

CABINET MEMBER FOR TRANSPORT

RECORD OF DECISIONS of the meeting of the Cabinet Member for Transport held on Thursday, 11 July 2024 at 2.00 pm at the Guildhall, Portsmouth

Present

Councillor Peter Candlish (in the Chair)
Councillors Graham Heaney
Brian Madgwick

32. Apologies

Apologies were received from Councillor Boshier.

33. Declarations of Interest

There were no declarations of interest.

34. TRO PO34-24 Langstone Road - Disabled Persons Parking Place

Jason Benjamin, Parking Operations Manager presented the report, the purpose of which was to consider the public response to the proposed disabled bay in Langstone Road, Portsmouth.

Michael & Allison Harrison made deputations opposing the proposition. Deputations are not minuted but can be viewed here: [Agenda for Cabinet Member for Transport on Thursday, 11th July, 2024, 2.00 pm Portsmouth City Council](#)

Members' Questions

In response to member's questions, officers clarified:

- There had previously been a bus stop on Langstone Road and when the bus service was removed the stop was no longer needed. However, the order for the yellow lines existed underneath the bus stop so there was no material change for the residents - the yellow lines replaced the bus stop.
- The Network Manager had advised that the length of the yellow lines had been implemented at that particular length to allow for queuing traffic at the busy junction. It was felt that any reduction in length may lead to further congestion.
- There had been no comments from the local ward councillors.

Members' Comments

In response to the deputation, Councillor Madgwick noted that disabled bays can be used by any person with a valid disabled badge, but he understood why they would not want the bay outside of their home.

The Chair noted the matter had taken some time to come to a decision meeting but the concerns about the bay being in front of the depute's home was not something that could be considered in the decision as no-one has the automatic right to park outside their home and should they require a disabled parking space in the future and were able to qualify through the usual protocols it would go as close as possible to their home. He stated the focus of the decision would be on whether the double yellow lines could be modified to accommodate the disabled parking space.

The Chair asked the depute to clarify whether the garage was used regularly?

Mrs Harrison said it wasn't. It was part of the applicant's rented property and her landlord had given her consent to have a disabled bay across or up from the garage. Mrs Harrison noted there were 23 metres of yellow line on the north side of Langstone Road with one parking space. That could be removed, and the yellow lines extended on that side which would help ease congestion at the junction should the south side lines be shortened.

The Chair asked Mrs Harrison to clarify her interaction with the applicant.

Mrs Harrison advised the applicant had knocked on her door and said that she would like Mrs Harrison to oppose the application as she did not want it outside their house.

The Chair decided there may be a reasonable compromise to be made in respect of the placement of the bay and the shortening of the yellow lines. This would require an additional TRO but having listened to the depute he considered that was the appropriate way forward.

DECISION

The Cabinet Member for Transport did not approve the implementation of a Disabled Person's Parking Bay in Langstone Road (outside No.2).

35. Rainbow Corner Nursery Phase 2 - Speed Hump Consultation

Tracey Shepherd, Strategic Road Safety Lead, presented the report, the purpose of which was to consider the implementation of the proposed speed humps and road safety infrastructure within Victoria Road North, Southsea as outlined in Appendix A of the report.

Members comments

Councillor Heaney advised that the local ward councillor, Charlotte Gerada, was happy with the proposed scheme. He had also experienced issues on this stretch of road and welcomed the initiative to try and improve the road safety.

The Chair had also noted the safety issues on the stretch of road and accepted the recommendations.

DECISION

The Cabinet Member for Transport:

- 1) Approved the implementation of speed humps RCN01**
- 2) Approved the proposed road safety infrastructure (as detailed in section 3.4 of the report)**

36. TRO 296/2023 Edenbridge Road

Tracey Shepherd, Strategic Road Safety Lead, presented the report, the purpose of which was to consider the public response to the proposed extension of double yellow lines on Edenbridge Road at its junction with Warren Avenue.

Members' Questions

In response to member's questions, officers clarified:

- The ward councillors were consulted as part of the statutory consultation, but no comments were received.

Members' Comments

Members were happy to progress as the ward councillors were happy.

The Chair noted that in other parts of the city there could be issues with putting in more double yellow lines due to parking issues, but Edenbridge Road was not one of those areas. He was happy to go with the recommendations.

DECISION

The Cabinet Member for Transport

- 1) Approved the proposed extension of the double yellow lines on Edenbridge Road from a point 10 metres south-east of its junction with Warren Avenue, for a distance of 8.6 metres in a southerly direction.**
- 2) Approved the extension of double yellow lines on Edenbridge Road on the north-east side from a point 10 metres south-east of its junction with Warren Avenue, for a distance of 14.5 metres in a south-easterly direction.**

37. Portsmouth Electric Vehicle Infrastructure Strategy

Gemma White, Transport Strategy Team Leader, presented the report, the purpose of which was to provide an update on the results of the Electric Vehicle Infrastructure (EVI) strategy consultation and to adopt the final version of the Portsmouth EVI Strategy as a supplementary document of the Portsmouth Transport Strategy (Local Transport Plan (LTP4)).

Member's Questions

In response to Member's questions, officers/the Chair clarified:

- In relation to how future demand for EV parking bays would be calculated, it was noted that the service was moving towards a systematic way of rolling out the bays, but it would still be predominantly demand led and would ensure that no part of the city was left blank.
- The service would be working with fleets and businesses to understand if staff were bringing company vehicles home. These would be treated under the resident schemes but there was a need to understand that demand from businesses that don't have parking and charging at their depots. They would be encouraged to have charging on site where possible.
- It was confirmed that the Council provided charging points for council vehicles in the underground car park.

Member's Comments

The Chair commented that this was an EV strategy for the future. He acknowledged that Portsmouth had experienced some difficult issues with the current EV charging network but that as an early adopter of the technology some problems could have been expected.

The Chair noted some issues around people using EV spaces, not as a charging point, but as their own parking space because they have an electric vehicle. This would be monitored to ensure fair access for everyone, and that the council was not providing an infrastructure that was solely for businesses who could not find other ways of charging their fleet vehicles.

Members considered that businesses, such as supermarkets could be approached and encouraged to provide more EV charging bays. Also, schools could be potential sites for charging points during holidays and evenings.

DECISION

The Cabinet Member for Transport:

- 1) Noted the results of the Portsmouth EVI Strategy consultation.**
- 2) Approved the content of the Portsmouth EVI Strategy (Appendix A) to be adopted.**
- 3) Delegated authority to the Assistant Director for Economy, Transport & Planning in consultation with the Cabinet Member for Transport to make any required updates to EVI strategy, in response to policy or funding changes or technological advances.**

38. On-Street Residential Chargepoint Scheme - Phase 3

Gemma White, Transport Strategy Team Leader, presented the report, the purpose of which was to seek approval for Portsmouth City Council to go to tender with a revised route to market for procurement and to delegate authority to award the tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS).

Members' Questions

In response to Members' questions, officers/the Chair clarified:

- Time was very tight around implementation, but work had begun on the process. There were a lot of TROs to be consulted on and processed but they would be dealt with through a template to speed up the process. There was a risk that if the work was not completed in time, the council may lose some funding. The Service had secured some EVI capability funding to strengthen the team and put in place some additional resources. The service was bringing forward the batching approach to complete the TROs in phases in order to expedite the decisions. Previous learning would help streamline the process.
- The initial decision from the government to go ahead was in December 2023 but a report was not brought to the Cabinet Member until March 2024. Although this had been worked through the usual timescales the EV team were also dealing with the crisis that had come up with the existing network, thereby slightly delaying the report.

Members' Comments

Members commented on the slow rate at which the existing EV charging points were being reinstated which would undermine confidence in the EV charging system. This was despite representations across a high level with the companies involved appearing not willing to come forward and explain the reasons to the public in general.

The Chair responded by saying he had been extremely disappointed with the response of the organisations involved and considered that many of the delays were for unacceptable reasons. He stated he knew they had been asked on multiple occasions for clarity on the issues and the service had been promised dates which had not been delivered. The Chair also noted there were further complicating factors in terms of there being a couple of different partners involved on the management of the chargers directly as well as the SSE link. It was a complicated issue and there were technical and legal implications in terms of responsibilities and contracts. However, the whole episode had provided some good learnings that would be put in place for the new contracts.

DECISION

The Cabinet Member for Transport:

- 1) Approved Portsmouth City Council to go to tender for the third phase of the On-Street Residential Chargepoint Scheme (ORCS) in line with**

procurement strategy and programme detailed in the report which had been developed in consultation with the Portsmouth City Council Procurement Team.

- 2) Delegated authority to the Assistant Director of Economy, Transport and Planning following consultation with the Assistant Director for Procurement and the Cabinet Member for Transport, to award and enter into an operating contract with the highest scoring tenderer identified through the council running its own procurement process in accordance with the Concession Contracts Regulations 2016.**

39. Portsmouth Park & Ride Tender

Paul Walker, National Bus Strategy Delivery Manager, presented the report, the purpose of which was to seek approval for the award of the park and ride bus operation contract.

Members' Questions

In response to Members' questions, officers/the Chair clarified:

- The service could migrate to fully electric, however if it was implemented directly on day one the council would be paying the electric cost for receiving diesel buses for the first year as that was how long it would take to get them into service. Under the terms of the contract, when it gets to the break clauses the electrification clause could be invoked.
- Expanding the service at the moment would be very difficult as there had been a reduction in demand and the service was costing money. The desire was there to expand but it would be on a step-by-step basis. The hope was to relaunch the service, generate demand to establish the credibility and attractiveness of the service and then come back at a later date to consider expanding.
- The service would be rebranded and refreshed to make the buses stand out more and to display the breadth and prices of the service. The park and ride site would also be made more attractive to customers. Within the contract was the ability for a rate per bus, per day to allow for expansion e.g. event park and ride; seasonal park and ride; Christmas park and ride or even to other locations in the city.

DECISION

The Cabinet Member for Transport:

- 1) Approved the award of the Portsmouth Park and Ride contract (that is to approve funding for the PR1 bus service package) to commence Sunday 1st September 2024 as detailed in section 6 of the report.**
- 2) Agreed to the award of the contract (as set out in exempt Appendix B) and delegated authority to the Assistant Director of Transport in**

consultation with Cabinet Member for Transport and Section 151 Officer, to finalise the required contracts.

- 3) Noted that the Cabinet Member for Transport and opposition spokespersons would be consulted on any proposed future changes.**

The meeting concluded at 3.09 pm.

Councillor Peter Candlish
Chair