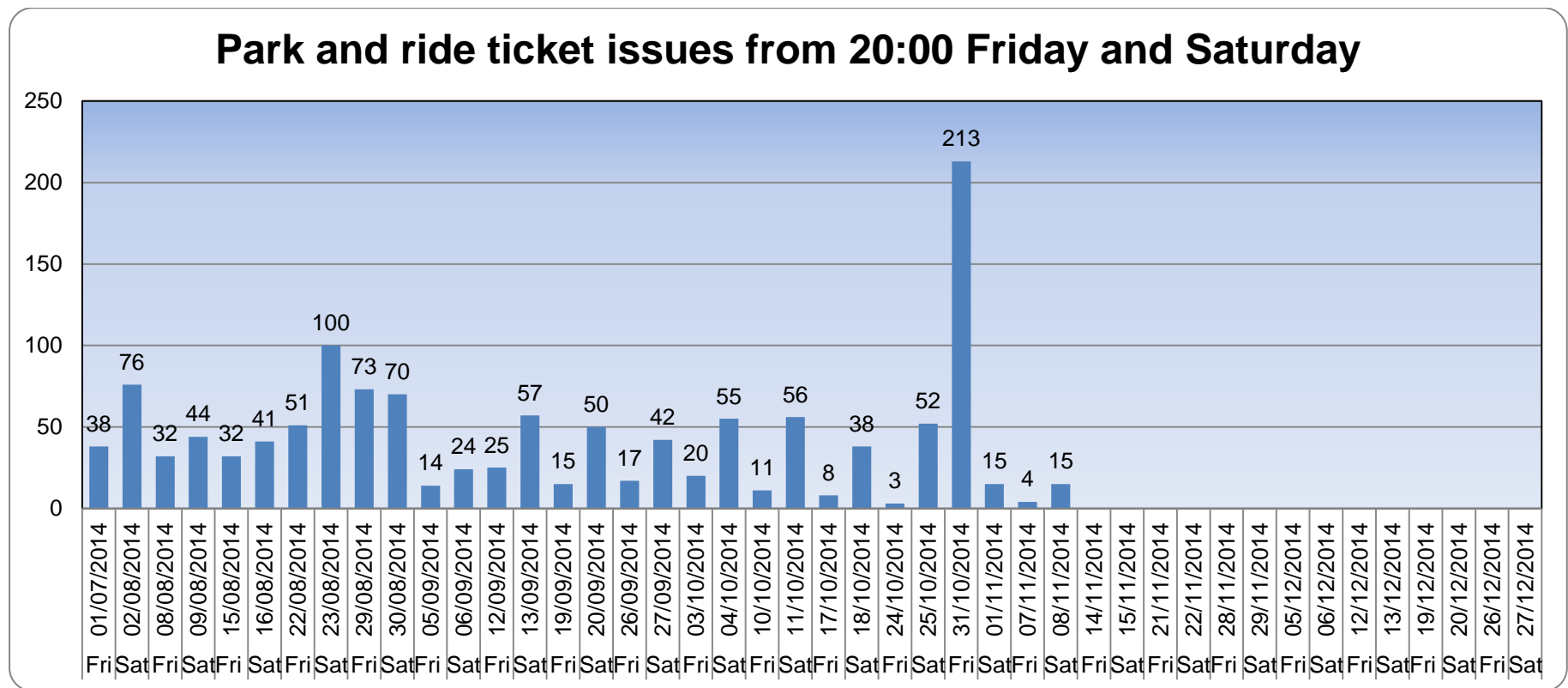
The following table presents the boarding and percentages between The Hard Interchange and Bishop Crispian Way stops during school holiday periods from April to November 2014.

	Hard Interchange		Bishop Crispian Way	
	Boardings	%	Boardings	%
15:00 to 18:00	25,945	90.6	2,438	9.4
16:00 to 17:30	14,363	91.1	1,272	8.9

Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 4 - Friday and Saturday evening ticket sales overview by date



Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 5 - Friday and Saturday evening usage by month/hour

August	Inbound	Friday (5) Outbound	Inbound	Saturdays (5) outbound
19:44	0		0	
20:00		90		109
20:14	1		0	
20:30		37		122
20:44	0		0	
21:00		38		34
21:14	0		0	
21:30		8		32
21:44	0			
22:00				17
22:14	0		0	
22:30		15		13

September	Inbound	Friday (4) Outbound	Inbound	Saturdays (4) outbound
19:44	0		0	
20:00		19		67
20:14	0		0	
20:30		22		43
20:44	0		0	
21:00		15		29
21:14	0		0	
21:30		8		17
21:44	0		0	
22:00		7		4
22:14	0		0	
22:30		0		12

October	Inbound	Friday (5) Halloween night Outbound	Inbound	Saturdays (4) outbound
19:44	0		1	
20:00		121		90
20:14	0		1	
20:30		88		56
20:44	0		0	
21:00		11		20
21:14	0		0	
21:30		30		29
21:44	0		0	
22:00		1		9
22:14	0		0	
22:30		5		2

