

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, 24 November 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

42. Apologies (AI 1)

Councillor Chowdhury submitted his apologies for absence.

43. Declarations of Members' Interests (AI 2)

There were no declarations of members' interests.

44. The Hard B2154 Experimental Traffic System (AI 3)

Pam Turton, the Assistant Director of Transport, Environment & Business Support, presented the report.

Councillor Fleming, as Cabinet Member for Traffic & Transportation wished to make clear that this had been an experimental order and this had not been intended to be made permanent, and the routing of the buses was not part of this and once the Hard Interchange works had been completed the buses would return there. He had received representation from residents on this and a written deputation.

Deputations were then made.

- i) Mr Holland, representing Portsmouth Cycle Forum, asked that a decision be deferred. His concerns included the need for local authorities to take into account the needs of all road users and this should be reflected in the EIA; there should be provision for cyclists once the temporary bus stops were removed; all means of transport should be encouraged to this part of the city for tourists and residents; there should be further consideration of 2 way cycling lanes in the vicinity.
- ii) Mr Brown, who had also submitted a written deputation, expressed his concerns regarding the impact on local residents including: the problems experienced in College Street and with buses parking up in St. George's Square and he suggested alternatives for the waiting buses.

- iii) Councillor Godier spoke regarding the problem caused to residents by the bus routing and was pleased to hear this was not permanent and that the Cabinet member was in contact with the particular resident who had raised objections due to the inconvenience caused.

In response Pam Turton undertook to look at the options for two-way cycling provision and why this had been taken out of the traffic order.

Councillor Stagg, as spokesperson, was in favour of retaining the one-way system, but she felt that any major road development should include provision for cycling and sustainable travel, and hoped that a safe cycling route could be included.

Councillor Fleming agreed that cycling provision was important for the city and this could be further considered for the area but did not form part of the proposal before him. He was pleased that the area had become safer due to the one-way system which would be made permanent and the bus routing was a separate issue and was a temporary measure. He reiterated that he was liaising with a particular resident most affected by the works which had gone on longer than anticipated.

DECISION: that the experimental traffic scheme, including the one-way system, is made permanent.

45. Experimental Traffic Regulation Order 33 - Bus Lane between Havisham Road and Church Street (Mile End Road) (AI 4)

Pam Turton, Assistant Director of Transport, Environment & Business Support, presented the report which sought to make permanent the arrangements which had resulted in an average reduction in journey time of approximately 1 minute in the mornings, although there was an increase in the evenings of approximately 15 seconds. She reported that there had been an increase in the number of cyclists by one third, and a reduction in casualties on the route. The one objection received as part of the consultation had been from Portsmouth Cycle Forum.

A deputation was made by Matthew Winnington in his capacity as Vice-chair of the Portsmouth Cycle Forum. His points included: when the new system was brought in the reason had been that it would make a significant improvement in travel times but these were marginal and they had even increased in the evening; their main concern was the safety of cyclists as this route and its alternatives were dangerous and PCC has a responsibility for all road users but their safety had not been audited; there was conflict between different road users and motorists are confused when cyclists don't turn left at the roundabout and need to change lanes. He hoped that the bus lane could be kept as it was or that a decision be deferred to enable a safety audit to be undertaken to avoid serious accidents occurring.

Councillor Stagg, spokesperson, was concerned that there had been little benefit for motorists but that cyclists had lost out as the layout was more dangerous for them. Alan Cufley responded that officers would continue to

work with the Portsmouth Cycle Forum to continually improve the safety of cyclists coming into the city. Councillor Stagg also asked about the views of the bus companies; Pam Turton responded that whilst they had initially been concerned there had been discussions with them and they had not made representation in response to this consultation.

Councillor Potter, spokesperson, supported the change to the layout and suggested that more education was needed regarding the use of lanes. He asked where the motorway officially ended: this was South of the flyover.

Councillor Fleming was conscious of the need for safe cycle routes and noted that there were alternative routes parallel to the bus lane and that since the change in layout the number of accidents had decreased (with no cycling accidents since the changes). At the top of Commercial Road the lanes had previously merged. He asked that further signposting of alternative routes be investigated.

DECISION: To retain the lining changes and make permanent Experimental Traffic Regulation Order 33.

46. Orkney Road Parking Bay (TRO 48/2016) (AI 5)

Pam Turton, Assistant Director of Transport, Environment and Business Support presented this report regarding the re-siting of a 2-space parking bay following the redevelopment of Derby House.

Whilst there had not been requests to appear as deputations before the meeting three residents had come along and were allowed to speak by the Cabinet Member and they raised their concerns regarding the proposed siting of the bay as it would cause inconvenience to them, because drivers getting out of their vehicles would stand on private land, and was next to a very narrow pavement (as evidenced in their circulated photographs); they felt that more suitable alternative siting was available in the vicinity.

Councillor Fleming valued consultation and he was pleased that the residents had come along to put forward their views. He wished to replace the parking that had been lost in the area but felt that the location needed to be right.

Therefore Councillor Fleming decided to **defer** a decision on the provision of a 2-space parking bay in Orkney Road. A report will be brought back to a future meeting after officers had looked at suitable locations for the parking bay in the area and the concerned residents would be informed of when this would be reconsidered.

47. Changing Pay and Display operating hours and amendments to waiting and loading restrictions (TRO 58/2016) (AI 6)

(Councillor Fleming varied the order of business to consider this item earlier in the meeting due to the number of people who were attending to participate.)

