



NOTICE OF MEETING

SCRUTINY MANAGEMENT PANEL

MONDAY, 21 DECEMBER 2015 AT 3.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Vicki Plytas on 023 9283 4058

Email: vicki.plytas@portsmouthcc.gov.uk

Membership

Councillor Steve Hastings (Chair)
Councillor Simon Boshier (Vice-Chair)
Councillor Alicia Denny
Councillor Ben Dowling
Councillor John Ferrett

Councillor Scott Harris
Councillor Ian Lyon
Councillor Will Purvis
Councillor Darren Sanders

Standing Deputies

Councillor Ryan Brent
Councillor Hannah Hockaday
Councillor Phil Smith

Councillor David Tompkins
Councillor Matthew Winnington
Councillor Rob Wood

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies for absence
- 2 Declarations of Members' interests
- 3 Call-in of decision taken by the Cabinet Member for Traffic and

Transportation at his meeting on 26 November 2015 in respect of item 4 of that agenda - specifically in relation to LB zone. (Pages 1 - 46)

Councillors Vernon-Jackson, Darren Sanders, Hugh Mason, Margaret Foster and Suzy Horton have asked that the decision taken by the Cabinet Member for Traffic and Transportation on 26 November 2015 in respect of item 4 on that agenda, " MB and MC residents parking zones, Southsea" - **specifically in relation to LB zone** - be called in for scrutiny.

The decision today is for the panel to determine whether the Cabinet Member's decision

- has been based on inaccurate or incorrect information
- has been taken without adequate information

If the panel is satisfied that the decision has not been based on inaccurate or incorrect information, or that it was not taken without adequate information to enable the Cabinet Member to reach his decision, then no further action is required and the matter ends here.

If the panel is not satisfied on these grounds, the panel may refer the matter back to the Cabinet Member for reconsideration stating the reasons why.

The following documents are attached:

- Supplementary report from the City Solicitor addressing the call-in concerns.
- The report entitled "MB and MC residents' parking zones, Southsea" considered by the Cabinet Member on 26 November 2015 (app 1(a))
- The draft minute of the decisions taken by the Cabinet Member for Traffic and Transportation on 26 November 2015 (app 1(b))
- The call-in request - (app 2)
- The Decision Notice published on Monday 30 November and
- the extract from Members' Information Service published on 4 December 2015

The relevant members and officers will be in attendance.

The procedure for the meeting is set out in appendix 3

RECOMMENDED that

- (1) The Panel considers the evidence and decides whether or not the decision made by the Cabinet Member for Traffic and Transportation on 26 November 2015 - specifically in relation to LB zone - should be upheld or referred back to the Cabinet Member for Traffic and Transportation for reconsideration**
- (2) If the Panel decides to refer the matter back to the Cabinet Member for Traffic and Transportation, it provides its reasons for doing so and reasons why it should be reconsidered.**

4 Date of Next Meeting

To be arranged to fit in with the publication of the budget papers.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting:	Scrutiny Management Panel
Date of meeting:	21 December 2015
Subject:	Decision taken by the Cabinet Member for Traffic and Transportation on 26 November 2015 in respect of item 4 on that agenda 'MB and MC residents parking zones, Southsea' - Call in specifically in relation to LB zone.
Report by:	City Solicitor
Wards affected:	Southsea
Key decision:	No
Full Council decision:	No

1. Purpose of report

The purpose of the report is to ask the Panel to review the decision taken by the Cabinet Member for Traffic and Transportation on 26 November 2015 in respect of item 4 on that agenda 'MB and MC residents parking zones, Southsea' - specifically in relation to LB zone. The report which was considered by the Cabinet Member on 26 November together with the minute of the amended decision is attached as Appendix 1 to this report.

2. Call In and alternative decision making

The call-in has been made in accordance with Part 3 of the Constitution of the Council. The summary of reasons for call in are:-

- 2.1. Inaccurate or incorrect information; and
- 2.2. Inadequate information.

Further details for the reasons for call in are attached as Appendix 2.

3. Recommendations

RECOMMENDED that

- (1) The Panel considers the evidence and decides whether or not the decision made by the Cabinet Member for Traffic and Transportation on 26 November 2015 - specifically in relation to LB zone - should be upheld or referred back to the Cabinet Member for Traffic and Transportation for reconsideration**
- (2) If the Panel decides to refer the matter back to the Cabinet Member for Traffic and Transportation, it provides its reasons for doing so and reasons why it should be reconsidered.**

4. Background

4.1. Please see attached report and minute which provide the background to the decision made on 26 November 2015 (Appendix 1).

4.2. As the decision is not contrary to budget or policy, steps may be taken to implement the decision

5. Reasons for recommendations

To ensure that the Scrutiny Management Panel is satisfied that the decision maker had accurate correct information and adequate information.

6. Equality impact assessment

An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

7. Legal implications

There are none.

8. Director of Finance's comments

There are no financial implications arising directly from the recommendation contained in this report. Financial implications arising from recommendations contained in any future report will be included at that time.

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Signed by:

Appendices:

Appendix 1

- (a) Report for Cabinet Member for Traffic and Transportation 26 November 2015
- (b) Minute of decisions taken by the Cabinet Member for Traffic and Transportation on 26 November 2015

Appendix 2

- Call in request
-

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

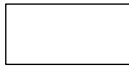
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:

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Agenda Item



Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 26 November 2015

Subject: MB and MC residents' parking zones, Southsea

Report by: Director of Transport, Environment & Business Support

Wards affected: Central Southsea

Key decision: No

Full Council decision: No

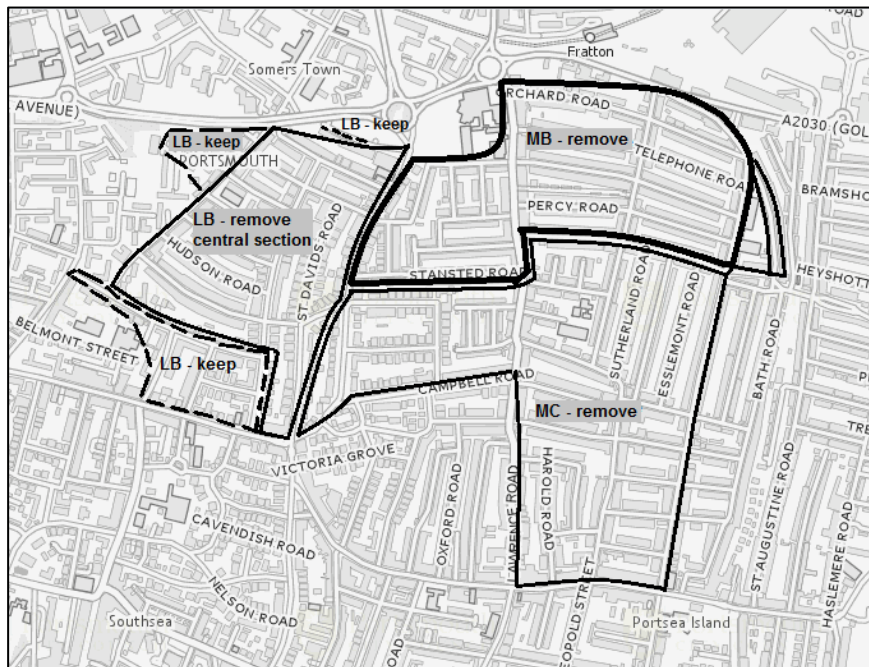
1. Purpose of report

In relation to the MB and MC residents' parking zones, to consider the future of residents' parking in Central Southsea, and report on the responses to the parking zones' suspensions and consultations.

2. Recommendations

2.1 That the current effect of the suspension of MB and MC zones is made permanent, meaning the parking zones are not reinstated;

2.2 That consultation takes place on amending and reducing the size of the adjacent LB zone, 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.



(Larger plan available as Appendix B)

2.3 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 Southsea and Eastney area is considered as a whole via a single 2-3 year programme.

3. Background

3.1 The MB zone was implemented in November 2011, and immediately residents of the adjacent roads who previously opted not to be part of the zone petitioned to be included.

3.2 In 2012, the action below was taken via subsequent TROs to increase the usage of spaces within the MB zone and to reduce the impact on the roads south of MB zone. The number of permits issued (864) compared to the number of parking spaces available (1148) resulted in nearly 300 empty spaces on the public highway, which were unusable by non-permit holders.

- MB zone extended into Lawson Road, Stansted Road, Percy Road and Francis Avenue (northern end); MB permit entitlement extended to residents of around 110 properties in Jessie Road (north side) and Victoria Road North (east side);
- MB permit entitlement extended by a further 150 to residents of Fawcett Road, the south side of Jessie Road and teaching staff of Fernhurst Junior School and Devonshire Infant School

Unfortunately these measures did not reduce (to the extent anticipated) the number of unused spaces within the MB zone or the parking congestion in the area adjacent, and residents continued to express their concerns over severe parking difficulties.

3.3 The paper taken to Cabinet in November 2013 in relation to parking in Central Southsea highlighted the following concerns held by Officers:

That extending the (MB) scheme to include roads further south would highly likely have the same overspill impact on roads adjoining the revised scheme boundary, and have the potential to cause displacement to other residents rather than addressing it. This would be likely to result in complaints from residents of Southsea and Eastney requesting the Council take action in their area to address the overspill issue.

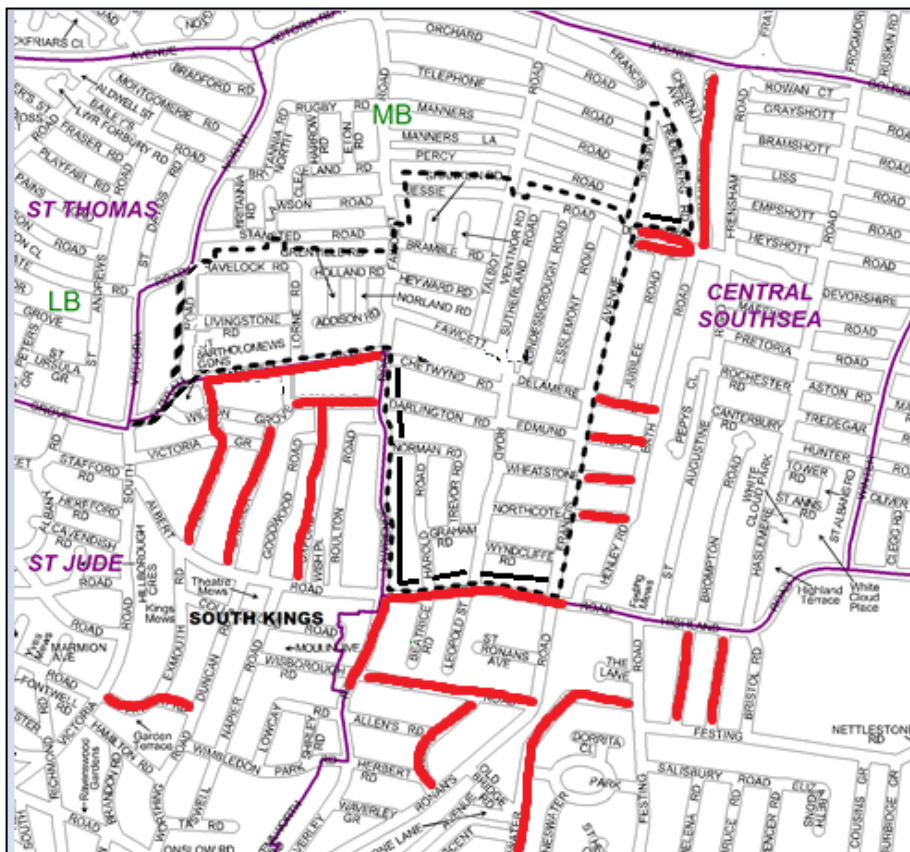
Questions have been raised about the spread of residents' parking zones into areas of Southsea and Eastney that previously have experienced minimal parking problems, and have previously indicated they do not want parking restrictions.

3.4 Following implementation of MC zone in April 2014, residents living in the adjacent areas began to report increased pressure on parking, exacerbating the parking congestion that already existed in those roads. Whilst not on the same scale that the MB zone had on its adjacent area (to become MC zone) residents of the roads shown below noticed increased difficulty in finding parking space (regardless of whether they knew the MC zone had been introduced). However, residents of Boulton Road, Campbell Road, Oxford Road and Chelsea Road in particular reported extreme parking congestion caused by the additional vehicles displaced from MC zone.

Albert Grove	Gains Rd
Albert Rd	Kimberley Rd
Andover Rd	Inglis Rd
Campbell Rd	Jubilee Rd
Chelsea Rd	Northcote Rd (eastern half)
Craneswater Ave	Oxford Rd
Delamere Rd (eastern half)	St Vincent Rd
Devonshire Square	Waverley Rd
Edmund Rd (eastern half)	Welch Rd
Exeter Rd	Wheatstone Rd (eastern half)
Fernhurst Rd	



Displacement of vehicles into adjacent areas -



(Larger plan available at Appendix B)

- 3.5 At the Traffic & Transportation decision meeting held in July 2014, the decision was taken to suspend both the MB and MC parking zones. The aim was to allow the operation of the MB zone to be reconsidered in terms of more effective operation and reduced impact on the neighbouring areas.
- 3.6 The significant issues experienced towards the end of the 2010-2012 Residents' Parking Programme, relating to high volumes of displaced vehicles after MB zone was implemented prompted a substantial review to be undertaken. The 2012 Review examined Residents' Parking in Portsmouth and identified opportunities for improvement. The Review combined contributions and information from a number of sources, including:
 - Residents, businesses and visitors to Portsmouth City (Citywide survey)
 - Portsmouth Parking Champions (Non-PCC volunteers)
 - Atkins (External consultants)
 - Portsmouth City Council officers (Community Engagement, Access & Equalities, Legal, Finance, Parking Operations, Transport Planning)
 - Other Local Authorities in the South of England and nationally.
- 3.6.1 As per the T&T decision meeting held in July 2014, new ways of addressing parking problems were to be considered for MB and MC zones, including a review of parking zones in the wider area of Southsea and those in other parts of the city. In July 2015, the Cabinet Member for Traffic & Transportation approved officer recommendations that had been developed, and formal consultation on a zone-by-zone basis is being undertaken accordingly.

3.7 In order to gain evidenced figures on the availability of parking space in MB and MC zones, parking beat surveys were carried out by an independent company (TrafficWatch UK) in January/February 2015 and again in October 2015. The surveys were undertaken during University term time, with parked vehicles and spaces recorded at 10am, 3pm and 7pm over 6 days (Mondays, Thursdays and Saturdays).

4. Reasons for recommendations

4.1 Reinstating the MB and/or MC parking zones would cause the impact of displaced vehicles on the surrounding area to occur again, as described in paragraph 3.1 above, because of the following:

4.2 Parking Beat Surveys (46 roads within MB and MC zones surveyed)

Evidence from the October parking beat surveys shows 85-100% use of the parking capacity within the MB and MC zone. The majority of the 46 roads have 0-5% of spaces available in the evenings.

Evidence from the January/February parking beat surveys shows significantly reduced use of parking capacity: 60-76% use. This is likely to be due to the parking zones being in place when students were looking for accommodation prior to the September 2014 term start, deterring those with cars from taking up tenancies in the location.

4.3 Type of Housing in the Area

4.3.1 Key to the 2012 Review of Residents' Parking was identifying ways to improve the operation of parking zones to enable efficient enforcement and also to reduce the potential for vehicles being displaced into adjacent roads.

Instead of 24-hour parking zones, designated time-blocks for "permit holders only" can be more effective in terms of:

- preventing long-term parking of vehicles by non-residents
- enabling more efficient and effective enforcement
- reducing the need for residents to purchase visitor scratch cards
- reducing displacement impact on surrounding areas

4.3.2 However, in MB zone and other parts of Southsea, any restriction on parking, including measures such as "Permit Holders Only 4pm-6pm" to restrict commuter parking in Orchard Road, for example, will cause the significant student population and those living in Houses of Multiple Occupancy (HMOs) to seek long-term parking in alternative nearby roads that cannot cater for them.

4.4 The figures below, detailing the levels of housing in multiple occupancy, go some way to explaining why the GA Fratton zone, introduced in 2001, did not have the impact on Central Southsea that the MB zone had on its adjacent area.

Within the MB zone, an average 30% of the properties nearest Fratton railway station are registered as student accommodation, compared to just 6% of the properties within the GA zone nearest the railway station. In GA zone, a number of properties in Selbourne Terrace, Claremont Road, Claremont Road, and at the western end of Walmer Road have access to off-road parking, which reduces the demand for parking in the streets.

4.4.1 The tabled figures below take into account student accommodation only, but many more properties in this area are C4 registered (houses in multiple occupancy) - in some roads totalling 50% of the properties. These would contribute to the volume of displaced parking into the surrounding area should a parking zone be reinstated south of Goldsmith Avenue, as a maximum of 2 Resident permits are issued per postal address within parking zones (additional permits may be issued subject to spare capacity, of which there is little within the MB and MC zones).

MB Zone (south of Fratton railway station)

Road	<u>On-street spaces</u>	<u>Properties</u>	<u>Student registered</u>	<u>Student rooms</u>
Orchard Road	153	146	36	151
Telephone Road	159	155	50	198
Rugby Road	28	22	7	26
Manners Road	156	167	54	233

GA Zone (north of Fratton railway station)

Road	<u>On-street spaces</u>	<u>Properties</u>	<u>Student registered</u>	<u>Student rooms</u>
Walmer Road	159	183	16	50
Claremont Road	25	59	4	9
Selbourne Terr	19	13	0	0
Cornwall Road	35	37	4	18
Thorncroft Road	48	51	5	18
Purbrook Road	46	47	2	4

4.5 Consultations and Petitions

4.5.1 Ahead of the Traffic & Transportation meeting held on 24 July 2014, at which the decision was subsequently taken to suspend the MB and MC zones, a campaign was organised locally to draw attention to the meeting. In response, a number of emails were received from concerned residents:

- 43 residents of MB zone did not want it to be removed or suspended
- 165 residents of MC zone did not want it to be removed or suspended
- 35 residents living outside the zones either wanted MB/MC removed or for a new zone to be considered where they lived

4.5.2 Following the decision in July 2014 but prior to the zones being suspended in September 2014, 2 petitions were received requesting that the zones remain in place:

Liberal Democrats' paper petition - Bring Back Residents' Parking to Southsea:

- 683 signatures from 438 properties within MB and MC zones
- 26 signatures from residents in other roads in Portsmouth
- 5 signatures from residents living outside Portsmouth

Liberal Democrat online petition led by Suzy Horton:

- 734 signatures from people living in Portsmouth and Southsea (124 signatures were discounted, from people who had signed the paper copy petition above)
- addresses were not provided, so it is unknown how many of those signatures were from people living within the MB and MC zones

The petition also included 182 signatures from people living in other parts of the UK and 3 signatures from people living outside the UK.

4.5.3 1 petition was received requesting a separate zone for residents living in the 'square' of roads made up of Livingstone Road, Lorne Road and Havelock Road. These were included as part of the MC zone but not geographically linked to it. The parking problems were caused by the introduction of the LB zone, contributing to the recommendation within this report to amend that zone to reduce the level of displaced parking.

4.5.4 Appendix A reproduces the letter sent to all households within MB and MC zones, advising of the zones' suspension from September. Following that is a summary of the comments received from residents during the consultation period under ETRO 50/2014:

MB zone: Reinstate the zone = 27 residents, Remove the zone = 5 residents

MC zone: Reinstate the zone = 25 residents, Remove the zone = 2 residents

Elsewhere: Reinstate the zone = 0 residents, Remove the zone = 6 residents

4.5.5 In response to the March/April 2015 consultation across all 35 parking zones on the £30 charge for the first Resident permit:

MB zone: 75% keep the zone - 25% remove the zone (127 keep - 41 remove)

MC zone: 69% keep the zone - 31% remove the zone (178 keep - 79 remove)

For context, prior to suspension there were 1156 valid MB permits and 1578 valid MC permits - the responses represent an average of 16% of permit holders.

4.6 In conclusion, parking congestion is a significant issue within Portsmouth, particularly in areas of terraced housing with no off-street parking available. Whilst parking zones in Central Southsea eased parking congestion for those residents living within the zones, unfortunately it was to the detriment of residents living in neighbouring roads.

5. Achieving the recommendations

5.1 The MB and MC zones are currently suspended under an Experimental Traffic Regulation Order (ETRO) number 50/2014. The provisions of the ETRO can be made permanent, the remaining signage posts can be removed and any permits still in date and/or unused scratch cards can be returned for a refund.

5.2 Statutory public consultation on proposals to amend and reduce the size of the adjacent LB parking zone will be required under a new Traffic Regulation Order.

6. Equality impact assessment (EIA)

An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

7. Legal Services Comments

- 7.1** An experimental order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 7.2** Unlike a permanent order an experimental order can stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date there is a 6-month period that allows representations to be submitted based on experience of the traffic scheme in operation.
- 7.3** A proposed permanent TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

8. Director of Finance's Comments

- 8.1** Currently the costs of operating residents parking schemes are funded from income generated from On Street parking, which diverts this income from being used for other purposes. These recommendations are in line with the current council policy of where possible and practical levying charges for services that offset the running costs of those services.
- 8.2** The proposed permanent suspensions of parking zones MB & MC is estimated to cost £24,000. This includes the Traffic Regulation Orders in the press, the removal of existing signage posts (and physical works related to this), and associated officer time. This will be funded from the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that would be transferred to the off street parking reserve.
- 8.3** The proposed consultation regarding parking zone LB is estimated to cost £3,000. This includes the Traffic Regulation Orders (both in the press and on-street) and the postal communications to properties within this zone. This will be funded from the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that would be transferred to the off street parking reserve.
- 8.4** The amount of civil enforcement officers employed by the City Council will remain unaffected, but the amount of enforcement time required for these schemes will be reduced enabling the enforcement team to cover other areas in the city.

.....
Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
February 2012 Traffic & Transportation report: additional roads and MB permit entitlement	PCC website, Democratic Services
April 2012 Traffic & Transportation report: additional MB permit entitlement	PCC website, Democratic Services
November 2013 Cabinet report	PCC website, Democratic Services
July 2014 Traffic & Transportation report: MB and MC zones	PCC website, Democratic Services
September 2014 Petition and SMP report	Democratic Services
July 2015 RPZ Review report	PCC website, Democratic Services

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Councillor Ken Ellcome,
Cabinet Member for Traffic & Transportation

APPENDIX A: Letter to MB and MC properties regarding the suspension and how to comments on its effects.

Important: Residents' Parking

MB zone, MC zone,
affected roads adjacent to these
zones

Transport and Environment

Transport Planning

Civic Offices

Guildhall Square

Portsmouth

PO1 2NE

01 September 2014

Dear Residents and Businesses

Suspension of Southsea residents' parking schemes: MB and MC zones

As you may be aware, the Cabinet Member for Traffic & Transportation took the decision on 24 July 2014 to suspend both the MB and MC residents' parking schemes. Suspension of the schemes began on 1 September and all signage will be removed by 22 September. We were unable to advise residents of this before the decision was reviewed by a scrutiny management panel on 29 August.

The suspension will provide an opportunity to reassess parking arrangements for the area and the wider community of Southsea. The suspension can only be in place for a maximum of 18 months, and therefore new proposals are likely to be put forward within this time: otherwise the zones will be reinstated as they currently operate.

Please note that only the residents' parking controls will be suspended; all other parking restrictions (double yellow lines, single yellow lines, disabled bays etc.) are unaffected and remain in force.

Why this is happening

The suspension will allow us to consider how the MB zone could operate more effectively and to consider a new strategy for addressing parking problems in Southsea. As a council we have a duty to consider the needs of all residents of the city and how a parking scheme affects not only residents living within it but those in the surrounding areas - in this case, those in the wider area of Southsea.

None of the zones introduced since 1999 have had the level of impact on their surrounding areas caused by the 24-hour MB zone, or resulted in so many empty spaces that cannot be used. MC zone has also had an impact on surrounding areas. We appreciate that MB and MC have a lot of support from residents inside the zones, but other residents, living inside and outside the zones, have major concerns.

How to comment

At the same time as the restrictions are suspended, public consultation is anticipated to take place until **20th March 2015**. Everyone is invited to comment on the effect of the suspension based on

firsthand experience. Comments can be sent to the address above or via email to engineers@portsmouthcc.gov.uk quoting reference ETRO 50/2014.

A separate consultation will be carried out on any new proposals once these have been fully developed.

A copy of the public notice and further details can be viewed at www.portsmouth.gov.uk
Visit and search "traffic regulation orders 2014" to view ETRO 50/2014.

The meeting report, agenda, minutes and decisions from 24 July and 29 August can also be viewed at www.portsmouth.gov.uk. Search 'calendar of council meetings', then click on the 24 July Traffic & Transportation meeting or 29 August Special Scrutiny Panel meeting.

Neighbouring areas

Our Residents' Parking Programme has been on hold since 2012 due to funding constraints, therefore there are no plans to propose new parking schemes in further areas of Southsea at this time, including the five zones surveyed in April / May 2014. The reason for many residents wanting parking schemes is because of parking problems caused by adjacent schemes, so we are looking at how best to manage this situation by establishing a workable and sustainable parking scheme strategy for Portsmouth.

Permits and refunds

Should you wish to return permits and/or visitor scratch cards for a refund now, please send them to:

Parking Section, Transport & Environment,
Civic Offices, Guildhall Square, Portsmouth PO1 2NE.

Please note refunds for second and third resident permits and/or business permits will be based on the number of unused months left on the permit, e.g. a second resident's permit costing £53.50 with six months remaining will receive a refund of £26.75. For scratchcard refunds to be processed they will need to be returned unused and undamaged.

Refund payments can either be in the form of a cheque or we can make a BACS payment directly into your bank account. To make a BACS payment we will need your full name and address, contact telephone number, bank name and address, sort code and account holder name and number.

Please be aware that refunds can only be made by post. They will not be issued from the Civic Offices and refunds for scratchcards cannot be made from where they were purchased.

The decision of whether or not to get a refund is entirely your choice. At this stage it is not known whether the zones will be permanently removed, reinstated with changes or reinstated as they currently operate. Should the zones be permanently removed, refunds would be backdated from 1 September 2014.

Due to the high number of properties involved in the MB / MC zones and surrounding area, please send all comments in writing as detailed on the first page of this letter.

Permit queries are dealt with by the Parking Section: contact 023 9268 8310.

Thank you for your patience while we deal with this very difficult situation and look for the best possible outcome for the whole area.

Yours faithfully,

Transport Planning team, engineers@portsmouthcc.gov.uk

**Summary of responses to the letter and subsequent 6-month consultation
(Sept 14 - Mar 15):**

MB Zone (Reinstate the zone = 27 / Permanently remove the zone = 5)

Road	Reinstate the zone	Permanently remove the zone	Reasons / Comments
Britannia Road North	x		The permit parking and convenience it brings to local residents is one of the main reasons we moved here. The zone is needed because of its proximity to the mosque, school, solicitors, Fawcett Rd businesses and football ground
Britannia Road	x		Since the restrictions in MB zone were lifted it is increasingly difficult to park near my house. This was never a problem when permit parking was in force. There was only 1 space available in this road today between 1-2pm. We abut the LB zone and usually there are no spaces available here.
Britannia Road	x	x	It's been a year since you unfairly removed permit parking from Britannia Road. I was told the reason for the MB zones removal was complaints from people on the edge of the zone! I would like to complain about the LB zone as I now live on the edge of that! I am a shift worker and when the road had permit parking I never had trouble getting parked on my own road, even when I got home at 22:30 after a late shift. Now however, I often have trouble parking when I get home in the middle of the day after an early shift! This is because people from the streets in the LB zone would rather park on my road and walk to their houses than pay for their permit leaving me no choice but to park on someone else's road and walk back to my house! What are your plans to help the people who are now on the edge of the LB zone? Are you going to get rid of the LB zone so the people parking on my street can park in front of their own houses again?
Campbell Road		x	ALL residents parking zones leave dozens of empty spaces. I took photos of Stansted Rd, Lawson Rd and Cleveland Rd to prove that loads of spaces were left unused. The piecemeal approach cannot go on, where some residents can park comfortably whilst those next to them have to travel the streets to find somewhere to park.
Fawcett Road	x		I would like residents parking in MC zone.
Francis Avenue		x	I really hope the zones won't be brought back in until proper consideration of parking needs across the city are undertaken and understood. I



			<p>was not in favour of the scheme from the outset due to the inevitable knock-on effect. However, once in place it had the benefits of (a) parking spaces being available near our property (b) free parking spaces that could be used as passing points, reducing the number of cars being scraped. The university should stop students bringing cars into the city. If there is to be a charge for the first Resident permit I would definitely not like the parking zone to be reinstated.</p>
Francis Avenue	x		<p>We live across the road from Fratton Station. With the parking zone in place there were usually 1 or 2 spaces available at 5pm (when I get home from work). There are only houses on 1 side of the road, but we have many students and 2 car sales establishments here. The new gym opposite means people park in Francis Avenue for 1-2 hours whilst visiting there. The Rifle Club patrons are also inconsiderate. Now the zone is suspended, commuters park up for 10-12 hours a day, and we have to park in Orchard Rd before their cars move - affecting the residents who live in that road. A good variation of the zone would be 6pm-7pm Monday to Friday to prevent vehicles being left long-term.</p>
Francis Avenue	x		<p>The efficient parking scheme was one of the reasons I purchased my home here. The decision to suspend the MB zone does not consider the proximity of the train station, football ground and ever-increasing student population.</p>
Stansted Road	x		<p>Please reinstate the parking for the people who pay their taxes in Portsmouth. The students have come back and taken advantage of the scheme being removed. Tax payers are unable to park near their homes due to houses having 4 or more students with cars - they leave their cars in the street Mon-Thurs until they go home for the weekend.</p>
Stansted Road	x		<p>The parking situation since the suspension has been appalling. There are regularly insufficient spaces and inconsiderately parked vehicles. The number of motorcycles parking is ridiculous, up to 7, taking up valuable space. Unless these issues can be contained, it is vital to reinstate the parking restrictions.</p>
Stansted Road	x		<p>I would like the suspension lifted. It has become extremely difficult to park near my home in the evenings on return from work and evening engagements. I have to park 4 or 5 roads away. I have to unload valuable equipment into my house every night, causing extra trouble. The problem is noticeably worse during the university terms.</p>
Percy Road	x		<p>I leave for work at 7am and return at 10pm.</p>



			<p>During the zone's operation I couldn't park outside my house but I always found a spot in my road. Since the zone was removed I have not been able to park in road on a single occasion. For the commute I do, not being able to park anywhere near my house after a long day is disappointing. This area is a hotspot for students; 3-4 bedroom houses have as many cars.</p>
Percy Road	x		<p>There are no parking spaces for residents, and the driver of an emergency vehicle had to block the road for some considerable time as there were no spaces to park up, to attend to a neighbour. Instead of giving different zones different operating times, have 2 periods of time during the day when resident permit holders only can park, for example 5-7pm and 5-7am.</p>
Orchard Road	x		<p>There are now 6 vans parked down my section of this road, which wasn't the case when the parking zone was in place. I see so many people get off my evening train then walk to their cars parked down my street, avoiding paying the station charges.</p>
Orchard Road	x		<p>The car sales garages, the station, Fawcett Rd shops and football ground all require parking - why should this be at the expense of residents? Whilst the scheme was in place we enjoyed a peaceful street and were able to park nearby to our homes. Some roads have residents with too many cars - why should our road be expected to accommodate everyone who needs to park. It is unfair.</p>
Orchard Road	x		<p>The parking difficulties have returned. People are using the parking in the road as a free all-day car park and walking to Fratton Station to catch a train to work. Parking during the day is nigh-on impossible, as is parking on a Saturday when the football is on. The situation is intolerable: there has been a recovery truck parked outside my house for 7 days so far, belonging to a business in a nearby road. With the amount of students who have cars there isn't enough space for residents. There are 2 students in the flat upstairs both with cars and 4 students next door with 3 cars - that's 5 cars in 1.5 properties. I only have 1 car.</p>
Orchard Road	x		<p>The decision is great for businesses who leave their cars parked all down our road for days on end, but it is a horrible scenario for residents. People who travel to work by train also leave their cars here for days. I am unable to park anywhere near my house, which is a horrible experience with shopping and young children and should not be happening.</p>
Manners Road	x		<p>While we appreciate we can't expect to park</p>



			<p>outside our homes. We were always able to park within sight of them when the parking scheme was in operation. At 5pm there isn't a single space free in the whole road. There are more incidents now, due to more vehicles parking, of cars meeting when going in opposite directions and neither being able to move forward. Someone has to reverse - usually after being bullied into it. Not only can we not park anywhere near our homes it is sometimes now impossible for those of us with garages in Manners Lane to access them.</p>
Manners Road	x		<p>There is nowhere to park in Manners Road since the students returned. It took me 10 minutes to find a space when I came home this afternoon and had to park 2 roads away. Arriving home at 7.30pm with equipment I had to park in the middle of the road holding up traffic in both directions. I have been woken up at 3.30am by taxi drivers arguing outside my house. There was no room for them to pass and neither would reverse. Their anger and frustration matched mine. One day I had to reverse half the length of Manners Road, after someone turned into the road from Fawcett Road and carried on down despite an oncoming car. As the road is being used as an overflow for Fratton Station there are no spare spaces for passing.</p>
Manners Road	x		<p>Parking was taken away I want it returned as I cannot get parked.</p>
Manners Road	x		<p>According to Council data, 41% of the properties in Manners Road are HMO registered. This means 4-8 extra residents in each during the academic year. Suspending the restrictions on 1 September means the 41% HMO property residents have the option to bring extra cars into the area without needing permits. There is a dramatic increase in car density in this road, nowhere for residents to park on their return from work after 5pm, and no passing places in this incredibly long road resulting in motorists challenging each other. The zone should be reinstated as soon as possible.</p>
Manners Rd / Bramble Rd		x	<p>Since the suspension, parking has been considerably easier in these areas and their immediate surrounds. As a landlord I regularly visit my properties and the current suspension should be made permanent. When the MB & MC zones were in place there were significant numbers of unused spaces (especially in Orchard Rd / Telephone Rd) which meant pressure was put on neighbouring areas. I would strongly oppose any move to reintroduce the parking schemes.</p>
Lawson Road	x		<p>The parking zones were quite effective, and</p>



			since they've been suspended more cars are parking here without permits. On a few occasions I haven't been able to park outside my house or further down the road.
(not stated)			This is all a waste of money. I don't believe a word about an assessment - the decision has been made to get rid of these zones.
Harrow Road	x		We live in a large population of students who bring their cars and park them for weeks on end. I work late most evenings and cannot park in my street without the scheme in place.
Fawcett Road		x	I oppose the residents' parking zone. I often visit the area due to personal reasons and would not be able to afford to pay to park because as a student I live in my overdraft. Parking restrictions make life harder than it needs to be
(not stated)	x		It is impossible to park after 7pm in the evenings and nearly any time at weekends. Unloading shopping in the middle of the roads means drivers toot at you, you have to reverse considerable distances to give way to oncoming vehicles (no spare spaces to pass) and going out to visit friends & family means you cannot park when you get home afterwards. Students should not be allowed to bring their cars here, and residents are caged in when there's a football match on.
Rugby Road		x	I would definitely like the parking restrictions lifted on a permanent basis. I do find a problem parking outside my house when the restrictions are not in force. I do not want to purchase visitor permits every time a visitor to my house chooses to stay over 2 hours. No parking restrictions offers a much fairer solution to parking in the area and avoid empty road spaces for several months in the year when students are no longer resident.
Jessie Road, south side		x	There should be no parking zones in Portsmouth as at the moment parking within the MB/MC zones is satisfactory and working well. Alternatively it needs to be rolled out across all roads in Portsmouth so that displacement of cars does not happen. It was impossible to park on my road when the MB zone was introduced and I had to park many roads away - whilst within the new MB zone there would be lots of spaces. Since the scheme was suspended parking has been much easier I have often found spaces at any time of the day/night which is a vast improvement from what we had to contend with.
Jessie Road	x		I object to the suspension because it is significantly more difficult to park - residents are now likely to be parking further away from their homes, creating a safety risk for vulnerable members of the community who may have to



			<p>walk further, particularly late at night, between car and home. There are more commercial vehicles, including large recovery vehicles, using the parking. A 'free Southsea' car park has been created. The roads are significantly more congested, making it difficult for vehicles to pass each other, leading to 'Mexican stand-off' situations. Living near the crossroad junction of Talbot Rd it is not uncommon to hear the beeping of horns and occasional slamming of brakes - when vehicles park on double yellow lines visibility is reduced. There is no coherent parking strategy or systemic approach to residents' parking. 2000 signatures on a petition pleaded for the re-instatement of the parking zones, which were ignored.</p>
Jessie Road	x		<p>I urge the council to reinstate the MB and MC parking zones, as they operated previously. I believe the suspension was done against the wishes of the residents. Since the zones have been suspended parking in the area has got worse and worse. Parking zones are the only method available to stem the flow of student cars into the city. The zones encouraged commuters to walk to the station, and potentially ditch their 2nd car. With the zones gone, commuters' vehicles have returned.</p>
Telephone Road	x		<p>We have a nightmare when the football is on, road rage and stand offs as well as having to park in Asda car park and walk back to my road. There is also the nightmare of commuters, car traders and trade/company vans parking here.</p>
Percy Road	x		<p>Before the scheme was introduced it was very difficult to park, particularly after 4.30pm and at weekends. Football match days made it impossible to park on Saturdays and Tuesday evenings. The student population in this area is significant, increasing the parking problems during term times. During weekdays, people parked here to travel on trains from Fratton station. The MB zone dramatically eased our problems, and a space could be found within sight of the house. Displacement parking shows a lot of parking by non-residents and a need for residents to be given priority. It is well known that parking schemes cause displacement: many cities have parking restrictions which prioritise residents on all their residential roads. many non-residents park here because it is the cheapest option - not because they have nowhere else to park.</p>

MC Zone (Reinstate the zone = 25 + petition / Permanently remove the zone = 2)

Road	Reinstate the zone	Permanently remove the zone	Reasons / Comments
Harold Road	x		<p>The situation was awful just a few days after the suspension. The students are back and people leave vehicles parked outside for days. Once again we have to drive around several streets just to park and get home - there is not one space to be had in our road. One man's decision and apparent 'deafness' has affected my entire life. As an older person with health and family problems, I'm too frightened to use my car because I feel very vulnerable walk back in the dark after parking streets away. The permits offered some protection for residents, being adjacent to Albert Rd, a higher proportion of students, the train station and Fratton Park. A nightmare.</p>
(not stated)	x		<p>I simply can't find anywhere to park when I return from work late at night. The cars weren't here before the zone was suspended so they obviously don't belong to residents - what are they all doing here? Parking is a nightmare again. The 2-hour restriction didn't stop anybody from parking here for the vast majority of the time and there is ample space for anybody visiting the shops etc during the day. Residents had access to parking permits so where have all these vehicles come from? They make the area unbearable.</p>
Lawrence Road	x		<p>The number of vehicles parking within these former zones has gone back to the previous unsustainable levels, resulting in local residents no longer being able to park at any convenient time of the day. The times of operation should be increased, not relaxed, to cater for everyone not just those returning from work in the evenings.</p>
Norman Road	x		<p>The zone meant for the first time we could park on the road we live on and sometimes outside of our home, which was previously unheard of. The permit scheme made a world of difference and meant the times spent driving round looking for a space were over. We are now back to square one. The university students make it much worse: in some cases where there are 5 students to a house, all 5 have cars.</p>



(not stated)			<p>I've only found parking to be a problem when in full-time employment - walking around the streets just to get home on a cold, wet, dark winter night isn't exactly the best reward for doing a full day's work). Some solutions could be (1) Only give permits to those in full-time employment and/or paying council tax (2) Increase the cost of the permits - especially for 2 and 3 cars (3) Demand that any new housing much contain parking spaces for a t least 1 car (4) Stop building on derelict sites - instead turn the areas into parkland.</p>
Darlington Road	x		<p>It was almost impossible to park within hours of the zone being suspended. More and more students are arriving with cars - far more than 2 per household. This creates parking turmoil for 3000 houses and more than 6000 people.</p>
Darlington Road	x		<p>We've had problems with parking for years. 7 students next door and their partners mean potentially 14 cars in our road from just 1 house. The zone meant we could park without concern and it shouldn't be taken away. Hard-working residents deserve to be able to come home from work and get a parking space.</p>
Darlington Road	x		<p>I was delighted when the scheme was introduced - it meant I could park on my road when returning from work (I often have to work late). It is very distressing not being able to park after a night shift. The return of the students has made things even worse - the student houses always have more than 1 car.</p>
(not stated)	x		<p>I don't drive, but the MC zone is a very good idea, operating for 2 hours between 5-7pm. People can park on arriving home from work, which is the best way forward. Students' cars fill in any parking spaces.</p>
Edmund Road		x	<p>I live in the section of Edmund Rd NOT included in the MC zone. The amount of vehicles trying to park here was unbelievable at times. Between 5-7pm the other end of Edmund Rd was almost empty of cars. It is so much nicer now the zones are not operating. It just caused chaos in neighbouring roads.</p>
Edmund Road	x		<p>I hope the restriction will be placed back. In the last 25 years households in the street have changed to student houses and 1 neighbour runs a business with up to 8 vehicles parked outside. HMOs are often made up of taxi drivers, all with vehicles.</p>
(not stated)	x		<p>The scheme was working very well in MC zone; within a day of it being suspended we had issues with gaining a parking spot in the road we live in. We welcomed the scheme to begin with, although some more thought into the cost</p>



			for additional permits would have helped with the scheme's popularity.
(not stated)	x		The state of the parking deteriorated immediately the MC zone was suspended and continued to do so.
Outram Road	x		My car is now parked 2 roads away so that shoppers and office workers can park their vehicles, when thousands have been spent on Park and Ride. Southampton has had restricted parking for years.
Outram Road	x		Our driveway is often blocked in as there are no spaces for people to park now the scheme is not operating. This used to occur regularly before MC RPZ was in place, then it stopped. Now the zone has been removed this problem has returned.
(not stated)		x	Parking scheme restrict the flow of car stock on the island; they do nothing to reduce the levels of car stock. 10% of the housing stock in Central Southsea has been converted into HMOs between the 2001 and 2011 census. More efforts should be made to prevent students from bringing cars with them onto the island. Parking schemes unfairly penalise families with 2 cars with a tax on the 2 nd . The zone operating 5-7pm was terribly flawed; I had to hurry a relative home after Sunday lunch as I didn't have any scratch cards.
Bramble Road	x		The scheme had been working brilliantly as there were plenty of spaces available in the evenings.
Bramble Road	x		The area is awful for parking and the difference it made when permits were put in was insurmountable. It was sheer bliss coming home from work and parking outside my own front door, which was pure novelty compared to driving around the block numerous times just to end up 5 streets away. It only operated 5-7pm but worked well.
Talbot Road	x		Without the scheme I again have trouble finding a parking scheme anywhere near my home. Sometimes a good 30 minutes is spend trying to find a space to park. What was the problem with the MC zone? All it did was prevent non-residents from leaving their vehicles in the road all week, while they commute to London.
Chetywnd Road	x		When the parking scheme was in operation, the ability to park near my home was greatly improved, which made a huge difference in the quality of life. The parking issues are caused in part by multiple-occupancy houses.



Northcote Road	x		Since the withdrawal of the scheme there are less parking spaces and more students making it practically impossible for a full-time worker to park when we return home past 7pm.
Livingstone Road	x		The area has become a dumping ground for business vehicles, sometimes 9 vans in this 1 road. I have yet to find a space in my road when returning around 9pm, since the zone was suspended.
(not stated)	x		I was initially sceptical about the parking scheme then unexpectedly surprised at how well it worked, considering its mere 2-hour operation.
Francis Avenue	x		On return from a regular evening class between 6-8pm, on every occasion I have been unable to park in my road. Whilst the MC zone was in place I did not experience problems with parking within a reasonable distance from my home. There has been an increase in commercial vehicles parking overnight, including some being used for storage purposes. 20% of the properties in this road are HMOs and so the number of private cars being parked has increased.
(not stated)	x		Since the suspension of MC zone, parking has returned to the intolerable position we had to endure before the permits were introduced.
(not stated)			Parking has not been a problem here during the suspension, which is down to the suspension of the adjacent MB zone. However, the problems would return should MB zone be reinstated without MC zone.
Harold Road	x		When we had parking permits parking seemed much improved. There were few incidents of illegal parking and residents were happy. Since permits were disbanded things have deteriorated drastically. I struggle to park when I come home from work, as do many of my neighbours. Our road is full of work vans and taxis every evening.
Havelock Road	x		2 photos attached: 1 of Havelock Rd where parking restrictions are suspended (fully congested), 1 of Bailey's Rd opposite, part of the LB zone (many empty spaces). Recently approached someone getting out of a car - a student living in halls of residence who took his bike out of the car and cycled off in the university's direction. The 'light touch' enforcement period works, as any 'residents only' period is effective in preventing long-term parking. This also means wardens only have to visit an area once - not return after 2 hours for a second time. More people used their off-road parking when the zone was in place, rather than leaving cars on the street.



Livingstone Rd / Havelock Rd / Lorne Rd	x		Petition received signed by the residents of these roads, requesting a zone - not necessarily MC zone; potentially a separate zone
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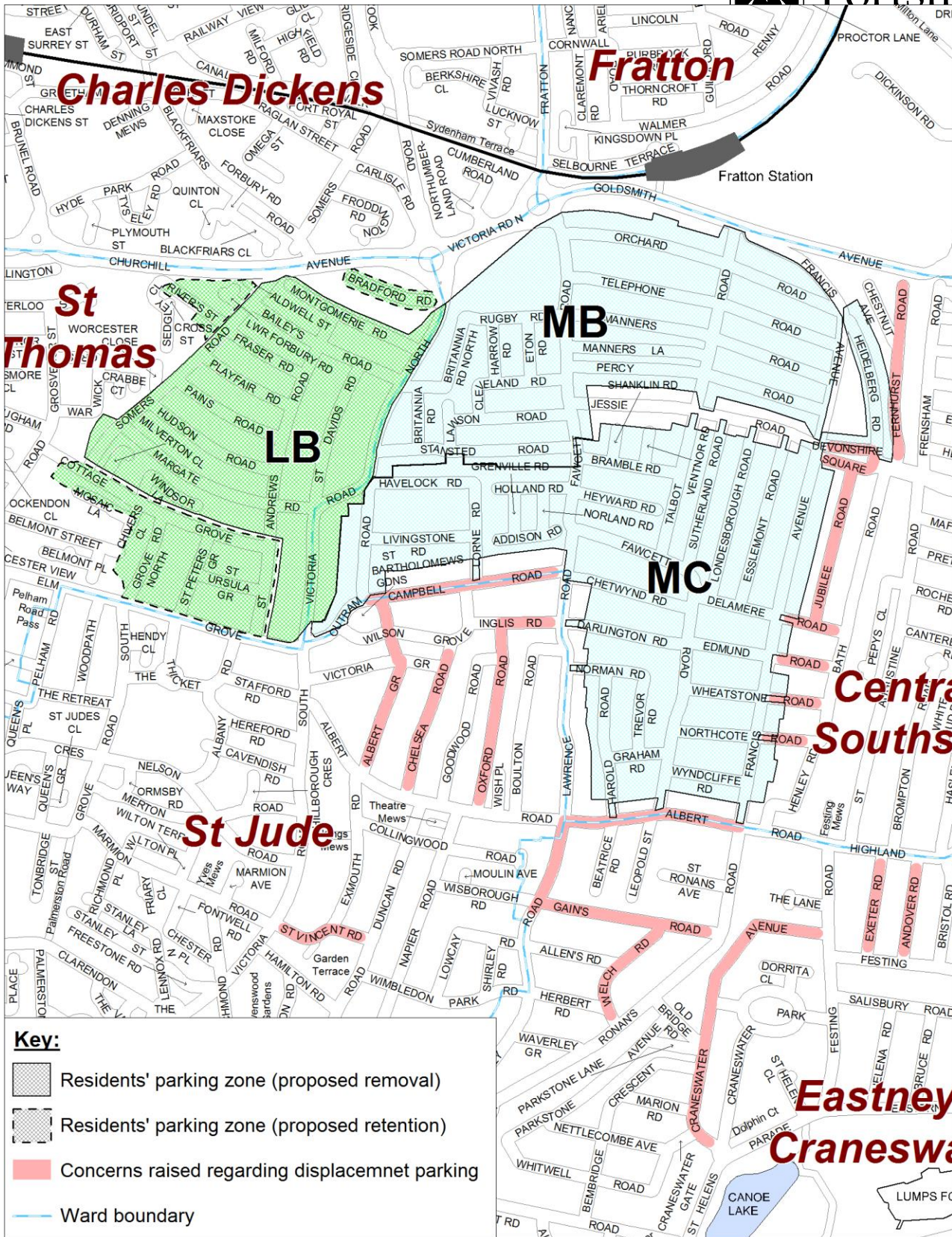
Elsewhere (Reinstate the zone = 0 / Permanently remove the zone = 6)

Road	Reinstate the zone	Permanently remove the zone(s)	Reasons / Comments
Bath Road		x	When the Orchard Road scheme was introduced it had a direct effect on us with displacement parking - very frustrating to see so many spaces that were not used when we had problems finding a space. The large student community is one factor: they should have temporary permits or be banned from bringing cars to the city and not using them. When the MC zone was introduced the parking problems increased further, possibly from railway users no longer able to use Heidelberg Road who then moved into the nearest roads without permit parking - Jubilee Road and Bath Road. It was so bad we couldn't take the car out and had to use taxis instead, finally giving up activities because of not being able to park near our home afterwards.
Edmund Road		x	I live in the section of Edmund Rd NOT included in the MC zone. The amount of vehicles trying to park here was unbelievable at times. Between 5-7pm the other end of Edmund Rd was almost empty of cars. It is so much nicer now the zones are not operating. It just caused chaos in neighbouring roads.
Albert Grove		x	We were seriously affected by the MC zone - the usual suspects (vans, campers, trailers, student vehicles). We have our own issues in North Kings day and evening - Kings Theatre, HMOs, our own students etc. The last thing we need is to be a dumping ground for MB/MC. I would support a less restrictive MB zone, and for north Kings to be included in MC with the 2-hour only restriction. This should help residents, visitors and traders.
Campbell Road		x	Since the suspension of the MC zone, parking along Campbell Road has markedly improved. It was almost impossible to park as cars without permits were displaced from inside the zone to here. We were fortunate living on the north side to be able to apply for MC permits. We would appeal to you







			not to reinstate the zone, but if you do Campbell Road (both sides) should be brought into it.
Chelsea Road		x	When the zone was in operation the business vehicles that residents in the former MC zone are now complaining about were parking in our roads.
Visitor to Portsmouth		x	My sister lives in Rugby Road and it is inconvenient to require a permit to stay and visit for over 2 hours.

Appendix B: Plan of the relevant area



Key:

-  Residents' parking zone (proposed removal)
-  Residents' parking zone (proposed retention)
-  Concerns raised by displacement parking
-  Ward boundary



Title: **PROPOSED CHANGES TO RESIDENTS' PARKING ZONES IN SOUTHSEA**

Prepared for: **Transport Planning**

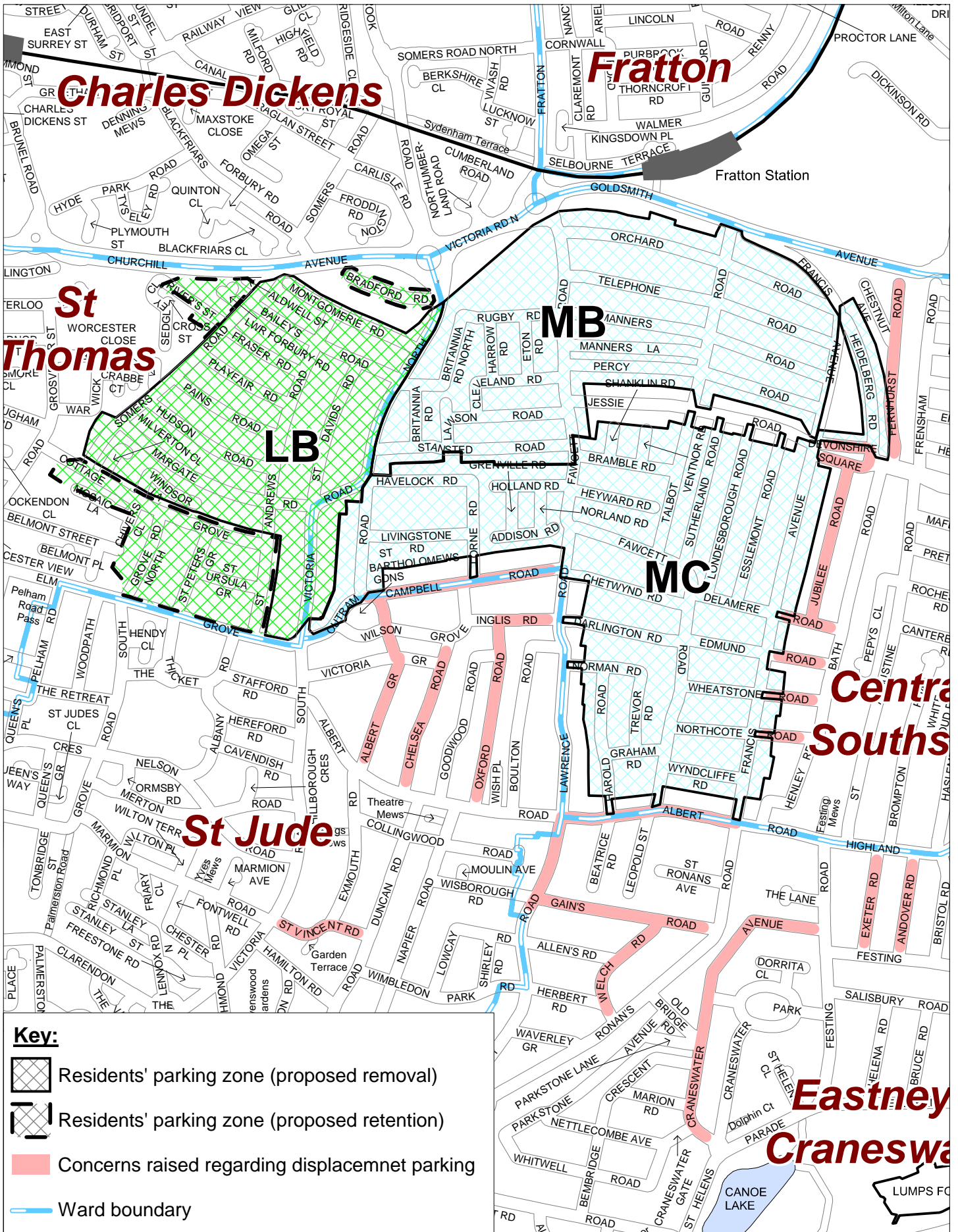
Prepared by: **Highways Geographic Information Service**

Drg No:





Scale: **1:8,250 @ A4**

Date: **13/11/2015**

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Key:

-  Residents' parking zone (proposed removal)
-  Residents' parking zone (proposed retention)
-  Concerns raised regarding displacement parking
-  Ward boundary



Portsmouth
CITY COUNCIL

PROPOSED CHANGES TO RESIDENTS' PARKING ZONES IN SOUTHSEA

Prepared for: **Transport Planning**

Prepared by: **Highways Geographic Information Service**

Drg No:

Scale: 1:8,250 @ A4

Date: 13/11/2015



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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.

.....
Councillor Ken Ellcome
Cabinet Member for Traffic & Transportation

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**Notification to all Members of the council
of decisions by the Cabinet Member for Traffic & Transportation**

Issued by the Head of Customer, Community & Democratic Services

Monday 30 November 2015

The details set out below will be published in the next Members' Information Service, but in the meantime are notified to all Councillors in accordance with Rule 15(a) of the Policy and Review Panels Procedure Rules

The following decisions have been taken by the Cabinet (or individual Cabinet members) and will be implemented unless the call-in procedure is activated. Rule 15 of the Policy and Review Procedure Rules requires a call-in notice to be signed by any 5 members of the Council. **The call-in request must be made to JOANNE WILDSMITH (Democratic Support Officer) and must be made by not later than 5pm on Monday 7th December 2015.**

If you want to know more about a proposal, please contact the officer indicated. You can also see the report(s) on the Council's web site at www.portsmouth.gov.uk

	WARD	DECISION	OFFICER CONTACT
		<p>Cabinet Member for Traffic & Transportation Decision Meeting - 26 November</p> <p>Councillor Ellcome as the Cabinet Member has made the following decisions:-</p>	<p>Joanne Wildsmith, Democratic Services Tel: 9283 4057 joanne.wildsmith@portsmouthcc.gov.uk</p>
3	Eastney & Cranes-water	<p>Ferry Road update (Information Item)</p> <p>DECISIONS:</p> <p>The information report was an update on the previously proposed Traffic Regulation Order (TRO 36/2015) which has since been withdrawn. (As this is an information item it is not subject to call-in.)</p>	<p>Pam Turton, Assistant Head of Transport and Environment</p>
4	Central Southsea	<p>MB and MC residents parking zones, Southsea</p> <p>DECISIONS:</p> <p>(1) That the current effect of the suspension of MB and MC zones is made permanent,</p>	<p>Nikki Musson, Operational Transport Planning Officer</p>

	WARD	DECISION	OFFICER CONTACT
		<p>meaning the parking zones are not reinstated.</p> <p>(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.</p> <p>(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.</p> <p>*This area was defined as south of Winston Churchill Avenue, the railway line and Goldsmith Avenue.</p>	

City of Portsmouth MEMBERS' INFORMATION SERVICE

NO 48

DATE: FRIDAY 4 DECEMBER 2015

The Members' Information Service produced in the Community & Communication Directorate has been prepared in three parts -

Part 1 - Decisions by the Cabinet and individual Cabinet Members, subject to Councillors' right to have the matter called in for scrutiny.

Part 2 - Proposals from Managers which they would like to implement subject to Councillors' right to have the matter referred to the relevant Cabinet Member or Regulatory Committee; and

Part 3 - Items of general information and news.

Part 1 - Decisions by the Cabinet

The following decisions have been taken by the Cabinet (or individual Cabinet Members), and will be implemented unless the call-in procedure is activated. Rule 15 of the Policy and Review Panels Procedure Rules requires a call-in notice to be signed by any 5 members of the Council. The call-in request must be made to democratic@portsmouthcc.gov.uk and must be received by not later than 5 pm on the date shown in the item.

If you want to know more about a proposal, please contact the officer indicated. You can also see the report on the Council's web site at www.portsmouth.gov.uk

	WARD	DECISION	OFFICER CONTACT
Page 40	Eastney & Craneswater	<p>Cabinet Member for Traffic & Transportation Decision Meeting - 26 November</p> <p>Councillor Ellcome as the Cabinet Member has made the following decisions:-</p> <p>Ferry Road update (Information Item)</p> <p>DECISIONS:</p> <p>The information report was an update on the previously proposed Traffic Regulation Order (TRO 36/2015) which has since been withdrawn. (As this is an information item it is not subject to call-in.)</p>	<p>Joanne Wildsmith Local Democracy Officer Tel: 9283 4057</p> <p>Pam Turton Assistant Head of Transport & Environment Tel: 9283 4614</p>
	Central Southsea	<p>MB and MC residents parking zones, Southsea</p> <p>DECISIONS:</p> <p>(1) That the current effect of the suspension of MB and MC zones is made permanent, meaning the parking zones are not reinstated.</p> <p>(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.</p> <p>(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.</p> <p>*This area was defined as south of Winston Churchill Avenue, the railway line and Goldsmith Avenue.</p> <p>NB Call-in date: Monday 7 December 2015</p>	<p>Nikki Musson Operational Transport Planning Officer Tel: 9283 4461</p>

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OVERVIEW AND SCRUTINY MANAGEMENT PANEL

**“CALL IN”
REQUEST**

WE THE UNDERSIGNED WISH TO “CALL IN” FOR CONSIDERATION BY THE OVERVIEW AND SCRUTINY MANAGEMENT PANEL THE DECISION(S) OF THE CABINET TAKEN ON THE 26th DAY OF NOVEMBER.2015 IN RELATION TO THE REPORT/MINUTE NUMBER SHOWN BELOW:

- councillor C. Vernon-Jackson Sign) Cllr Vernon-Jackson (Print)
- councillor Sign) (Mr Sells) (Print)
- councillor Sign) HUGH MASON (Print)
- councillor Sign) MARGARET FOSTER (Print)
- councillor Sign) SUZY HORTON (Print)

Dated 4/12/15

<u>AGENDA ITEM/MINUTE NO.</u>		<u>Min No.45</u>
<u>REPORT TITLE / MINUTE / DATE OF CABINET MEETING / PORTFOLIO DECISION MEETING / MIS DATE</u>		T&T Cabinet Meeting 26 Nov 2015
<u>REASONS FOR “CALL IN” and WHY</u>	Believe the decision may be based on inaccurate or incorrect information	<input checked="" type="checkbox"/>
	Believe the decision may have been taken without adequate information	<input checked="" type="checkbox"/>
	Believe the decision may be contrary to the council's agreed Budget and policy framework	<input type="checkbox"/>

**Once completed please return to Local Democracy Manager
Telephone: 023 9283 4055 Fax: 023 9284 1322**

- Please provide a brief summary of reasons for call in
- Please state what alternative action it is proposed should be taken by decision maker

Reasons for Call in

We would like to call in the decision to suspend the LB Parking Zone without there being any consultation with local residents.

There was not enough information
~~in~~ in the reports including no
information about the views of
local people about removing this
service.

Proposed Alternative Action (if any)

Consult local people about what
their views are about the
removal of this service, to see
what their views are.

PROCEDURE FOR THE CALL-IN MEETING OF SCRUTINY MANAGEMENT
PANEL - 21 DECEMBER 2015

Please note that members of the panel are permitted to put questions to the Lead call-in member and the Cabinet member at the conclusion of items 2,3 and 4.

Questions the Panel has for officers in attendance should be put to them through the Chair.

1. Deputations
2. Presentation of the call-in by the Lead call-in member
3. Response from the Cabinet Member for Traffic and Transportation.
4. A further response may then be made by the Lead call-in member
5. The Lead call-in member may then sum up his case
6. The Cabinet Member may then sum up his case
7. General debate among Scrutiny Management Panel members followed by a decision.
8. The Lead call-in member who presented to Scrutiny Management Panel will not be allowed to speak again on the item. Only Panel members may vote. (NB A member of the Panel who is also the Lead call-in member is not permitted to vote)
9. The Panel would then either resolve to take no action (in effect endorsing the original decision) **or** refer the matter back to the Cabinet Member for further consideration, setting out the nature of its concerns.

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