

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Lynne Stagg, at her meeting held on Thursday, 17 October 2019 at 4.30 pm in The Executive Meeting Room - Third Floor, The Guildhall

Present

Councillor Lynne Stagg

Councillor Simon Boshier
Councillor Graham Heaney

34. Apologies (AI 1)

None.

35. Declarations of Members' Interests (AI 2)

During the discussion of residents parking (TRO 30/2019) mention was made of the University of Portsmouth' information given to new students; Councillor Heaney declared that he is employed to teach at the university but this was non pecuniary interest in relation to this item.

36. TRO 30/2019: Proposed Residents' Parking Zone (ME Haslemere Road area) (AI 3)

Kevin McKee, Parking Team Manager, presented the report which set out the consultation process (the informal survey in December 2018 and formal consultation in July and August 2019) and results of this. Paragraph 5.3 set out the results of the formal consultation with 376 of the 500 responses coming from those living within the proposed zone, of which 197 were in favour of a permit parking zone, 165 against, and 14 were unclear. For those living both inside and outside 211 residents were in support and 266 had objected, with 23 unclear responses.

Deputations are not minuted in full, but can be viewed as part of the webcasting of the meeting here:

<https://livestream.com/accounts/14063785/Cabinet-TT-17Oct2019>

The following deputations were heard, being allowed up to 4 minutes each:

- i. Mark Iveney (for Marie Clarke School of Dance) spoke against the proposal due to the need for children to get safely to the dance school and the effect on this business.
- ii. Miles Eden spoke to object as the owner of a business in Winter Road, and the cost to businesses of purchasing permits for employees, and queried the parking restriction timing (starting at 4.30pm) as his

business, and others, were open until 5.30pm and it did not tackle football parking.

- iii. Oliver Dempster objected, raising concerns for shared accommodation, with 4 occupants in his property needing to buy permits at increased costs per person for 3 and the 4th not being able to get one, which would cause resentment, and asking for a longer lead-in time.
- iv. Steve Cheatle - also runs a business in Winter Road and spoke to object, concerned that skilled staff would leave and asked why the period ran from 4.30pm when businesses close at 5.30?
- v. Tim Hornsey, spoke to object as local resident, saying the problems were in the evening and this amounted to a tax which he did not think would solve problems.

In response to some of the issues raised in the deputations, Nikki Musson, Senior Transport Planner, reported that whilst the dance school had not been mentioned in the public notices regarding the parking bays, those businesses listed were just for information regarding the sitings. Limited waiting was to increase the turnover of vehicles in a residential area. Businesses were entitled to permits and free parking for employees was not available city-wide, with the need to consider how journeys are planned. The proposed timing of 4.30-6.30pm was to address when the parking demand was highest and to prevent vehicles being parked long term. The parking bays in Winter Road are available for short stays to visit the businesses there.

Kevin McKee, Parking Team Manager, clarified that the cost of the third permit had recently been reduced to £300 (from £590), with lower costs for permits for environmentally friendly vehicles. Wayne Layton, Finance Manager, explained that any money collected from permits had to go to Parking Reserves and its spending was then restricted to parking and sustainable transport schemes. He also explained that the reason the charges for permits increased for residents with multiple cars was to try to discourage residents from having multiple cars.

Councillor Boshier, Spokesperson, queried the wording in paragraph 4.5 of the report which he didn't feel reflected that the University of Portsmouth would discourage students from bringing cars into the city. Nikki Musson responded that further information on the university's Travel Plan could be included in future reports and she would provide details to members. Kevin McKee reported that parking information is provided to the university so that students can be informed before they come to Portsmouth.

Councillor Heaney, Spokesperson, declared that whilst he is employed to teach by the University of Portsmouth he is not involved in the administrative arrangements for new students, but he did not believe that the university could ban cars, just provide information about the lack of parking facilities and restrictions in the city. He asked what comments had been received in response to the proposed 4.30pm-6.30pm timing? Nikki Musson responded that there had not been many responses on the timing, but some had queried why it was only a 2 hour slot. As part of the Traffic Regulation Order a set time has to be proposed, rather than options. Councillor Heaney also asked if

the timings would be effective in deterring football parking? Kevin McKee responded that the measures were not designed for particular events but the results of the 2 hour slot could be monitored. Councillor Stagg, as Cabinet Member, hoped to look at a park and ride scheme being introduced for football traffic.