Alan Cufley, Director of Transport, Environment & Business Support, introduced this item. There had been a high level of response to the advertised order but there had been no objections to the parts relating to White Swan and Isambard Brunel Road. He explained that the proposed changes of the charging regime for evening pay and display sought a consistent approach across the city as well as to assist the evening economy.

Before hearing the deputations Councillor Fleming announced that in considering the results of the consultation and representations received (including written deputations) he was not minded to increase the hours from 6pm to 9pm but wished to hear from the deputations present before making a decision.

- i) Mr R Adair spoke to object regarding the impact on Southsea, whose points included: residents were penalised who were not in the Residents' Parking Schemes and there would be displacement into their roads making it hard for them to park near their homes and they should therefore be able to park via the street meters free of charge, and hoped the proposal would be rejected.
- ii) Mr J Brown objected (and had made a written submission), whose points included: he did not feel this would support the evening economy as this was not evidenced, he had asked for the financial implications and was told that it would be raising £56k p.a. but more than 50% of parking was in residential streets; he had undertaken his own survey and only 1 person had told him they were in favour of it and 74 were against; there would be displacement into residential streets and it was unwelcome by businesses; the proposal was open to challenge.
- iii) Mr Sweasey objected as a resident of Hilsea and regular visitor to Southsea, whose points included: he was against extending the charged hours until 9pm as this will deter people visiting and there would be a knock-on effect on businesses' livelihood, and the seafront was used by local residents for evening walks and swims and people should be encouraged to keep fit; councils in Gloucester and Newcastle had abolished evening parking charges in their own car parks to encourage the evening economy.
- iv) Mr Hayward spoke to object as a businessman using the common for fitness courses and spoke of the detrimental effect the charges would have on the membership of a club that promoted fitness in the city, so he hoped the proposal would not be implemented.
- v) Mr Watkins spoke as the Secretary of Pembroke Bowling Club to oppose the extended parking hours and he explained the detrimental effect it would have on their membership and for visiting club members as well as those attending other meetings on-site.
- vi) Councillor Lee Hunt spoke to object whose points included that the proposals on extending operating hours in Southsea should not have got so far; these would cause enormous displacement; MB/MC residents'

parking zone should be reinstated and would bring in money as well as ease parking problems for residents and residents elsewhere were waiting for schemes; businesses such as the Pyramids would also suffer.

- vii) Councillor Julie Bird spoke to object on behalf of Fratton residents and also regarding her experience as former chair of the EDCL Scrutiny Panel in 2014/15 which sought to encourage the revitalisation of the local retail areas and easing evening parking charges was one of the recommendations to encourage the evening economy.
- viii) Councillor Matthew Winnington spoke to object and also felt that the parking proposals for Southsea and the Seafront should not have got this far, and there would be displacement north into residential areas by visitors not wanting to pay for parking.
- ix) Councillor Gerald Vernon-Jackson spoke to object as he felt that 6pm had been a sensible cut-off time so that residents would not be penalised by charges for the seafront or suffer from displacement parking. He disagreed regarding the 'harmonisation' of parking times which varied across the city; he questioned why the information given in a deputation about the financial implications had not been provided in the report.

Alan Cufley responded to some of the issues raised in the deputations: the proposals were not about raising income. The establishment mentioned in the deputation could use scratch-cards for visitors staying overnight as it was designated an hotel; Appendix A of the report set out the current and proposed rationalisation of parking times.

Councillor Stagg, spokesperson, outlined her concerns and she had only been aware of the proposals when she attended the briefing. When she had been the Cabinet Member for Traffic & Transportation she had introduced dropping charges after 6pm to boost the evening economy so disagreed that the proposals would help with this. She felt people should be encouraged to stay longer at the Seafront and visitors should not use residential parking spaces.

Councillors Stagg and Potter were pleased that the Cabinet Member had indicated that he would not be pursuing the extension of evening parking charges.

Councillor Fleming, as Cabinet Member for Traffic & Transportation, stressed that the proposal had come from the Parking Manager and it was right for this to go out to consultation. The representations had covered the concerns of the impact on local residents and the evening economy. It was not a request to raise income and some other local authorities, such as Brighton & Hove, had increased charges to operate 24 hours. Comments had been made about residents' parking zones and there was a list of requests that would be looked at and there was the need to encourage the use of public and sustainable transport too. He was also keen to support the evening economy.

Councillor Fleming thanked everyone for their representations. Having given the above reasons Councillor Fleming approved recommendations (1) and (2) of the report but amended recommendation (3) for off-street locations to be until 8pm to make the best use of the civil enforcement officers who would then operate in the residential streets rather than car parks, and he decided not to approve recommendation (4) of the report.

DECISIONS:

The Cabinet Member agreed that the following two proposals be approved as advertised:

- (1) White Swan Road proposed loading ban to accompany the 'no waiting' 6pm-8am**
- (2) Isambard Brunel Road proposed change from police bays to Pay & Display**

The Cabinet Member approved an amendment:

- (3) To reduce the operating times in 10 off-street locations from 10pm to 8pm**

And decided NOT to approve

- (4) Increasing the operating times in 56 on-street locations from 6pm to 9pm**

The meeting concluded at 5.40 pm.

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Councillor Jim Fleming
Cabinet Member for Traffic & Transportation