
NOTICE OF MEETING

SCRUTINY MANAGEMENT PANEL

FRIDAY, 15 JULY 2016 AT 2.30 PM

CONFERENCE ROOM A - CIVIC OFFICES

Telephone enquiries to Vicki Plytas on 023 9283 4058

Email: vicki.plytas@portsmouthcc.gov.uk

Membership

Councillor Simon Boshier (Chair)
Councillor Ian Lyon (Vice-Chair)
Councillor Alicia Denny
Councillor Ben Dowling
Councillor Scott Harris

Councillor Steve Hastings
Councillor Stephen Morgan
Councillor Darren Sanders
Councillor Tom Wood

Standing Deputies

Councillor Jennie Brent
Councillor Yahiya Chowdhury
Councillor Frank Jonas

Councillor Leo Madden
Councillor Matthew Winnington
Councillor Rob Wood

(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 for absence**
- 2 Declarations of Members' interests**
- 3 Call-in of the decision taken by the Cabinet Member for Culture, Leisure**

and Sport (standing in for the then Cabinet Member for Traffic and Transportation) at the meeting on 10 March 2016 in respect of Agenda Item 5 of that agenda "London Road Proposals TRO 12/2016 (Pages 1 - 26)

Five councillors signed the Call-in form requesting that the decision taken by the Cabinet Member for Culture Leisure and Sport (acting on behalf of the Cabinet Member for Traffic and Transportation at the time) in respect of item 5 on the Traffic and Transportation agenda on 10 March 2016 be called in for scrutiny. The decision related to the item entitled "London Road Proposals TRO 12/2016".

The Monitoring Officer ruled that this was a valid call-in.

The decision today is for the panel to determine whether the Cabinet Member's decision has been taken without adequate information.

If the panel is satisfied that the decision was not taken without adequate information to enable the Cabinet Member to reach her decision, then no further action is required and the matter ends here.

If the panel is not satisfied on this ground, the panel may refer the matter back to the Cabinet Member who took the original decision for reconsideration. The panel must give its reasons if it refers the matter back.

The following documents are attached

- Supplementary report from the City Solicitor addressing the call-in concerns
- The report entitled " London Road proposals: TRO 12/2016" (app 1(a))
- The minute of the decision taken by the Cabinet Member on 10 March 2016 (app 1(b))
- The call-in request (app 2)
- The decision notice published on 11 March 2016
- The extract from Members' Information Service published on 11 March 2016
- The procedure to be followed at the meeting,

The essential members and officers will be in attendance.

RECOMMENDED that:

- (1) The Panel considers the evidence and decides whether or not the decision made by the Cabinet Member for Culture, Leisure and Sport acting on behalf of the Cabinet Member for Traffic and Transportation on 10 March 2016 should be upheld or referred back to the Cabinet Member for Traffic and Transportation for consideration.**
- (2) If the Panel decides to refer the matter back to the Cabinet Member who took the decision, it provides reasons for doing so and reasons why it should be reconsidered**

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

Title of meeting:	Scrutiny Management Panel
Date of meeting:	15 July 2016
Subject:	Decision taken by the Cabinet Member for Culture, Leisure and Sport acting on behalf of the Cabinet Member for Traffic and Transportation on 10 March 2016 in respect of item 5 on that agenda 'London Road Proposals TRO 12/2016' - Call in
Report by:	City Solicitor
Wards affected:	Nelson
Key decision:	No
Full Council decision:	No

1. Purpose of report

To request the Panel to review the decision taken by the Cabinet Member for Culture, Leisure and Sport acting on behalf of the Cabinet Member for Traffic and Transportation on 10 March 2016 in respect of item 5 on that agenda 'London Road Proposals TRO 12/2016'. The report which was considered by the Cabinet Member on 10 March is attached with the minute of the decision (App 1(a) and 1(b) respectively.

2. Call In and alternative decision making

This decision was called in in accordance with Part 3 of the Constitution of the Council. The summary of reasons for call in are that the decision may have been taken without adequate information.

Further details for the reasons for call in are attached at Appendix 2.