Councillor Boshier queried how respondents had been classified if they supported the scheme but not the proposed timings and he did not think that the timings would address the problems of football parking. (The full responses were set out in Appendix B of the report.)

Councillor Stagg, as Cabinet Member, was familiar with the parking problems in this area and the pressures due to the continued expansion of car ownership and associated air quality issues. There was also a low take up of some bus services and she was working with the bus companies to encourage more use to protect services.

Councillor Heaney commented on the introduction of parking schemes then creating pressure for more zones and he suggested that if the ME scheme was brought in a review period could be considered, as was the case for the previous MD zone. Councillor Boshier also commented on the resulting displacement issues and the length of time it had taken to deal with this scheme.

Councillor Stagg responded that there had been fewer officers dedicated to residents' parking when the first survey had taken place but that she would also support the review mechanism after 6 months' of the scheme's implementation. She had received positive feedback since the implementation of the previous MD zone.

DECISIONS

The Cabinet Member agreed:

(1) That the ME Haslemere Road area parking zone proposed under TRO 30/2019 to operate 4.30pm-6.30pm be implemented as advertised, with the following exceptions:

- (i) That the proposed change to the 10m single yellow line in Haslemere Road south of Pretoria Road is deleted (Part F1(b) on the public notice), and;**
- (ii) The proposed 26m limited waiting bay in Haslemere Road outside the carpet store and gym/dance school (Part D2 on the public notice) is reduced to 14m outside the gym/dance school only, with a new proposal for a 12m loading bay to operate 8am-12pm Mon-Fri outside the carpet store to be included in a subsequent TRO, and;**
- (iii) That the proposed parking bays in Winter Road are deleted (Part B22 on the public notice), but that properties on both sides of Winter Road retain eligibility to apply for ME zone permits.**

(2) A review of its operation will take place within 6 months of the ME Residents' Parking Zone commencing.

37. Speed reduction - proposed locations (AI 4)

Michelle Love, Safer Travel Manager, presented the report and explained how the three sites had been prioritised with the use of police speed data and information from residents and what measures would be implemented.

Councillor Boshier welcomed the proposals for Old Manor Way, asked about timings for implementation and hoped there would be further measures to improve safety by the local schools along Springfield Road, due to major development sites in that area. He also felt the measures at Southwick Hill Road did not go far enough to combat the speeding, especially by motorcyclists, in that area. Michelle Love responded that the Old Manor Way signs would be in place before the end of the financial year, although the works were weather dependent. The Old Dairy site at Drayton would have Community Infrastructure Levy funding which would help with work at junctions in the vicinity and a LTP funding bid would also be considered. With regard to speeding motorcyclists at "the triangle" by the George PH joint safety campaigns were taking place with the police, and the accident data there continued to be monitored in case a bid is needed in the following financial year.

Councillor Heaney was concerned that at Clive Road the 20mph limit was not enforced; Councillor Stagg responded that the police will not enforce but there are education and enforcement days. Michelle Love added that there are also community enforcement groups who voluntarily undertake speedwatch exercises who could be contacted.

Councillor Stagg supported these safety measures.

DECISION: The Cabinet Member for Traffic and Transportation approved the spend from the Speed Reduction Measure budget of speed reduction measures along Southwick Hill Road, Old Manor Way and Clive Road (all locations illustrated in Appendix A of the report).

38. School crossing patrol infrastructure - proposed locations (AI 5)

Michelle Love, Safer Travel Manager, presented the report, explaining that whilst this is a non-statutory function there are 54 key sites in the city for school crossing patrols. This helped to encourage children walk to school and met the public health objective of tackling childhood obesity. Therefore the sites had been audited regarding their infrastructure and prioritised, as set out in the report.

Councillor Jo Hooper, Paulsgrove Ward, addressed the Cabinet Member to raise questions regarding some of sitings of crossings in Paulsgrove (Marsden Road and Beacon View). Michelle Love would look into the issues she raised and respond outside of the meeting.

Councillor Heaney was fully in support of the proposal. Councillor Boshier agreed that the budget should be put in place and for further engagement with ward councillors regarding specific installations. Michelle Love undertook to keep ward councillors informed and reiterated that this report was to address the first 6 sites with the highest need and the signs would make drivers more aware of the crossing points. Councillor Stagg was happy to approve the report's recommendation.

DECISION: The Cabinet Member for Traffic & Transportation approved the use of the school crossing patrol infrastructure budget, contained within the Approved Local Transport Plan Implementation Plan 2019/20, to upgrade the school crossing patrol sites identified in Appendix A, ensuring their compliance with the latest legislation.

39. Rights of Way Improvement Plan 2019-2029 (AI 6)

Michelle Love, Safer Travel Manager, presented the report which set out the statutory need for a 10 year plan and the proposed consultation procedure with key stakeholders, including members of the public. In response to a comment on the map, she reported that a clearer version is available to view on the PCC website¹ and she also had a large paper copy at the Civic Offices.

Councillor Stagg asked about the problem with disabled accessibility; Michelle Love responded that the Traffic, Environment & Community Safety (TECS) Scrutiny Panel was looking at accessibility and the PFI contract with Colas needed to ensure high standards of surfaces. Councillor Stagg encouraged us of the "Routes for You" App to report obstructions on routes and welcomed the work to encourage walking in the city.

DECISION: The Cabinet Member for Traffic and Transportation approved the Draft Right of Way Improvement Plan (ROWIP) 2019-2029 in preparation for external consultation.

40. Fratton-Hard Active Travel Corridor (AI 7)

Michelle Love, Safer Travel Manager, presented the report which outlined the first part of the "East-West Corridor" works to encourage active travel. This included a segregated cycle lane at Haslemere Road to improve connectivity as well as redesigning the junction at Goldsmith Avenue with Francis Avenue. The measures were designed to improve safety where there had been high collision rates and improve air quality. She reported on the consultation exercise with 82 consultees, mainly businesses and key stakeholders, with a 10% response rate, which had included queries regarding access to some properties. There would not be physical barriers but the scheme aimed to improve land discipline.

Councillor Boshier was aware of the problems at Goldsmith Avenue and felt these safety works were overdue, therefore supported the report.

¹ <https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/public-rights-of-way>

Councillor Heaney questioned the segregation being "where feasible" as he was aware of Portsmouth Cycle Forum favouring physical separation; Michelle Love responded that the wording "where feasible" related to road widths, and Goldsmith Avenue is an A class road and key route. She undertook to forward copies of the design to the Traffic & Transportation members and confirmed that Portsmouth Cycle Forum had been consulted and would be kept informed.

Councillor Stagg acknowledged that these plans had taken time to be brought forward and was pleased that this would now happen. She would like to see greenery included in the design if cost allowed. Michelle Love reported that this is an ongoing scheme and there would be bids for further funding to enable the corridor to be extended.

DECISIONS

The Cabinet Member for Traffic and Transportation approved the implementation of the following:

- (1) A segregated cycle lane, where feasible (subject to available carriageway widths), between the junction with Haslemere Road/ Goldsmith Avenue and the eastern approach to Fratton Roundabout (Victoria Rd/ Fawcett Rd/ A2047/ Goldsmith Rd junction) to improve east to west connectivity for cyclist and pedestrians, across the city;**
- (2) Redesign of the Goldsmith/ Francis Avenue junction to a single access "T" junction, with associated pedestrian and cyclist infrastructure improvements (such as a shared space) to improve safety at this junction;**
- (3) Junction improvements at Haslemere Road, Francis Avenue, Talbot Road and Fernhurst Road;**
- (4) A new crossing point for pedestrians by Lidl.**

The meeting concluded at 6.15 pm.

Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation