

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, 8 December 2022 at 5.00 pm in Council Chamber - The Guildhall, Portsmouth

Present

Councillor Lynne Stagg

Councillor Graham Heaney
Councillor Scott Payter-Harris

44. Apologies (AI 1)

There were no apologies.

45. Declarations of Members' Interests (AI 2)

There were no interests to declare.

46. Implementation of Enhanced Partnership Plan and Scheme for bus services in Portsmouth (AI 3)

Peter Shelley, Transport Development Manager, PCC Regeneration introduced the report.

Members Questions

In response to Members questions, officers clarified:

- The additional text required for the Department for Transport was provided following the submission of the report on 30 June 2022 to clarify and explain in greater detail the reasons behind some elements of the report as it was originally written and made the intentions clearer for the Department of Transport.
- The indicative funding allocation had become a real award subject to completion of the statutory consultation, which had been completed.
- Bus stops within the city were being considered on a 'stop-by-stop' basis to assess how they fit into local parking situations. The aim was to improve the environment from an accessibility point of view, both for the bus to stop as well as for passengers to board and disembark from the bus. A bus boarder builds the pavement out so the bus can stop parallel to any parked cars and load passengers on and off without having to pull in and out. This helps minimise delays to the service.
- Core routes are the most well used routes.

- There were two ways fare disparity between First Hampshire and Stagecoach were being dealt with. The first was to introduce a more graduated fare scale to make both services more comparable. The second was to introduce a range of value fares, for example, evening tickets, family tickets and job seekers tickets which would be available across both companies' services. Some funding was available through BSIP to help with these initiatives.
- Opposition spokespersons were to be briefed on discussions and decisions from the Partnership Board.
- Conventional services were the traditional bus services. Demand response services were similar to 'dial a ride' - a service which is more flexible in response to need. Unserved communities include not just geographical communities but also groups that are not well reached by traditional services. Funding was available to communicate with and reach out to these groups to better understand their needs and to ensure everyone had the best access to services in the city.
- Early morning journeys had already commenced. The future timetable of improvements was to be outlined on the programme board and in the stakeholder engagement group. A solution would be discussed with the Communications team on how to best ensure Councillors are fully informed and kept up to date.
- All buses running on regular services were Euro 6 and complied with the Clean Air Zone.

Members Comments

- Councillors thanked officers for the thorough report and voiced the hope it will make a positive impact on the operation of bus services in the city.
- Congratulations were offered for the second highest successful bid of any outside of a combined mayoral area.

Decision

The Cabinet Member for Traffic & Transportation:

- 1. Noted the contents of the report**
- 2. Noted that the Department for Transport required additional text in the Enhanced Partnership Plan and Scheme.**
- 3. Approved the Enhanced Partnership Plan and Scheme.**
- 4. Approved the implementation of the Enhanced Partnership Plan and Scheme from 8 December 2022.**

47. Portsmouth Supported Bus Services (AI 4)

Peter Shelley, Transport Development Manager, PCC Regeneration introduced the report.

Members Questions

In response to Members questions, officers clarified:

- The contracts were due to be renewed in December 2020 but due to the pandemic this was not considered appropriate timing. Procurement advised that, until now, it would not have been possible to obtain realistic responses from a range of operators thereby obtaining best value for Portsmouth residents.
- The money drawn from the parking reserves takes into account inflationary pressures and includes a contract uplift from July through to October.
- The Department for Transport (DfT) required all authorities across the country to undertake a network review when DfT were planning to cease their bus recovery grant funding at the end of September. During this review, First Bus advised they could no longer continue to run some services and requested funding for the 22 and 13/14. They were following the Department for Transport formula that all bus operators across the country should work with their local authority.
- Potential legal challenge may come from other bus operators who feel they have been excluded from the opportunity to bid. Working with procurement, it wasn't considered that this was a substantial risk due to the state of the bus supply market.
- BSIP money can not be used to subsidise services but can be used to enhance services.
- The 13/14 service would be run on an enhanced basis through to October. The service was engaging with all the current operators and new potential bidders, giving opportunity for the service to be properly planned by them to run from the end of October. BSIP money would be used prior to this to improve the service offer.
- The Service had met with Legal Services and Procurement to consider all legal implications and the balance of risk. Procurement advice was that there would be a danger going out to tender now as the incumbent operator may be the only bidder and therefore the Council would not have a fair market exploration. The tender process will commence early in 2023 allowing potential bidders time to consider their bids and have new services in place from the end of October.