3. Recommendations

It is RECOMMENDED that:

- 3.1. The Panel considers the evidence and decides whether or not the decision made by the Cabinet Member for Culture, Leisure and Sport acting on behalf of the Cabinet Member for Traffic and Transportation on 10 March 2016 should be upheld or referred back to the Cabinet Member for Traffic and Transportation for consideration.**
- 3.2. If the Panel decides to refer the matter back to the Cabinet Member who took the decision, it provides reasons for doing so and reasons why it should be reconsidered.**

4. Background

- 4.1. Please see attached report and minute which provide the background to the decision made on 10 March 2016 (Appendices 1(a) and 1(b).)
- 4.2. As the decision is not contrary to budget or policy, steps have been taken to implement the decision.

5. Reasons for recommendations

To ensure that the Scrutiny Management Panel is satisfied that the decision maker had adequate information.

6. Equality impact assessment

An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

7. Legal implications

There are none.

8. Director of Finance's comments

As the recommendations in this report relate to the process, there are no financial implications at this stage.

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Signed by:

Appendices:

Appendix 1

- (a) Report for Cabinet Member for Traffic and Transportation 10 March 2016
- (b) Minute of decisions taken by the Cabinet Member for Traffic and Transportation 10 March 2016

Appendix 2

- Call in request

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:

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Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 10 March 2016

Subject: London Road proposals: TRO 12/2016

Report by: Director of Transport, Environment and Business Support

Wards affected: Nelson

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the response to the public consultation on the proposed footway adjustment and reintroduction of Pay & Display, between Chichester Road and Laburnum Grove. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

Appendix A: Public notice detailing the proposal
Appendix B: Summary of public consultation responses

2. Recommendation

- 2.1 **That approval is given to widen the carriageway on both sides and reinstall Pay & Display parking on the west side.**

3. Background

- 3.1 In response to concerns regarding road safety and accidents on London Road and the management of traffic flow through the city, funding was sought from LTP in 2009 to look into road safety improvements and the options associated with possible regeneration.
- 3.2 As part of the project a Steering Group was created that included representation from the Business Association, local church, Neighbourhood Forum and Nelson Ward Councillors, in addition to members from local transport and freight networks. As a result of this process, a scheme to improve the environment for pedestrians, but retain the same level of access to the area for other modes of transport was put forward, but ultimately rejected due concerns from local residents and issues of the physical implementation.

- 3.3 Based on this information a scheme was developed to provide additional footway and also identified improvements that could be made to the pedestrian crossings. It also detailed the application of materials to provide an enhanced footway finish.
- 3.4 In 2012 a scheme was constructed within London Road between the junctions of Chichester Road and Laburnum Grove/Derby Road which consisted of removing the existing on-street parking facilities to enable widening of the footways to improve pedestrian access through the area.
- 3.5 Following a request from the Leader of the Council in late 2015, Portsmouth City Council canvassed residents' views regarding the reduction of footway width and re-introduction of on-street parking within London Road. This consultation was prompted by the perceived issues of businesses within the area that the loss of on-street parking facilities has led to the loss of trade.

4. Reasons for recommendations

- 4.1 The comments received in response to the formal consultation on the proposals (Appendix B) have been taken into consideration.
- 4.2 Increasing the level of parking is designed to encourage visitors and residents of the City to visit the existing businesses within London Road, and to provide easy access for those vulnerable residents who are currently unable to easily access the facilities within London Road.

5. Equality Impact Assessment (EIA)

- 5.1 A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that 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 Services Comments

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their 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 regulation 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 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 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.
- 6.6 Where a TRO is made the local authority must within 14 days publish a notice that the order has been made in a local newspaper. The notice must include amongst other things, where and when the order is available for inspection and that within six weeks following the making of the order that an application can be made to the High Court to question the validity of the order or any its provisions.
- 6.7 The local authority must take appropriate steps to ensure that adequate publicity about the order is given and must notify any person who has objected to the order (where such objection has not been withdrawn) that the order has been made. The notice of making the order must include the reasons why the objection was rejected.
- 6.8 In selecting a contractor to carry out the works, the Council is required to undertake a procurement process in accordance with the City Council's Contract Procedure Rules, at Part 3A of the constitution. The Council is also required to comply with the Public Contracts Regulations 2015 and applicable EU law.

7. Director of Finance Comments

- 7.1 This scheme is to be funded from the both revenue and capital contributions from the PRED portfolio and has been approved by the PRED Cabinet holder with a current budget of £160k.

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Signed by:
Alan Cufley
Director of Transport, Environment & Business Support

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:
Councillor Ken Ellcome, Cabinet Member for Traffic & Transportation

Appendix A: Proposal notice for TRO 12/2016

26 January 2016

THE PORTSMOUTH CITY COUNCIL (LONDON ROAD, NORTH END) (AMENDMENTS TO FOOTWAY AND WAITING RESTRICTIONS) (NO.12) ORDER 2016

Notice is hereby given that Portsmouth City Council is consulting the public on proposals within the above Order under Sections 1 – 4, 32, 35, 36, 37, 45, 46 and 47 of the Road Traffic Regulation Act 1984. The effect would be as detailed below.

This Order supersedes the recently-advertised TRO 89/2015.

A) FOOTWAY NARROWING AND CHANGE FROM NO WAITING AND NO LOADING TO: PAY & DISPLAY MONDAY-SATURDAY 8AM-6PM

1. London Road West side, a maximum 80-metre length between the pedestrian crossing by Superdrug and the pedestrian crossing by the former Co-op store.

Pay & Display charges:	Up to 30 minutes 60p	Up to 1 hour £1.10
Up to 2 hours £2.00	Up to 3 hours £3.00	
Up to 4 hours £4.00	Up to 6 hours £6.20	
Up to 8 hours 8.20	All day £10.00	

B) FOOTWAY NARROWING

1. London Road East side, a similar length opposite the proposal at Part A) above to provide increased road width (by reducing the footway width)

REASONS FOR ORDER

To provide short-term parking in the locality to support local shops and businesses by improving access for customers arriving by vehicle. To ensure the remaining road width suitably accommodates cyclists.

Persons wishing either to object to or support these proposals may do so by sending their representations **IN WRITING** via email to engineers@portsmouthcc.gov.uk or by letter to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, quoting ref: **TRO 12/2016**, stating the grounds of objection or support by **16 February 2016**.

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 copy of this Public Notice can be viewed on Portsmouth City Council's website - visit www.portsmouth.gov and search 'traffic regulation orders 2016'. A copy of the proposal notice and plan may be examined at the Main Reception, Civic Offices, Guildhall Square, Portsmouth during normal office hours.

Alan Cufley, Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Summary of the responses to the public consultation

1. Resident, Battenburg Avenue

Objecting to the proposals. Would like to see the MP's, traders and Council use every opportunity at their disposal to make further improvements on behalf of residents. The improvements must favour actual shoppers over private motorists. Shopping centres regularly have new businesses that arrive then fail and ultimately close. The forms of trading are now changing faster than ever but at North End in particular we enjoy a majority of successful businesses all of whom could thrive if greater attention is paid to what the shoppers and the would-be shoppers want themselves. Please stop pandering so much to motorists for the motorists who call out for roadside parking here are the very so-called shoppers who put the fast food franchises out of business because they do not have their own adjacent car park or drive-thru facility. It is all too easy for inappropriate or inadequate businesses to blame the lack of footfall on any removal of roadside parking. Their customers, if they ever had many, are no longer available to ask for the reason for their absence. Less footfall is certainly because shoppers are voting with their feet and shopping elsewhere. If the shop ensures it is sufficiently attractive then any lack of roadside parking shouldn't really be sufficient disincentive to keep shoppers away.

It is important to recognise that shoppers at North End are fundamentally pedestrians no matter if we arrive on foot or on wheels of some kind. It is more important how shoppers spent their time here as pedestrians and not so much to consider how they get here. During the latter part of the last century the shopping experience here was increasingly made difficult and unpleasant by too much of London Road remaining more accommodating for ever increasing volumes of through traffic and all at the expense of safe and comfortable provision for pedestrians. The more successful shopping centres today provide greater provision for pedestrians to enjoy their visit, for example, Gunwharf Quays, Palmerston Road, Commercial Road, etc. Please give far greater preference to pedestrians here.

2. Resident and cyclist, Stubbington Avenue

Has concerns regarding the proposals. Will the proposals leave enough space for the traffic to as smoothly as it is now and will there be sufficient space for cyclists and motorcyclists, as this road is frequently used for local journeys and by commuters? Has this been investigated by the Road Safety section? Assomeone who has cycled through the area I am a little concerned that north bound cyclists will hold up traffic when passing parked cars. You cannot ride close to parked cars as you can to the kerb line. The current width seems mainly to be sufficient. If there is a real need for accessible parking would it not be a better and much cheaper alternative to enlarge Derby Road entrance to the car park behind the former Co-Op? The recycling bins could be relocated in the now underused car park. This would enable shoppers to exit the car park to both north and south and greatly improve usage. Also adding a 30 minute charge of 20p would encourage usage by those making a quick stop. Clear road signs and information in the News, Flagship, etc would publicise this.

3. Bus Company

Objecting to the proposals. Took part in the North End Regeneration Project Steering Group in 2010 with the aim of enhancing the local environment and encouraging more footfall to the North End shopping area. Key parts of the plan were the removal of the parking bays on the west side of London Road and, with the agreement of the bus companies, the bus lane on the eastern side. This allowed the introduction of wider pavements. This also assisted with the free flow of traffic which no longer was subject to hold-ups caused by motorists reversing in and out of parking bays. The scheme resulted in improvements in reliability with bus services encountering fewer delays. The widening of the east side footway also addressed the concerns raised by bus drivers regarding pedestrians suddenly stepping out into the road to avoid push-chairs or mobility scooters.

At the time local traders supported the scheme. To now revert to the previous arrangement is a retrograde step and takes no account of the reasons behind the introduction of the present layout in North End. Plenty of alternative off-street parking exists nearby.

4. Resident, Childe Square

Objecting to the proposals. The current layout has been in place since 2012. The result was a much more pleasant environment for the shopper, pedestrians and mobility scooters. The proposals would see a return to the previous layout consisting of narrow pavements to accommodate parking bays. Motorists crawled along in hope to find a vacant parking spot causing congestion. This contributed to the high levels of air pollution in this location. I cannot see how the City Council can justify spending such a large sum whilst making cuts to essential services because of lack of funding.

Off-street parking exists off Stubbington Avenue and Derby Road and I have never known either of these car parks to be full to capacity. Creating 14(?) more spaces is hardly likely to enhance the turnover of the remaining traders in North End. Consider landscaping, part of the original regeneration plan, would be more beneficial in increasing footfall. My wife and I regularly shop in North End and would not wish to see a return to the previous arrangement.

5. Cycle Forum

Objecting to the proposals. The pavements in London Road were widened in order to improve the public realm and increase pedestrian safety. The proposals will help to return London Road to its previous, pedestrian-unfriendly state. It sends all the wrong messages regarding active travel for, once again, personal motorised transport will take precedence over sustainable travel. Portsmouth City Council is undertaking a series of improvements to reduce cycle accident rates to the north and south of the site. Adding more car parking will not assist with reducing casualties as there will be new hazards such as vehicles pulling out and car doors opening into the carriageway. We suggest initiatives including free car parking in off-street car parks, better signage for motorists and pedestrians, provide limited waiting to the shops in London Road from the access road to the rear, an in-depth study into the shopping needs of the population living within the locality and a planned set of improvements to the public realm. We urge you to reject the proposal.

(End of Report)

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CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Linda Symes, at his meeting held on Thursday, 10 March 2016 at 4.00 pm in the The Executive Meeting Room - Third Floor, The Guildhall

Present

Councillor Linda Symes (acting on behalf of the Cabinet Member for Traffic & Transportation)

Councillor Lynne Stagg
Councillor Stuart Potter
Councillor Yahiya Chowdhury

13. Apologies for Absence (AI 1)

The Cabinet Member for Traffic Transportation Councillor Ellcome had sent his apologies for absence due to a family bereavement; therefore the Leader had requested that fellow cabinet member Councillor Symes discharge these responsibilities for this meeting.

14. Declarations of Members' Interests (AI 2)

There were no declarations of members' interests at this meeting.

15. Local Transport Plan (LTP) Implementation Plan 2016/17 and Traffic Signal Optimisation Programme (AI 3)

A decision on this item was deferred until the Traffic & Transportation meeting on 24 March 2016.

16. Goldsmith Avenue Cycle Lane (AI 4)

A decision on this item was deferred until the Traffic & Transportation meeting on 24 March 2016.

17. London Road Proposals (North End) (TRO 12/2016) (AI 5)

Alan Cufley, the Director of Transport, Environment & Business Support, presented his report which set out the response to the public consultation on the advertising of the Traffic Regulation Order (TRO 12/2016) on the proposed footway adjustment and installation of parking spaces.

The following deputations were then made, which are summarised:

- (i) Mr Kay - as a long-standing local resident who shopped locally had seen the benefits of the widening of pavements and removal of some parking in 2010, with less pollution from car fumes with more free flowing traffic. He questioned if the new proposals favoured traders and motorists over local residents, pedestrians and cyclists, and gave examples of shopping areas that worked when encouraging other forms of transport. He also felt that the residents should have been directly consulted.
- (ii) Mr Dibben - as local resident who had been actively involved in the previous GIA schemes and the Neighbourhood Forum, he had also chaired the earlier project to make improvements in North End, their first priority had been to reduce heavy goods vehicles, secondly to widen the pavements to reduce traffic and thereby pollution, and their third aspiration of provision of a community hub had not come to fruition. He supported Mr Kay's objections on health grounds to the local community and the lack of public involvement. He would favour promotion of the existing car parks to have free half hour parking, and felt that to remove the previous improvements would be a retrograde step.
- (iii) Mr McGannan - as a local resident and also as a member of the Portsmouth Cycle Forum who felt that the decline in the shops was not due to on-street parking and felt that the Council should ask local residents for their views on what they would like to see for North End shopping centre. As a cyclist he had seen the safety benefits from the widening of pavements. He was concerned that bus wing mirrors may hit cyclists and car doors opening would be hazardous, when there were already high casualty rates for cyclists in the city. Cyclists would need to ride further out, thereby holding up the flow of traffic. He would encourage cars to go down Derby Road to park and at Ashling Lane where half hour free parking could be accommodated.

The opposition spokespersons were then given the opportunity to ask questions and make comment. Councillor Chowdhury commented on the importance of residents' views in North End and not just the traders, as this shopping centre was beneficial to the residents.

The Director of Transport, Environment & Business Support reported that the proposal had been brought forward to respond to a request from local businesses. The Council does not own, and could therefore not control, the car park behind the Co-Operative store. The Council does own the car park in Stubbington Avenue where a half hour tariff had recently been introduced and the facility was now free from 3pm until 6pm for the next 12 months, to encourage use of this local car park. He also confirmed that an offer had been made to the local businesses regarding creating additional parking at the rear of the shops in Ashling Lane. He added that there was already appropriate signage in the area directing motorists to the available car parks.

Councillor Stagg did not believe that this proposal would stem the decline of businesses with the changes in shopping patterns. She explained the background to the previous improvements (and consultation exercise) to counter accidents and felt that the safety of cyclists and pedestrians should be considered, especially with concerns being raised from a bus company. Alan Cufley responded that the officers understood the issues raised by the objectors and representations to the scheme. He confirmed that apart from a section at the north part of the scheme where the carriageway tapers to a width that is 20cm narrower than the present position, the remaining stretch of road will be the same width, i.e. 7.3m that exists now. This will allow buses to pass safely and with 1metre of pavement width being lost on both sides, the footpaths will remain wider than before the previous improvement works.

Councillor Symes asked the Director of Transport, Environment and Business Support to explain the consultation process. Mr Cufley advised that a meeting of local businesses had taken place; the Traffic Regulation Order (TRO) was advertised in the usual manner with posters on lamp posts displayed locally along with the statutory advert in the News and the scheme had also been advertised to members via the PCC Members' Information Service bulletin. The bus company Stagecoach had raised concerns both to the original proposal (which was for west side only) and to the TRO when advertised, regarding hampering the free flow of traffic. However First bus company, which had more routes in the city, had not raised an objection. The scheme, and TRO, was amended to include the east side to maintain carriageway width.

In response to a question from Councillor Potter it was confirmed that the width of the footpath once reduced was still 2.5m at the narrowest point.

Councillor Symes was mindful that this proposal had been brought forward at the request of the traders who needed assistance to sustain business in the area and noted that the pavements were wider than the prescribed minimum limits.

DECISION: approval was given to widen the carriageway on both sides and reinstall Pay & Display parking on the west side.

18. Wymering Road and Portchester Road one way - results of public notice (AI 6)

Pam Turton, Assistant Director of Transport, Environment & Business Support, presented the report which outlined the response to the public notice. There had been one objection received regarding cycling and against the loss of on street parking.

A deputation was made, as summarised:

Mr Jon Spencer, Portsmouth Cycle Forum, firstly commented on the engaging of the wider public in the TRO consultation process. He supported 2 way cycling and pointed out that when 1 way traffic was introduced the tendency

would be for traffic to speed up so there was the need to have effective measures to slow it down and to help protect the cyclists.

There were no comments or questions raised by members.

DECISION: that the proposed one-way scheme be implemented to the proposed Option 2, i.e. Wymering Road to be made one-way eastbound and Portchester Road to be made one-way westbound.

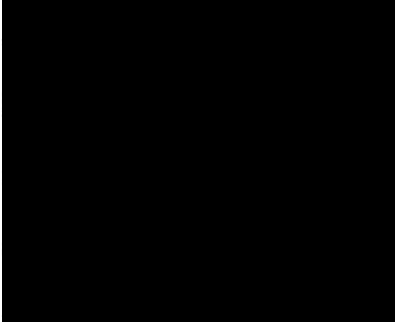
The meeting concluded at 4.45 pm.

Councillor Linda Symes
Cabinet Member for Traffic & Transportation

OVERVIEW AND SCRUTINY MANAGEMENT PANEL

"CALL IN"
REQUEST

WE THE UNDERSIGNED WISH TO **"CALL IN"** FOR CONSIDERATION BY THE OVERVIEW AND SCRUTINY MANAGEMENT PANEL THE DECISION(S) OF THE CABINET TAKEN ON THEDAY OF.....20XX IN RELATION TO THE REPORT/MINUTE NUMBER SHOWN BELOW:

- | | | | |
|--------------|--|----------------------------------|---------|
| • councillor |  | (Sign) <u>HUGH MASON</u> | (Print) |
| • councillor | | (Sign) <u>DARREN SANDERS</u> | (Print) |
| • councillor | | (Sign) <u>MATTHEW WINNINGTON</u> | (Print) |
| • councillor | | (Sign) <u>PHILLIP SMITH</u> | (Print) |
| • councillor | | (Sign) <u>C. LYNNE STAGG</u> | (Print) |

Dated March 17th 2016

AGENDA ITEM/MINUTE NO. <u>5</u>		
REPORT TITLE / MINUTE / DATE OF CABINET MEETING / PORTFOLIO DECISION MEETING / MIS DATE		<u>March 10th 2016</u>
REASONS FOR "CALL IN" and WHY	Believe the decision may be based on inaccurate or incorrect information	<input type="checkbox"/>
	Believe the decision may have been taken without adequate information	<input checked="" type="checkbox"/>
	Believe the decision may be contrary to the council's agreed Budget and policy framework	<input type="checkbox"/>

Once completed please return to Local Democracy Manager
Telephone: 023 9283 4055 Fax: 023 9284 1322

- Please provide a brief summary of reasons for call in
- Please state what alternative action it is proposed should be taken by decision maker

Reasons for call-in of T&T decision on London Road, North End

1. The current road layout was put in as a direct result of the high numbers of road accidents on this stretch of the road. Parked cars meant visibility for both drivers and pedestrians was reduced and narrow pavements meant pedestrians had to walk into the road to overtake people. There was no evidence presented at the meeting to show that the scheme had not reduced accidents and no risk/safety assessment had been done to show the potential impact of the new proposal on road safety and accidents. Therefore there was inadequate information on which to base the decision made.
2. Before the present scheme was put in place, there was extensive consultation with both local residents and businesses. There was a 2-day open consultation in St. Mark's Church Hall, a presentation at North End Neighbourhood Forum and leaflet drop. As a result of the consultations, some aspects of the original proposals were changed because the team doing the work listened to all stakeholders and got the information needed to make the decision. There was no consultation with the majority of stakeholders on this new proposal, only a meeting with a few self-selecting business people. Therefore the decision was made without adequate information which would have been obtained from a proper consultation with ALL stakeholders.

The main reason for this scheme appears to be insufficient on-road parking. But there is a PCC-owned car park in Stubbington Avenue, only a few yards from the shops. There could be free parking here for 30 minutes to allow people who just want to 'pop' in to one shop which businesses claim is what they are dipping out on. Alternatively there is a large carpark behind the empty supermarket which has a low cost/hour.

Notification to all Members of the council of decisions by the

Issued by the Director of Customer & Community

Friday, 11 March 2016

The details set out below will be published in the next Members' Information Service, but in the meantime are notified to all Councillors in accordance with Rule 15(a) of the Policy and Review Panels Procedure Rules

The following decisions have been taken by the Cabinet (or individual Cabinet members) and will be implemented unless the call-in procedure is activated. Rule 15 of the Policy and Review Procedure Rules requires a call-in notice to be signed by any 5 members of the Council. The call-in request must be made to Democratic@portsmouthcc.gov.uk and must be made by not later than 5pm on Friday 18 March 2016.

If you want to know more about a proposal, please contact the officer indicated. You can also see the report(s) on the Council's web site at www.portsmouth.gov.uk

	WARD	DECISION	OFFICER CONTACT
		Cabinet Member for Traffic & Transportation Decision Meeting - 10 March The Cllr Symes has made the following decisions for the Cabinet Member:-	Joanne Wildsmith, Democratic Services Tel: 9283 4057 email: joanne.wildsmith@portsmouthcc.gov.uk
3	All Wards	Local Transport Plan (LTP) Implementation Plan 2016/17 and Traffic Signal Optimisation Programme DECISIONS: A decision on this item was deferred until the Traffic & Transportation meeting on 24 March 2016.	
4	Central Southsea; Milton	Goldsmith Avenue Cycle Lane DECISIONS: A decision on this item was deferred until the Traffic & Transportation meeting on 24 March 2016.	
5	Nelson	London Road Proposals (North End) (TRO	Pam Turton,

	WARD	DECISION	OFFICER CONTACT
		<p>12/2016)</p> <p>DECISIONS:</p> <p>that approval is given to widen the carriageway on both sides and reinstall Pay & Display parking on the west side.</p>	Assistant Director of Transport, Environment & Business Support
6	Copnor	<p>Wymering Road and Portchester Road one way - results of public notice</p> <p>DECISIONS:</p> <p>that the proposed one-way scheme is implemented to the proposed Option 2, i.e. Wymering Road to be made one-way eastbound and Portchester Road to be made one-way westbound.</p>	Pam Turton, Assistant Director of Transport, Environment & Business Support

EXTRACT FROM City of Portsmouth MEMBERS' INFORMATION SERVICE

NO 10

DATE: FRIDAY 11 MARCH 2016

The Members' Information Service produced in the Community & Communication Directorate has been prepared in three parts:

Part 1 - Decisions by the Cabinet and individual Cabinet Members, subject to Councillors' right to have the matter called in for scrutiny.

Part 2 - Proposals from Managers which they would like to implement subject to Councillors' right to have the matter referred to the relevant Cabinet Member or Regulatory Committee; and

Part 3 - Items of general information and news.

Part 1 - Decisions by the Cabinet

The following decisions have been taken by the Cabinet (or individual Cabinet Members), and will be implemented unless the call-in procedure is activated. Rule 15 of the Policy and Review Panels Procedure Rules requires a call-in notice to be signed by any 5 Members of the Council. The call-in request must be made to democratic@portsmouthcc.gov.uk and must be received by not later than 5pm on the date shown in the item.

If you want to know more about a proposal, please contact the officer indicated. You can also see the report on the council's web site at www.portsmouth.gov.uk

	WARD	DECISION	OFFICER CONTACT
3	(Cont'd) Nelson	<p>London Road Proposals (North End) (TRO 12/2016)</p> <p>DECISION: that approval is given to widen the carriageway on both sides and reinstall Pay & Display parking on the west side.</p> <p>The call-in date for these items is Friday 18 March 2016</p>	<p>Pam Turton, Assistant Director of Transport, Environment & Business Support Tel: 9283 4614</p>

PROCEDURE FOR THE CALL-IN MEETING OF SCRUTINY MANAGEMENT
PANEL - 15 July 2016

Please note that members of the panel are permitted to put questions to the Lead call-in member and the Cabinet member at the conclusion of items 2,3 and 4.

Questions the Panel has for officers in attendance should be put to them through the Chair.

1. Deputations
2. Presentation of the call-in by the Lead call-in member
3. Response from the Cabinet Member who took the decision.
4. The Lead call-in member may then respond and sum up her case
5. The Cabinet Member may then sum up her case
6. General debate among Scrutiny Management Panel members followed by a decision.
7. The Lead call-in member who presented to Scrutiny Management Panel will not be allowed to speak again on the item. Only Panel members may vote. (NB A member of the Panel who is also the Lead call-in member is not permitted to vote)
8. The panel would then either resolve to take no action (in effect endorsing the original decision) **or** refer the matter back to the Cabinet Member for further consideration, setting out the reasons for referring the matter back.

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