
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 25 JANUARY 2018 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057

Email: democratic@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Simon Boshier (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Yahiya Chowdhury, Labour

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

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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.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Community Transport Review (Information Report) (Pages 3 - 6)**

The purpose of this information report by the Director of Community & Communication is to provide an update following the cessation of the Dial-a-Ride scheme on the review into community transport provision by Age UK Portsmouth and on a separate review by Portsmouth Disability Forum.

4 KC West Southsea - Reducing the free parking within residents' parking bays (TRO 108/2017) (Pages 7 - 22)

The report by the Director of Regeneration is to report on the Council's proposal under TRO 108/2017 and the public response to it, in relation to the KC West Southsea residents' parking zone.

RECOMMENDED that the 'Portsmouth City Council (KC West Southsea) (Residents' Parking Zone Amendment) (No.108) Order 2017' be implemented as advertised, reducing the free parking period within the KC zone residents' parking bays from 3 hours to 2 hours.

5 Elkstone Road Traffic Calming - Results of Public Consultation (Pages 23 - 30)

To consider the responses to the public consultation regarding the proposals to implement traffic calming within Elkstone Road.

RECOMMENDED that the Cabinet Member for Traffic and Transportation approves:

Option 1, to implement three speed cushions across the carriageway width within several locations in Elkstone Road, for implementation.

6 Slingsby Close - Double yellow lines (TRO 115b/2017) (Pages 31 - 36)

The report by the Director of Regeneration is to consider residents' responses to the proposed double yellow lines in Slingsby Close; a cul-de-sac within Pembroke Park.

RECOMMENDED

- (1) That the double yellow lines are not installed at this time, primarily due to the objections from residents but also the lack of evidence to show Slingsby Close experiences exceptional congestion issues due to on-street parking.**
- (2) That further proposals for additional double yellow lines on one side of Slingsby Close are not progressed given the response to the current proposal under TRO 115/2017.**

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Agenda Item 3

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic & Transportation
Subject:	Community Transport Review
Date of meeting:	25 January 2018
Report by:	Director of Community and Communication
Wards affected:	All

1. **Requested by** Councillor Simon Boshier, Cabinet Member for Traffic & Transportation.

2. Purpose

The purpose of this report is to provide an update following the cessation of the Dial-a-Ride scheme on the review into community transport provision by Age UK Portsmouth and on a separate review by Portsmouth Disability Forum

3. Information Requested

The review into community transport provision and this report were requested by the Cabinet Member for Traffic and Transportation owing to concerns raised when Dial-A-Ride (DAR) ceased to operate.

It was agreed that an independent review should be undertaken and representative bodies within the voluntary and community sector namely Age UK Portsmouth and Portsmouth Disability Forum (PDF) were asked to undertake this work.

As part of the review a survey was completed with 220 respondents. It was not the intention of this survey to focus on one particular transport method, rather to glean from the responses, trends which may provide information to inform future decisions taken by PCC and other providers.

The review concluded that overall transport provision in the City has improved in terms of accessibility for those individuals who may have historically used community transport. However, there are some areas where the Council may wish to consider working with partners to support training and to promote public transport awareness around things like the impact of parking in bus lanes. In addition the Council may wish to work with partners in health and the voluntary sector to ensure a greater awareness of what is available to those groups and individuals who may benefit the most. The review further concluded that it was more important to promote independence than the dependence which some community transport provision can lead to and that the need for and nature of community transport has significantly changed particularly within a city environment. Schemes such as "good neighbours" (being piloted by our partners in

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health) have been found to be more relevant because they provide a more person-centred response, where the driver often takes on a support role rather than only driving.

4. Transport issues for noting

The following matters came to light during the review.

Buses

- **super low floor buses along with raised kerbs.** Although these provide level access for everyone whether ambulant or in a wheelchair, they cannot always be used because of people parking illegally, so the bus cannot align to the kerb therefore the person cannot get on.

- **a dedicated wheelchair position within the bus.** These have been designed around the standard wheelchair dimensions but cannot accommodate large wheelchairs or pavement scooters. Even though the space is signed as being for wheelchair users, difficult situations can arise when individuals with trolleys or mums with buggies have already claimed it.