Members Comments

- Members considered this should be the last time the contract is extended, and that the tender process must now commence.

- Members supported the bus improvement plans.

Decision

The Cabinet Member for Traffic and Transportation:

- 1. Approved to extend the current supported bus service contracts from 31 July 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to complete the extension.**
- 2. Noted that wavier approval will need to be sought from Procurement and Legal Service in respect of the proposed extensions to the contracts set out above, in accordance with the Council's Contracts Procedures Rules.**
- 3. Approved the development and implementation by the Transport Service supported by Procurement and Legal Services, of a procurement strategy to re-tender the bus contracts. This procurement strategy will be informed by demand, developing local and national policy, peer review and soft market testing with bus operators.**
- 4. Approved the use of Portsmouth Bus Service Improvement Plan (BSIP) expenditure to enhance the services 13,14 and 25 following investigation of options as detailed in the Portsmouth BSIP. To delegate authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and Section 151 Officer to procure contracts on the above supported bus routes to enhance services.**
- 5. To procure any necessary local bus services following the ending of Bus Recovery Grant in March 2023 to 28 October 2023 with delegated authority to the Director of Regeneration in consultation with Cabinet Member for Traffic and Transportation and Section 151 Officer.**
- 6. Noted that a paper will be brought back to a Traffic and Transportation Cabinet meeting following the completion of the procurement process to re-tender the contracts and recommend awards. This paper would also deal with any short-term procurements following the cessation of Bus Recovery Grant in March 2023.**

48. TRO 43/2022 Shipwrights Way (AI 5)

Michelle Love, Safer Travel Manager introduced the report.

Deputations

Mike Dobson gave a deputation on behalf of Friends of Old Portsmouth Association.

Deputations are not minuted but can be viewed at:

[Traffic & Transportation Decision meeting, 8 December on Livestream](#)

Members questions

In response to Members questions, officers clarified:

- The delay in bringing the item was due to staff shortages within the team and the redistribution of workloads. A period of time was needed for new officers to become acclimatised to their roles and learn the history and background of the issue.
- Other crossing points in the area were considered and developed after the production of this report. A consultation with the residents of Old Portsmouth had recently closed on options for a crossing point at the junction of Peacock Lane and the High Street. Shipwrights Way is funded from a different funding stream to that of the crossing points.
- The Shipwrights Way scheme is a cycling and walking historic route and a scenic tourist visitor attraction. Recommendations for crossing points resulted from the Old Portsmouth Study which came for decision in 2021. Both schemes have been considered within the whole area schematics.
- The TRO was a measure to ensure that pedestrians have greater access to the Shipwrights Way route. None of the work was in relation to speed reduction measures. It was noted that a significant speeding problem was not found during the last speed survey between 1st and 7th May 2021.
- The route would be signposted in a complimentary manner in accordance with the rest of the route.
- Engagement with ward councillors commenced in June 2021 and agreement for the scope of the consultation was decided to be a TRO. These were advertised publicly and on the PCC website allowing opportunity for all consultees to make their responses.
- The proposed design was for dropped kerbs with tactile paving. If the decision was delayed to consider a raised table this may affect timescales and costs and could not be guaranteed to return to the next decision meeting.

There was a discussion about the public view submitted at Appendix B of the report which appeared to be from one resident but was on behalf of the Friends of Old Portsmouth Association, which represents 274 households and approximately 350 adults. Councillors considered this was misleading to members and members of the public. Officers advised this was to preserve the deputees anonymity. Officers agreed to check this was the correct procedure and agreed to amend the report and republish if there was a mistake.

