

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, 26 November 2015 at 4.00 pm in the The Executive Meeting Room - Third Floor, The Guildhall

Present

Councillor Ken Ellcome

Councillor Lynne Stagg
Councillor Stuart Potter
Councillor Yahiya Chowdhury

42. Apologies (AI 1)

None.

43. Declarations of Members' Interests (AI 2)

None.

44. Ferry Road update (Information Item) (AI 3)

It was noted that as the Housing & Property Service no longer required a Traffic Regulation Order (TRO 36/2015) this was being withdrawn.

45. MB and MC residents parking zones, Southsea (AI 4)

Alan Cufley, as the Director of Transport, Environment & Business Support introduced his report and outlined the survey results and his reasons for recommendations to prevent displacement parking in the surrounding areas. Councillor Ellcome suggested that due to the numbers speaking the deputations use up to four minutes each presenting their case.

The following deputations were made whose points are summarised:

- (i) Ms Baxter (against permanent suspension of the RPZ) spoke about the problems being experienced of parking in Orchard Road. It was mainly due to commuter cars in the road from 6 am to 8 pm. Other areas of high demand near shopping areas had residents' parking zones; the time block would stop parking; it was the station causing the problems rather than students.
- (ii) Mr Wareham spoke against a residents' parking zone in the area as, if it was brought back, there was no guarantee you could park outside your own house. He had surveyed the area to see where the parking spaces existed. He could not see the advantage of bringing back the

restriction and if it was brought back it would cause bigger problems with displacement.

- (iii) Mr Reed spoke in favour of the reinstatement (and against the permanent suspension) of the MB/MC zones to help ease the problems in Jessie Road in finding car parking spaces, especially at night for the more vulnerable. If it was dissolved there would be an incentive for second cars to be brought into the city. Displacement was a citywide issue. He suggested that the streets at the edges of the zones be considered for the provision of permits and that some wasteland be used near Fratton Station be used for commuter parking as well as investigating use of the B&Q car park. He felt if the zone was removed there would be bigger problems and there was a need for a more holistic and fairer approach.
- (iv) Mr McCulloch spoke in favour of the reinstatement (and against the permanent suspension) and felt that any RPZ would cause some displacement parking. He felt there was a piecemeal approach being taken to parking in the city where the residents deserved a citywide strategy; those who had been surveyed had said they would be prepared to pay in this area and their voices were being dismissed. He asked how much the survey had cost?
- (v) Mr Tudor spoke for the permanent removal of the parking zones as a resident of Albert Grove by the Kings Theatre where they had problems for years with multiple car households and their proximity to Albert Road; when the MC zone had been introduced it had become intolerable for them with displacement in the North Kings area. There were already a large number of commercial vehicles and student cars being left there for days as well as motor caravans; he asked that the zone not be re-implemented and that there be a citywide approach.
- (vi) Mr Smart spoke in favour of the reintroduction of a two hour a day scheme. He felt that most students did not bring cars (unless they had exemptions) and there should be encouragement of those with cars to leave them outside the city. January's survey had shown that when the restrictions had been lifted in the area cars had been brought back giving 1000 less spaces for residents; commuters should be encouraged to leave their cars elsewhere and the best deterrent would be a two hour paid zone from 4 to 6 pm. He felt the MC permits experiment had been suspended before it could be properly analysed and residents wanted this two hour zone.
- (vii) Ms Jones supported the recommendation (for permanent removal of the parking zones) and spoke of other issues such as leaving the poles in place for other uses and equalities issues; as a non-driver and felt that there should be a possibility of permits for those needing visitors especially for the vulnerable.
- (viii) Mr Leigh spoke against the permanent suspension of RPZ, as he had moved into the area when to the parking scheme was in place and

wanted its retention; he felt that Britannia Road North had problems with parking being near the mosque, Priory School and businesses as well as the football club and felt that there had been problems caused with the loss of parking with the new Tesco store as well as student houses bringing extra cars being left in the street for days. He hoped this would not be a political tit for tat and there would be a loss of money with the suspension and he referred to previous petitions that had asked for the reinstatement of the permits.

Deputations were then made by local councillors:

- (i) Councillor Hugh Mason spoke for residents in Campbell and Albert Roads in the North Kings area which would be affected by the suspension. This area had under 14% of off-street parking and narrow frontages and were in close proximity to the Albert Road businesses. It was especially hard at weekends and evenings to find spaces in the vicinity. The situation had become more difficult over the last few months with great pressures and surveys in the St Jude ward had shown that people needed a parking scheme and they had met the PCC criteria. A citywide parking strategy was awaited from the Administration and he hoped there could be creation of more spaces in St Jude ward in the meantime and removal of double yellow lines where they were no longer needed to alleviate parking problems. He asked that the proposals be withdrawn and asked for a comprehensive strategy for this part of Southsea.
- (ii) Councillor Linda Symes understood the difficulties but had seen the 400 spaces available in MB zone which was difficult when others were struggling to park in adjacent areas and part of the problem was caused by businesses which could buy as many permits as they liked. She felt that if the MB/MC zone was reintroduced there would be misery on the adjacent areas and she was aware of students bringing cars in and leaving them until they went home. It was difficult for these roads which were not made to accommodate so many cars.
- (iii) Councillor Luke Stubbs who also felt this was a difficult problem with no easy solution in a Victorian city when there were three times as many vehicles as 40 years ago. He also hoped there could be an improved strategy and liaison again with B&Q. He personally believed there is merit in a citywide scheme as the number of cars keeps increasing. He particularly supported Recommendation 3 so that no new schemes would be considered in isolation.
- (iv) Councillor Lee Hunt spoke as a ward member for Central Southsea whose points included that the first residents' parking scheme was brought in back in 1999 with requests through the council's neighbourhood forums and there had been surveys undertaken. He felt that the current PCC policy was no longer being adhered to for Central Southsea. There were dangers of a piecemeal scheme and these surveys had now been ignored setting wards and streets against each other. Central Southsea residents had been waiting 11 years for

a residents' parking zone whilst other schemes went before them and once they had got a scheme it was then being taken away. Residents in the area had said they were willing to pay but they were still not being listened to. The scheme had brought in a surplus for the Council so it did not make sense to withdraw it.

(Councillor Horton had also registered to speak but was still at work.)

Councillor Ellcome thanked all who had spoken and he had also received 69 written deputations both for and against the suspension so this was not an easy decision and he would not take it lightly. He responded to the points raised: this should not have become a political argument - the previous officers had not recommended the implementation of the original MB/MC zone as it would cause overspill to the adjacent areas and he thanked the current officers for their unbiased report. His concern regarding a citywide scheme was that not all residents were asking for resident parking so this should not be imposed upon them. He felt that the poles should not be removed at further expense. Those moving into the area were aware of both Fratton Park and the new Tesco store. He hoped that officers could revisit their discussions with B&Q regarding parking provision. He had considered looking at the roads on the edges of schemes to be eligible for permits but this could be complicated where charges were implemented for them. He then invited the views of the Traffic & Transportation spokespersons.

Councillor Lynne Stagg felt there could be consideration of a citywide scheme for Portsea Island and asked if the reasons for the proposals were displacement or the number of spaces available in existing RPZs? It was confirmed by the officers that this was both. She suggested the offering of permits to those in adjacent roads. Officers responded that this had been mentioned within the report as it had previously been tried. The effect had not been as anticipated and there was now a charge for permits whereas people could park elsewhere for free. Councillor Stagg felt it was not the first permit that should be charged for but for the extra cars which were causing the problems. Alan Cufley offered to bring back a report on the take-up the parking permits. Councillor Ellcome pointed out the charges on permits had been part of last year's approved budget.

Councillor Potter did not raise any questions and Councillor Chowdhury commented on the need for giving priority for parking to families in the area. Alan Cufley responded that they were working with the University of Portsmouth regarding the policy to discourage student cars to be brought into the city and also with regard to the policy of building more student accommodation in designated blocks within the city centre which would release further homes for families in the Southsea area.

Councillor Ellcome reiterated this was a very difficult decision and appreciated this had been upsetting for residents in the MB/MC zone area and this was not a political decision but he was not yet in a position to provide a citywide or south of the city scheme.

DECISIONS:

- (1) That the current effect of the suspension of MB and MC zones is made permanent, meaning the parking zones are not reinstated.**
- (2) That the main central section of the adjacent LB zone (as per the map) will be suspended at the earliest opportunity, with the intention of reversing the impact of displaced parking on Havelock Rd, Lorne Rd, Livingstone Rd, Outram Rd, Stansted Rd, Britannia Rd and Britannia Road North.**
- (3) That no new parking zones are considered in isolation within Southsea or Eastney. Should the necessary funding, resources and support be identified, that the remaining area of Southsea* and Eastney area is considered as a whole via a single 2-3 year programme.**

***This area was defined as south of Winston Churchill Avenue, the railway line and Goldsmith Avenue.**

The meeting concluded at 5.15 pm.

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Councillor Ken Ellcome
Cabinet Member for Traffic & Transportation