

## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Jim Fleming, at his meeting held on Thursday, 29 September 2016 at 4.00 pm in the The Executive Meeting Room - Third Floor, The Guildhall

### **Present**

Councillor Jim Fleming

Councillor Lynne Stagg  
Councillor Stuart Potter  
Councillor Yahiya Chowdhury

#### **31. Apologies (AI 1)**

There were no apologies for absence.

#### **32. Declarations of Members' Interests (AI 2)**

There were no declarations of members' interests.

#### **33. Winter Maintenance Operational Plan 2016/17 (AI 3)**

Michelle Love, the PFI Network Co-ordinator, presented the report and she reported that this winter program would be implemented from 1 October 2016 until 30 April 2017 (subject to extension if there was severe weather). She then explained the gritting schedule as outlined in the report, however arrangements at the Hard may be subject to amendment. In response to members' questions (including the program for Paulsgrove bus routes) she reported on the replacement of gritter vehicles.

Councillor Fleming reported that he had been contacted by Councillor Boshier regarding the program for Drayton & Farlington and Michelle Love had spoken with him regarding his concerns at Beverley Grove where there was a steep gradient so this was subject to hand-gritting. The Cabinet Member thanked Michelle Love for the report.

**DECISION: The Winter Maintenance Plan was approved.**

#### **34. Residents' Parking Update (AI 4)**

Alan Cufley, the Director of Transport, Environment & Business Development, presented this update report which set out the progress of the reviews since the introduction of the £30 first permit charge. The table at paragraph 3.6 set out the progress on the residents' parking area requests and reviews, and paragraph 4.6 set out the previous decision not to consider any new parking zones in isolation in Southsea or Eastney. In response to members' questions

Councillor Fleming, as Cabinet Member, explained that whilst Cosham area had been in the programme since 2010 the survey had taken place in January 2016 (which was prior to his appointment). He wished to place on record his thanks to Alan Cufley, Pam Turton and Nikki Musson as he was conscious of the amount of work that was required for each review. He hoped that progress on the list of areas would speed up as these continued to be undertaken. Alan Cufley confirmed that, on current estimates, it would take until 2020 to get to the bottom of the list.

**DECISIONS:**

- (1) the progress made to date on the review of parking zones was noted;**
- (2) the ongoing programme was confirmed as published;**
- (3) requests for permit parking will continue to be recorded for future consideration.**

**35. Residents Parking Zone: Cosham Area (TRO 47/2016) (AI 5)**

A deputation was made by Ms Carrodus as a resident and who ran a business on the Cosham High Street. She was concerned that the proposal did not allow enough time (1 hour) for people to stay and use the small businesses, some of which required longer appointments, such as the funeral parlour, so was detrimental to the High Street.

In response Alan Cufley, the Director of Transport, Environment & Business Development, set out the background to this report with the residents having waited a considerable time for this survey. He acknowledged the relationship, in terms of parking, of the residential area to the shopping district, and provided examples of where free parking remained available in the vicinity, including Tesco store car park (2 hours) and on street in the northern part of the High Street (1 hour). He also pointed out the existing pay and display opportunities on the street, as well as PCC managed car parks in Wootton Street, at the rear of the Red Lion Public House in London Road and in the Old Market Road, behind the bingo hall.

Questions were raised by the spokespersons. Councillor Stagg queried the low response rate as she did not feel this showed a call for residents' parking. Councillor Potter asked if consideration had been given to have free parking from 3pm (as in North End) to help the businesses. Alan Cufley undertook to give this further consideration in consultation with the Cabinet Member, ward members and local businesses.

Councillor Fleming, as Cabinet Member, expressed the difficulty of balancing the needs of residents and businesses and was mindful of the car parking provided by PCC in the area and the residents did not want unrestricted parking all day in the residential roads and only 5 residents had objected, within the survey, which was very low (with 37 in support).

**DECISIONS: That the BF Park Lane parking zone is implemented as proposed, with the following exceptions:**

- (1) **Parking bays are not marked out at this time (deleted from the TRO);**
- (2) **Double yellow lines are not marked out at this time (deleted from the TRO).**

### **36. Charges for Third Permits in Residents Parking Zones (AI 6)**

Alan Cufley, Director of Transport, Environment & Business Support, introduced his report and reported that businesses were being asked to encourage their workforce to engage with active travel plans. A written representation was circulated from a local resident setting out his objection to the cost of the third permit and the associated displacement issues.

Councillor Fleming stressed that this was not about raising revenue but about trying to change behaviour as multiple car ownership was detrimental to densely populated areas of the city, and sustainable travel options would continue to be encouraged.

**DECISION: Cabinet Member for Traffic & Transportation approved an increase in the charges for the third Resident and Business permits per household/business, from £120 to £510 and £360 to £510 respectively from the 1st January 2017.**

### **37. A2047 Corridor Junction Treatments - Raised Tables (Fratton Road, Kingston Road and London Road) (AI 7)**

Pam Turton, Assistant Director of Transport, Environment & Business Support, presented the report. The proposed raised tables were in response to the high level of accidents experienced in these locations.

Roger Inkpen made a deputation on behalf of the Portsmouth Cycle Forum, in support of the proposal which would give greater visibility to cyclists and which was welcomed on an important route across the city for them. He hoped that there would be analysis of the success in improving the safety of cyclists.

Alan Cufley, Director of Transport, Environment & Business Support, responded that all aspects of road safety across the network were regularly monitored, using collision data from the Police service. He reiterated that he would not be making these proposals unless they would make a demonstrable difference.

Councillor Stagg was pleased that the design was of the low level tables as used in Arundel Street, but which were still effective in slowing down traffic.

Councillor Fleming, as Cabinet Member, welcomed the proposal which he believed would encourage more cyclists to feel safe on this route, with raised visibility. He was grateful for the work undertaken by Oliver Willcocks to encourage road safety in the city.

**DECISION: the Cabinet Member for Traffic & Transportation approved the implementation of raised tables at the A2047 Corridor Junctions with Washington Road, Clydebank Road and Powerscourt Road, Stamford Street and Queens Road.**

**38. Goldsmith Avenue Cycle Lane (TRO 11/2016) (AI 8)**

Pam Turton, Assistant Director of Transport, Environment & Business Support, presented the report. It was considered that the safety benefits outweighed the loss of non-residential parking. Alan Cufley, Director of Transport, Environment & Business Support reported that this scheme was funded by a Section 106 contribution from Tesco.

A written deputation was circulated from a resident who suggested a fenced off cycle lane.

Roger Inkpen spoke on behalf of Portsmouth Cycle Forum, in support of the proposal, as this was a key east/west route across the city, and gave space to cyclists. He would however ask for enforcement of the cycle lanes which were sometimes obstructed by parked vehicles.

Discussion took place regarding the marking and segregation of cycle lanes. Councillor Potter (who supported the proposed extension to the cycle lane) was concerned that physical barriers were dangerous to motorcyclists. Alan Cufley responded by indicating that there are no current plans to physically segregate cycle lanes.

Councillor Stagg welcomed the cycle lane provision and asked for clarification of the location of the extension, at the Johnsons Paint premises on the north side of Goldsmith Avenue (and as set out in paragraph 1.1. of the report).

Councillor Fleming, as Cabinet Member, welcomed the proposal to increase cycle lane provision on a key route.

**DECISION: the Cabinet Member for Traffic & Transportation approved the Goldsmith Avenue cycle lane as set out in TRO 11/2016.**

**39. Montague Road Traffic Calming - Results of Public Consultation (AI 9)**

Councillor Fleming supported the Director of Transport, Environment & Business Support's report and recommendation of Option 1 for traffic calming which had the majority backing of the residents (72%).

**DECISION: the Cabinet Member for Traffic and Transportation approved Option 1: to implement traffic calming by reducing the width of the carriageway to a single lane at both ends of Montague Road.**

**40. Tendered Bus Routes Update on Patronage (AI 10)**

Alan Cufley, Director of Transport, Environment & Business Support, presented this information report and highlighted that paragraph 4.1 set out

the patronage figures and paragraph 4.2 giving the costs for the three tendered bus routes.

Councillor Fleming felt that it was important to see the full costs of these tendered routes, especially when representations were being made for an extra route for the Hayling Island Ferry.

Councillor Stagg appreciated the costs involved but was pleased that the No.19 service was being supported as it provided an essential service for older residents who had no other means of transport, and she felt this also applied to the No.22 service.

**DECISION: the Cabinet Member for Traffic and Transportation noted the patronage levels for the routes currently receiving financial support from the city council.**

#### **41. Isambard Brunel Road Temporary TRO (AI 11)**

A written deputation had been circulated from Viv Young and Chris Dixon on behalf of the taxi trade, expressing concern for private hire drivers. A deputation was made by Roger Inkpen on behalf of the Portsmouth Cycle Forum in support the proposal to make the city centre route easier for cyclists and he hoped that this would not be impeded. Viv Young then expanded on the written deputation and clarified that 7 sets of lights were on the alternative route, so there would be knock on effects and problems with use of the station route, therefore they would favour leaving the 2 lanes and just taking out the bus lane during the construction work.

Councillor Stagg felt that as this was not a permanent arrangement and was needed for the building work to take place.

Claire Upton-Brown, Assistant Director for Culture & City Development, was present to explain the background to the proposals for the redevelopment. With the release of the Chaucer House site a compound was needed for the demolition and construction work, with the aim of creating a better public realm in this area for the future. A temporary traffic regulation order (TTRO) was therefore needed for safety during the demolition.

Claire Upton-Brown further reported that new student accommodation would be opening in the area at Greetham Street (during the TTRO period) and the pedestrian flow would be affected which would need to be assessed. The subway by Chaucer House would also be taken out.

Councillor Fleming, as Cabinet Member, was aware of the implications of the TTRO and had spent a lot of time discussing this, and would therefore wish to have the 2 year TTRO but only implement the bus lane closure immediately, which would then allow the effect on traffic movement through the area to be reviewed. The reason for this was that there were extensive works due to take place later in October at the Dockyard during which the majority of their traffic would need to use the nearby Unicorn Gate. There was currently work taking place on the proximate Alfred Road junction, and Councillor Fleming

raised concerns about the cumulative impact of these schemes on the local road network in the city centre.

The Director of Transport, Environment & Business Support, was asked to bring another report back in March 2017 (or earlier if needed) to confirm the position in relation to the partial implementation of the TTRO.

Councillor Fleming asked Viv Young to relay the importance of the smooth operation of the amended scheme to his colleagues for the assessment of the trial period.

Discussion also took place regarding the 'pinch point' for traffic by the station where people mistakenly thought it was a pedestrian crossing whereas they did not have right of way; Councillors Stagg and Potter felt this needed clearer signage. This had been brought in to slow down traffic in both directions and the Director of Transport, Environment & Business Support would give consideration to the need for appropriate signage.

**DECISION: Approval was given to implement a temporary traffic regulation order for up to 2 years but that only the bus lane closure is implemented immediately with a formal report back in March 2017 (or earlier if needed) by the Director of Transport, Environment & Business Support having reviewed the position.**

The meeting concluded at 5.22 pm.

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Councillor Jim Fleming  
Cabinet Member for Traffic & Transportation