Subsequent to the meeting it was confirmed that there were no issues in attributing the comments to the Friends of Old Portsmouth Association (FOOPA) and the updated Appendix B to the report is appended as Appendix 1 to these minutes.

Decision

The Cabinet Member for Traffic and Transportation:

- 1. Approved to relocate the existing bus stop clearing on High Street, Old Portsmouth, 5 meters further north-eastwards.**
- 2. Approved to extend the no waiting at any time restrictions (double yellow lines) on Battery Row by 3.5 meters on both sides.**
- 3. Approved to update the waiting and parking restrictions in the Order to match those on-street, covering the following lengths of road: Broad Street, Battery Row and High Street, Old Portsmouth**

Appendix 1

Appendix B: Public views submitted

Objection to proposal
<p>1. The Friends of Old Portsmouth Association, Old Portsmouth (FOOPA)</p> <p>FOOPA thanks PCC for the opportunity to comment on this TRO. Broadly, this is welcomed as an element of completing the Shipwrights' Way, however, we are limited in our ability to provide detailed comments because of the lack of engagement by PCC with the community in the preparation of these plans.</p> <p>FOOPA objectives</p> <ol style="list-style-type: none">1. Complete the Shipwrights' Way long distance path that is sponsored by Hampshire County Council (HCC) and promoted by PCC.2. Provide a well-marked, continuous, attractive, accessible and safe route through Old Portsmouth to connect with the end of the Shipwrights' Way at Victory Gate at The Hard.3. Encourage sustainable leisure travel and eco-tourism.4. Respect the unique nature of this heritage area.

Background

Long overdue. HCC declared the 50 mile long distance Shipwrights' Way open in 2013. There were two gaps: one on Army land near Bordon and the other in Old Portsmouth. The Army completed their section in 2016 and it remains a matter of civic embarrassment that for 10 years PCC has lacked the will and/or ability to complete the Old Portsmouth section.

Lack of continuity. Over the years FOOPA committee members have participated in 4 or 5 onsite meetings with PCC officers to discuss the options for completion. Many options have been discussed considering road safety, convenience, conservation and cost; likely solutions have been suggested and then ... no feedback. The frequent changes of project manager and the consequent lack of continuity have exacerbated the lack of ongoing communication.

Uncertainty about the precise route. HCC has published a map of the Shipwrights' Way with alternatives where it passes through Old Portsmouth at <https://documents.hants.gov.uk/ccbs/countryside/shipwrightsway-section12.pdf> Unfortunately, the Shipwrights' Way has never been signposted or waymarked in Old Portsmouth. Accordingly, it is difficult for visitors to follow the correct route. The map shows a route along the south side of Grand Parade and turns sharp left into High Street for a short distance before crossing High Street into White Hart Road.

FOOPA has discussed with PCC the option of routeing the Shipwrights' Way along Battery Row but as far as FOOPA knows, no decision has been made, although it is inferred in the Statement of Reasons. It would have been useful if the plan published for the TRO showed PCC's preferred Shipwrights' Way route because this would have helped us to evaluate the practicality of the plans.

Need for safe road crossings. Crossing High Street is potentially hazardous.

1. There is a long history of calls for traffic calming measures in this location going back to a RTI in the early 20th century.
2. A RTI on 18 April 2015 involved a LGV speeding around the bend and hitting an adolescent who was crossing the road.
3. In January 2022 a hit-and-run driver killed a pedestrian crossing the road by the Duke of Buckingham pub. Although the police report has not yet been published, it is likely that a factor was driver speed being far higher than the speed limit - the mean free-flow speed in High Street on weekdays between 0600 and 0700 is 26 mph, well above the speed limit and also in excess of the police discretionary enforcement threshold of 24 mph. FOOPA has been campaigning for a zebra crossing in that location for over 8 years. It should not need the fatality of a Vulnerable Road User for the highway authority to react with retrospective road safety measures.

It is vital that the Shipwrights' Way plans include provision for safe crossing of the road in this location and the infrastructure complies with LTN 1/20. FOOPA welcomes the fact that PCC is seeking to reduce road dangers in this location but is not convinced that the published plan is the safest option. PCC is requested to share its internal notes and documents discussing the design options showing how PCC has balanced the various factors.

Lack of information on the design constraints used by PCC. We have studied the statement of reasons published on the PCC website.

Nevertheless, this has generated additional questions. FOOPA has asked PCC to provide information on these points:

1. What is PCC's assessment of the road safety issues at this location?
2. What is the range of possible options and what criteria were used in finalising this design?
3. What traffic calming measures were considered on the bend where High St and Broad Street meet?
4. Can PCC provide a marked crossing/refuge so that pedestrians and cyclists (especially cyclists with tag-alongs) can cross safely in two stages?
5. What conservation principles were applied, and what balance did the designer strike between road safety and heritage?
6. What direction was given by PCC (e.g. Leader, cabinet members, directors, ward councillors, officers) about maintaining the number of on-street parking spaces?

FOOPA has yet to receive answers on these points, so it is difficult to provide fully informed comments on the design. The plan published contains some elements of what has been discussed with various officers but lacks others.

Need for safe pedestrian and cyclist crossings. PCC as the highway authority has a statutory duty under the Road Traffic Acts to provide for the safe movement of people and goods. FOOPA is keen to understand why PCC has selected this design and understand better how the design on the bend is expected to provide adequate safety for pedestrians and cyclists crossing from the Square Tower to White Hart Road. The drawings show that the footway will be built out and that white hatching will be moved slightly. However, paint doesn't constitute infrastructure! Instead of widening the footway, a better solution would be to provide a traffic island wide enough to accommodate the length of a tandem bicycle or an adult cycle towing a trailer for children. This idea has been suggested to PCC officers but the responses have been lukewarm, with comments such as 'it might mean losing some parking spaces' and 'we'd never get permission for illuminated bollards'.

Conservation and heritage. FOOPA is committed to preserving the heritage and history of Old Portsmouth. However, FOOPA also recognises that compromises sometimes have to be made when the need is great. Whilst the prospect of a new traffic island with illuminated bollards on this bend might be anathema to some residents because it would spoil the vista of the Square Tower, it is necessary to acknowledge that for many years the vista of the Square Tower has been sullied by cars being parked adjacent to the NW

corner of the tower with seemingly no objections from residents or visitors.

PCC itself has been ready to overrule the finer principles of conservation in a heritage area in approving the construction of the massively tall BAR building and in sticking unsightly black plastic parking sensors onto the historic cobbles of Grand Parade. At the time a ward councillor casually relayed a candid comment from a senior PCC officer that 'parking revenue trumps conservation'. Has someone in PCC said:

1. 'Conservation trumps road safety'? (even though Portsmouth has experienced the shocking death toll of 7 pedestrians killed by drivers / motorcyclists in 7 months), or
2. 'The need not to lose parking spaces trumps road safety'? (even though PCC was content to lose 17 on-street parking spaces to accommodate the new university sports centre).

In conclusion, FOOPA is eager to discuss these plans with the current project manager for the Shipwrights' Way and earnestly hopes that he will remain in post long enough to work with the community to deliver the long-overdue completion of this crucial enhancements to Portsmouth's sustainability.

49. Feasibility Scheme Prioritisation Process (AI 6)

Joanne Eldridge, Monitoring & Evaluation Officer introduced the report.

Members thanked the officer for the report and noted the benefits of the Feasibility process in ensuring public transparency on Traffic and Transportation matters and proposed transport works.

Decision

The Cabinet Member for Traffic and Transportation noted the report

The meeting concluded at 6.38 pm.

Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation