

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Ken Ellcome, at his meeting held on Thursday, 24 July 2014 at 10.00 am in the The Executive Meeting Room - Third Floor, The Guildhall

Present

Councillor Ken Ellcome
Lynne Stagg
Ken Ferrett

Also in attendance
Councillors Hugh Mason, Michael Andrewes, Luke Stubbs, Lee Hunt, Linda Symes, Robert New and Matthew Winnington and approximately 70 local residents

14. Apologies (AI 1)

Apologies for absence were received from the UKIP spokesperson, Councillor Stuart Potter.

15. Declarations of Members' Interests (AI 2)

There were no declarations of interest.

16. Central Southsea Residents' Parking Schemes: MB Zone and MC Zone (AI 3)

Over 215 written representations and emails had been received, including a petition from the lower part of Telephone Road containing 28 signatures, which had been circulated to Councillor Ellcome and the opposition spokespersons, prior to the meeting. On the morning of the meeting, copies of a further 17 emails were circulated.

Nikki Musson, the Operational Transport Planning Officer introduced the report. She explained that the introduction of the MB Orchard Road Area residents' parking zone in November 2011 had had a significant impact on the adjacent roads with displacement parking, whilst around 300 parking spaces were left unused each day. More than 200 unprompted emails and representations were received from residents affected by the MB zone. As a consequence, a survey was undertaken in 2012 but the results were inconclusive. No action was taken but a small majority continued to campaign for a parking scheme or for the MB zone to be removed. A paper was taken to the Cabinet in November 2013 which highlighted concerns from officers regarding displacement issues it could create. In January 2014 the Cabinet agreed for a new residents' parking scheme to be introduced for the area

south of the existing MB zone, to be called the MC zone, operating as Permit Holders Only for a 2-hour period per day. This was introduced in April 2014.

Deputations were heard from the following residents, Mr Matt Smart (Jessie Road), Mr Derek Mottershead, Mr Gary Hall (Esslemont Road), Mr Brian McCreesh (Havelock Road), Mr Christian Milne (Ventor Road), Jean Urry (Talbot Road), Mr Philip Wright, Mr James Massiah (Manners Road), Jon Sumpter (Livingstone Road), Mr Anthony Hadley (Delamere Road), Barbara Jones, Mr Hammond, Mr Alan Ellcome and Mr Whiteside who all spoke against and included some of the points listed below in their representations:

- There is more displacement from the Fratton residents parking zone and over 60% empty spaces in other residents parking zones so why target the MB zone?
- Residents' survey in 2014 had 25% return rate with 2/3s of the streets wanting residents parking.
- Cheap shot for political gain with poor arguments put forward to change or revoke the residents parking.
- The 2-hour residents parking zone goes some way to good working for all so why change?
- Residents can park near to their homes when they come home from work.
- Removal of MB and MC makes no sense.
- Complete disregard to residents views.
- MB zone caters for all, residents and non-residents.
- Why do you want parking for residents in the MB zone to go back to being a nightmare?
- MC zone were promised a full consultation after 12months, not 4.
- Your concern should be home owners and residents not students and van drivers.
- Spirit of temporary traffic orders is public consultation so what is so urgent about this matter and why has there been no public consultation?
- Council claim that it is the number of empty spaces in the zone which needs addressing but other zones have a much higher number of empty spaces and they are not being addressed.
- Roads in MC zone are predominantly full and should be hailed a success, not revoked.
- Now far less student vehicles in MC zone.
- Unjust and unfair to change this.
- Both zones were made at residents' requests.
- GA and LB zones both have empty spaces and yet are not being revoked.
- Residents have expressed their views so many times.
- MC zone is the only zone in Portsmouth with a 2-hour restriction.
- No regard for public opinion.
- How much money has been spent on this?
- Either revoke all residents parking zones in the city or none.
- Had no response to my email from Councillor Ellcome.
- If we hadn't heard about this decision from our ward councillors we would never have had the opportunity to express our views.
- The 2014 survey should supersede the 2012 one.
- Number of complaints should tell you how residents feel.
- Fought for years to get residents parking in MB.
- Football traffic/commuters/evening trippers/HMOs/endless stream of taxis/large vans/mobile homes - we had to put up with the lot and it was a nightmare.

- Councillor Ellcome wants us to go back to parking chaos.
- Displacement areas should be given their own residents parking.
- HMOs pay for additional vehicles or park outside of the zone.
- Do you really expect residents to drive around roads looking for a parking space?
- Should be encouraging businesses to flourish.
- Keep MC zone as an example for other zones.
- Councillor Ellcome doesn't live in our area and doesn't know the problems we experience.
- Will we get a refund if the residents' parking is revoked?
- Would like to thank the ward councillors for keeping us informed.
- Dispute the number of empty spaces quoted by the council.
- Completely undemocratic.
- Council just takes away all the time.
- The Leader believes in openness and transparency but not in this case.
- Extremely premature to cancel a temporary zone only 4 months into it and officers haven't had sufficient time to assess the zone.

A deputation was also heard from Mr Wareham, who spoke in favour and included the following points in his representations:

- Councillor Ellcome is having to deal with a previous decision.
- When Councillor Hunt was a conservative he didn't want residents parking.
- Now the LibDems wants residents parking zones.
- Don't like residents parking.
- Should do the same as the IOW where everyone pays for a permit and is then permitted to park in any road.

Councillors Hugh Mason, Michael Andrewes and Lee Hunt included the following points in their deputations:

- Parking in northern St Jude ward is now critical.
- Decision is not open and transparent.
- Not about setting residents against each other.
- Dispersal areas want their own residents parking zones.
- Had numerous surveys, all in favour of residents parking.
- If it is about dispersal then why aren't you revoking other adjacent zones?
- High level of students are distorting the results, who would normally have to pay for permits.
- Councillor Ellcome should apologise to residents who are being treated differently to other areas.
- Trying to sneak through a temporary order.
- Leave MB and MC zones alone.
- Many residents initially objected to the residents parking zones but are here today to say that the 'soft touch' approach works.
- These zones have been life changing for residents allowing them to park near to their homes and taking the nightmare of parking away.
- Listen to the residents here today and listen to the representations you have received.
- Councillor Ellcome needs to make a decision for the residents and not a political decision.

Councillors Luke Stubbs and Linda Symes included the following points in their deputations:

- No easy answer to the parking problems in a city with so many Victorian properties.
- If you walk around the MB zone you do see a lot of empty space, you don't see that in Fratton.
- Have great sympathy for the residents of the MB zone trying to seek a parking space.
- MB zone has hundreds of empty spaces.
- Need to think strategically and look at all parking areas.
- Would support the suspension of the MB and MC zones.

Councillor Lynne Stagg questioned why these particular zones had been picked out and why residents aren't being listened to. Should consult with the residents first and then make a decision. She also questioned why the MC zone wasn't being left for 12 months as promised to the residents when it was introduced. All temporary orders are re-surveyed after 12 months with a view to making any necessary changes needed.

Councillor Ken Ferrett felt that a proper strategy was needed for residents parking. The current resident parking zones have been piecemeal.

The City Solicitor advised all present that with regards to recommendation 2.2.1a), the cabinet member does not have the authority to revoke and can only suspend parking restrictions.

Councillor Ken Ellcome reported that he had received between 250 and 300 emails, both for and against the proposals. He apologised for not responding to them all and explained that he does have other council responsibilities too. However, he confirmed that he would answer all of the emails he had received. He also explained that he endeavours to work for all residents and not just the ones in his ward. This is not a political decision and he wants to address the issues raised by the original MB zone. He had asked officers to look at the parking around these zones some weeks ago. Now that there are so many schemes we need to look strategically across the city. He felt that it was a mistake at the time to introduce the MC and MB zones.

DECISION: Councillor Ellcome considered all comments made and in particular issues raised in the Cabinet report of November 2013. He agreed to implement an experimental traffic regulation order to suspend both the MC and MB zone parking restrictions with effect from 1 September 2014.

17. Southsea Town Centre Improvements: Osborne/Palmerston Road (AI 4)

A further 9 letters and emails of representation had been received and circulated to the cabinet member and opposition spokespersons prior to the meeting.

Marc Griffin, the Assistant Head of Service introduced the report and explained that following the elections in May, the new administration had expressed a wish to reopen Palmerston Road one way, south to north from Villiers Road to Osborne Road. The reasoning behind this is the on-going debate regarding the original consultation and whether the option for opening

to one way traffic was included so that consultees could have their say on this aspect. The proposals for Osborne Road would provide an improved connectivity for walking, cycling and public transport and had been modified so as to address concerns raised by consultees. There were 2 options proposed for Palmerston Road. One to reopen to one way traffic with a left turn only and the other to remain as it is with the installation of gates.

Deputations were heard from the following people;

Mr Stuart Crow, Clarendon Road.

- Residents in Lennox Road South have suffered traffic displacement causing problems.
- Why was the blockage for emergency services from Southsea to the seafront put in in the first place?
- Portsmouth is in competition from other cities, why would you block off a major artery?
- Traders would much rather have a one-way south bound.
- Why do we need 2 bus stops?
- Why move the siting of the zebra crossing?
- Night-time economy and crime statistics have changed since the opening of Gunwharf.
- Pie chart within the report is based on inadequate data.
- There is no mandate for any of the options.
- Should have a proper consultation.

Mr Jon Spencer, on behalf of the Portsmouth Cycle Forum

- The PCF supports schemes which make Portsmouth a better place to work and socially mix, particularly if there is a reduction in traffic.
- Would like the decision to be satisfactory for all users.
- Hope whatever decision is taken that it is reviewed regularly.
- With option 1, is cycling band?
- Would question the urgency of this.
- Portsmouth has highest number of accidents involving cyclists.

Sophie Curtis, manager of Pre-loved, Palmerston Road

- Vibrancy and excitement of the area has gone.
- Had loss in business from lack of passing trade.

Kelli Wall, manager of Drift Bar, Palmerston Road

- Palmerston Road has seen a decrease in crime and anti-social behaviour.
- Precinct provides a safer and cleaner environment for members of the public.
- If the precinct was properly pedestrianized it would encourage street markets, artists and a café culture.
- A small number of businesses want the street returned to how it used to be so they can receive deliveries at any time.

Councillor Linda Symes read out a deputation on behalf of Mr Mohammed who was due to speak but had to leave the meeting.

- Opened our business in 1973 and built it up from all over the city.
- As soon as Palmerston Road closed takings have dropped.
- Many items sold in bulk but there is nowhere for customers to park so they have stopped coming.
- Other businesses have reported a loss.

- This has not introduced a café culture just allowed premises to sell cheap alcohol.

Councillor Symes and Robert New included the following points in their representations;

- Would urge you to re-open Palmerston Road.
- A lot of businesses have lost trade.
- This is an inherited mess.
- Have sympathy for all sides.

Councillor Hugh Mason and Michael Andrewes included the following points in their representations;

- Collection of provisions for the Akram store is an issue.
- It has not created a 'Guildhall Walk' situation.
- There is considerably less anti-social behaviour than Albert Road which isn't pedestrianized.
- Re-opening the road will prevent any street markets and fairs, which have proved very popular.
- Shared areas do carry additional risks.
- Food festival is very popular with residents and businesses.
- Hope you will consult with the Portsmouth Disability Forum if you opt for option 2.
- Would ask for full pedestrianisation with full consultation.

Councillor Ellcome raised his concerns that a lot of money had been spent on this project which he did not want to see go to waste. As an example, the road surface is not suitable for full time traffic flow so were the road to be fully re-opened the surface would need replacing in the near future. He explained that he had read all the representations received including one from the taxi trade and Mr Cairns.

DECISION: Councillor Ellcome approved the commencement of works in Osborne Road, considered all the options presented to him in the officers report and agreed to take forward Option 2 for Palmerston Road, in consultation with the Portsmouth Disability Forum and the City Centre Manager, and that relevant TROs associated with this option be implemented.

18. Henderson Road Proposed Traffic Calming Scheme (AI 5)

Tracey Shepherd, a Traffic Engineer, introduced the report and explained that following the public consultation regarding a traffic calming scheme for Henderson Road, a return of 32% of completed forms had been received. Due to the number of responses who opted for the existing layout to remain unchanged, a scheme will not be implemented at this stage. However a high number of responses were received who were in favour of safety options.

Deputations were heard from Doreen Stevenson (a resident of Henderson Road) and Pam Wilkie (a resident of Henderson Road and a member of the

Portsmouth Cycle Forum) who included the following points in their representations;

- Henderson Road may be wide but this means drivers often take advantage.
- There has been an increase in the number of lorries using the road due to the satnav changes.
- Noise from speeding traffic is immense.
- Most traffic exceeds 20mph.
- The description of the road humps in the consultation was misleading as most residents thought they referred to the old small ones. It wasn't until we went to the meeting at the community centre that this was explained in more detail.
- Vehicle activated signs don't work as drivers know there is no penalty.
- Speedwatch launched by central government could be something we could tap in to.
- Traffic speeds into Henderson Road from Bransbury Road.
- Something needs to be done to stop the speeding traffic.
- Police are often out with the speed gun but not often enough.

A deputation was also heard from ward Councillor Matthew Winnington who included the following points in his representations;

- This issue has been going for a very long time, over 5 years since I have been campaigning.
- 77% of the residents want something done.
- Would ask you take agree to the tables and the hybrids.

Councillor Lynne Stagg commented that some years ago the vehicle activated signs were actually put in in Henderson Road but the 'young people' tried to beat the signs so it had the opposite effect. She felt that raised tables were a much better solution.

DECISION: Councillor Ellcome agreed that a hybrid safety scheme be drawn up to improve traffic calming in Henderson Road, in consultation with the ward councillors and local residents. He also agreed to relocate the existing 20mph signage.

The meeting concluded at Time Not Specified.

Councillor Ken Ellcome
Cabinet Member for Traffic & Transportation