November Until 11	Inbound	Friday (1) Outbound	Inbound	Saturdays (2) outbound
Nov 19:44	0		1	
20:00		2		13
20:14	0		1	
20:30		0		4
20:44	0		0	
21:00		0		7
21:14	0		0	
21:30		0		0
21:44	0		0	
22:00		0		2
22:14	0		0	
22:30		2		2

Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 6 - Website analytics



Portsmouth park & ride - http://parkan... [Go to this report](#)
All Web Site Data

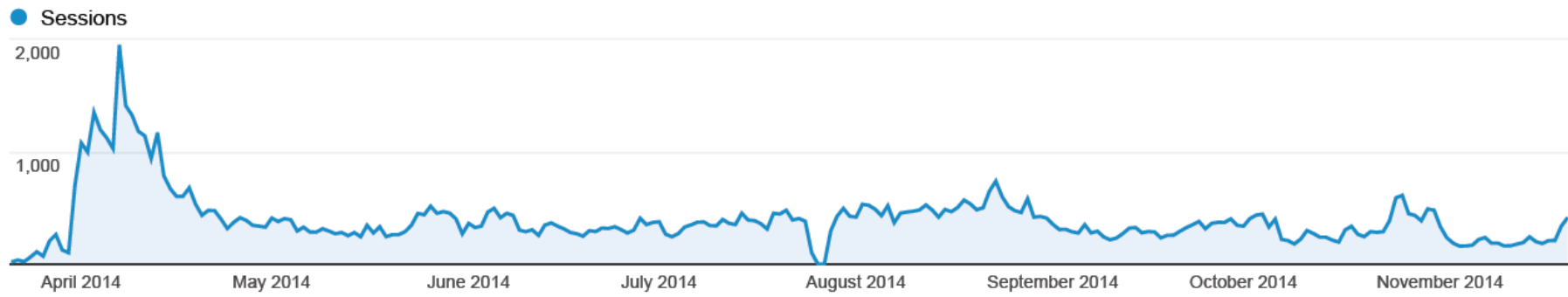
Audience Overview

Mar 21, 2014 - Nov 21, 2014

All Sessions
100.00%

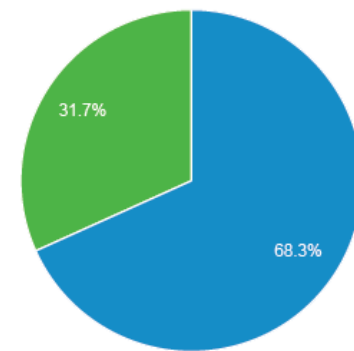
+ Add Segment

Overview



Sessions 97,175	Users 69,167	Pageviews 374,111
Pages / Session 3.85	Avg. Session Duration 00:02:43	Bounce Rate 27.82%
% New Sessions 68.25%		

■ New Visitor ■ Returning Visitor



Language	Sessions	% Sessions
1. en-gb	51,004	52.49%
2. en-us	43,317	44.58%
3. en	1,214	1.25%
4. de-de	210	0.22%
5. de	159	0.16%
6. en-au	120	0.12%
7. en_gb	109	0.11%
8. fr	107	0.11%
9. pl	93	0.10%
10. nl-nl	80	0.08%

Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 7 - Hoverbus add on take up

Data type	Aug-14	Sep-14	Oct-14	Nov-14
P&R + Hoverbus	137	67	44	14

Appendix 8 - Draft Southsea extension timetable

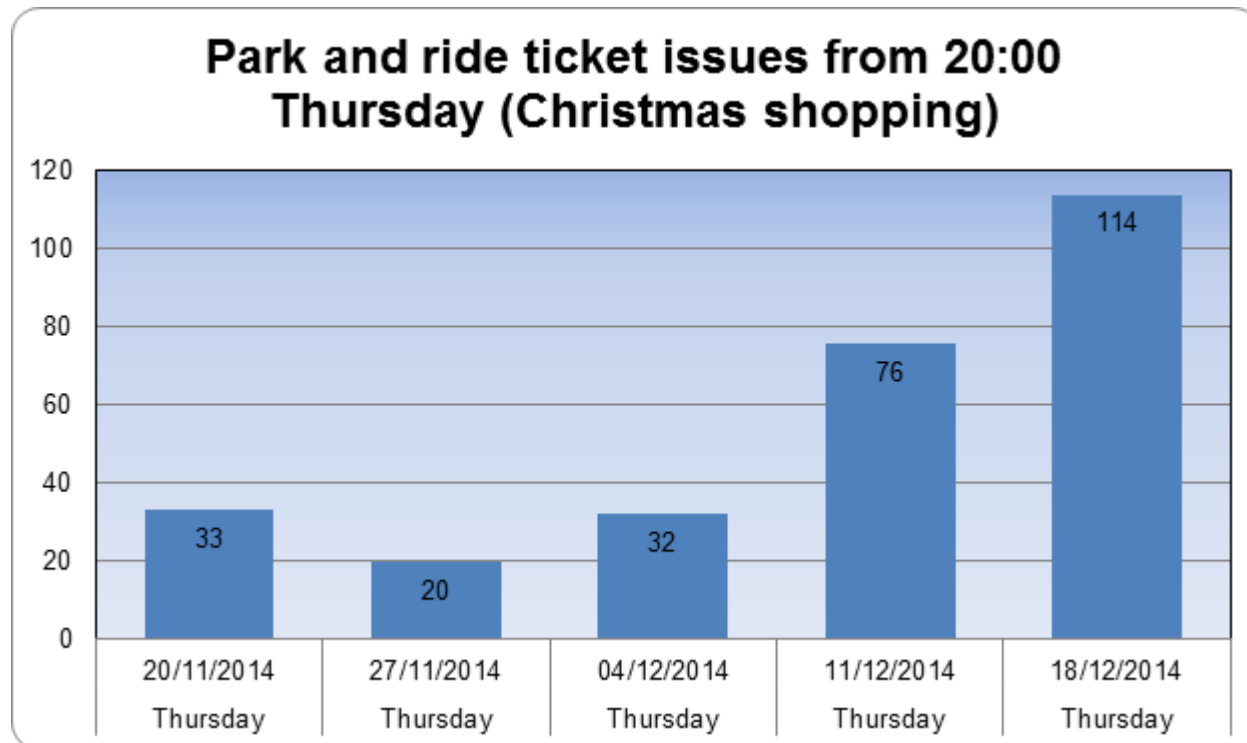
Tipner Park and Ride - Gunwharf - Southsea **PR2**
 via City Centre (Bishop Crispian Way) - Old Portsmouth - Southsea Shops

Daily Service

Tipner Park and Ride	0900	1000	1100	1200	1300	1400	1500	1600	1700
Bishop Crispian Way	0907	1007	1107	1207	1307	1407	1507	1607	1707
Gunwharf/The Hard	0912	1012	1112	1212	1312	1412	1512	1612	1712
Old Portsmouth Cathedral	0916	1016	1116	1216	1316	1416	1516	1616	1716
Southsea Palmerston Rd	0920	1020	1120	1220	1320	1420	1520	1620	1720
Southsea South Parade Pier	0925	1025	1125	1225	1325	1425	1525	1625	1725

Southsea South Parade Pier	0930	1030	1130	1230	1330	1430	1530	1630	1730
Southsea Palmerston Rd	0934	1034	1134	1234	1334	1434	1534	1634	1734
Old Portsmouth Cathedral	0938	1038	1138	1238	1338	1438	1538	1638	1738
Gunwharf/The Hard	0943	1043	1143	1243	1343	1443	1543	1643	1743
Bishop Crispian Way	0948	1048	1148	1248	1348	1448	1548	1648	1748
Tipner Park and Ride	0955	1055	1155	1255	1355	1455	1555	1655	1755

Appendix 9 - Christmas Shopping usage



Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 10 - Park and ride customer survey



survey

Thank you for trying out park&ride Portsmouth. By taking the time to fill in this survey, you'll be helping us to make it better for everyone.

When you're done, simply hand this sheet back to the person that gave it to you.

please rate each of the following by ticking one box	very poor			excellent			
	1	2	3	4	5	6	7
your journey experience today							
the customer service you received from the bus driver							
the quality of the bus							
value for money							

if you got a park&ride smartcard, where did you get it?

online

machine at the park&ride site

if you used a smartcard, how easy was it to use?	very difficult			very easy			
	1	2	3	4	5	6	7

how did you hear about the park&ride?

word of mouth
on-street advisor

radio advert
print advert

online advert
social media

other - please specify _____

are you likely to use the park&ride again?

yes

no

maybe

if not - why not? _____

what would make you more likely to become a regular user?

cheaper fare
more frequent service
long-term parking

overnight parking
different routes
more stops

quicker service
more punctual service
evening service

other - please specify _____

Appendices to:

Park and ride 9 month review: April 2014 to December 2014 inclusive

Appendix 12 - Other park and ride prices

City	Ticket Price (Peak)	Notes
Bath	£3.20	Per person Monday to Friday £2.50 per person Weekends/Bank holidays
Brighton	£4.70	Per person
Bristol	£4.00	Return per person Before 10am Monday to Friday £3.00 return after 10am Monday to Friday and all day Saturday per person £4.00 off-peak group return up to seven people
Cambridge	£3.70	£2.70 return per person £1 parking for 18 hours
Chelmsford	£3.00	Per person Monday to Friday £1.50 Saturday per adult
Exeter	£2.40	Return per person £5.90 group ticket after 08.45am Mon to Friday and anytime at weekends, up to five people
Ipswich	£3.00	Up to five people £2.50 from some locations
Norwich	£3.50	Per person £2.30 off peak
Oxford	£4.70	£2.00 to park £2.70 return per adult on bus from park and ride site to city centre
Reading Madejski	£3.50	Up to three people £3.00 per person
Reading Loddon Bridge	£4.20	Per person £3.20 off peak
Salisbury	£3.50	Up to four people £2.50 for one person
Swansea	£2.50	Up to four people
Winchester	£3.00	Up to seven people £2.50 after 10.30am Monday to Friday