- **audio and visual announcements.** Both systems improve travel for hearing and visually impaired people, as well as the general public, but are not on all vehicles.

Taxis

36% of the licensed hackney carriages in Portsmouth are wheelchair accessible and 3% of our licensed private hire vehicles are wheelchair accessible.

The Government have recently commenced provisions contained within the Equality Act 2010 to protect wheelchair users travelling in hackney carriage and private hire vehicles, by conferring powers on the Licensing Authority to enable them to make a list of wheelchair accessible vehicles ("designated vehicles"). When this list is published, the Act then requires the drivers of those vehicles to carry passengers in wheelchairs, provide assistance to those passengers and prohibits them from charging extra.

The Statutory Guidance produced by the Department for Transport makes specific mention about charging a wheelchair user extra and states:

"It is our view that the requirement not to charge a wheelchair user extra means that, in practice, a meter should not be left running whilst the driver performs duties required by the Act, or the passenger enters, leaves or secures their wheelchair within the passenger compartment. We recommend that licensing authority rules for drivers are updated to make clear when a meter can and cannot be left running".

PCC have scheduled to undertake this piece of work in relation to the formation of a list of designated vehicles for wheelchair users for this year.

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- **introduction of a wider range of wheelchair accessible vehicles.** Some have automatic ramps meaning that wheelchair users and those with mobility issues can access them more easily. However it is known that as these vehicles have multiple seats, they can be more profitably used on school runs or for groups socialising rather than for transporting a single disabled person.
- **improved booking facility.** Using mobile technology, the booking systems now can tell you when your vehicle is coming, what type and colour it is and its registration, all of which helps everyone to feel more confident and safe regarding their journey. However this is of no use for people without mobile phones.
- **the requirement by law for guide dogs and assistance dogs to be transported.** This should mean that a person can feel confident that they will be allowed in the car, (subject to some exemption rules) but there are still drivers who try and flout this rule and even try and charge for the dog.

Cars

- **the design and availability of accessible vehicles.** Both have improved. There are now more vehicles that the disabled persons themselves can drive, and there are also more cars in which they can be transported.
- **the Blue Badge system has been reviewed and improved.** This has happened to ensure that there is improved parity as to who and why an individual receives a badge, to improve security of design, to use a centralised database and to improve enforcement to reduce the abuse of the system.

Scooters

- there has been an exponential increase in the number of **private pavement vehicles**, due in part to vehicle prices reducing, but also because it is not necessary to be disabled to get one, or indeed have any requirement placed on you to insure yourself or maintain the vehicle whilst using it.
- **Shopmobility Schemes** locally and nationally have been under pressure as funding is reduced or withdrawn, but all their vehicles are maintained, insured and the drivers trained and checked before they are allowed out on them. Portsmouth City Council have continued to fund this scheme The contract with PDF for the Shopmobility Scheme in Portsmouth has been running since April 2012. From April 2012 - March 2016 the scheme was funded for £25,000 a year; since April 2016 it has been funded for £20,000 a year. Additionally, in 2016/17 a one-off grant of £10,000 was made which enabled nine new vehicles to be purchased.

Trains

- **the improved physical accessibility** of railway stations and the requirement for every station to have a set of ramps readily available, means more freedom of travel to more locations for wheelchair users and people with limited mobility.
- **the improved accessibility of the trains themselves**, spaces for disabled people (assuming that no able bodied person has decided to use them) and on board accessible toilet facilities means a person can travel safely in comfort.

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- **audio and visual announcements.** Both systems improve travel for hearing and visually impaired people, as well as the general public, but are not on all trains or at all stations.

Ferries local and continental

- **improved physical accessibility of landing stages, and access to the boats themselves.** This means passengers have more confidence in travelling than previously. Also, increased on board staff training has given confidence to passengers that their needs can be met.

Good Neighbours and Voluntary Community & Social Enterprise (VCSE)

There are several pilot initiatives taking place at present across PCC with partners in health and the voluntary and community sector looking at a person-centred approach in order to understand and deliver the best outcomes for individuals. One of these pilots is the Good Neighbours scheme. The Good Neighbours scheme is currently being developed in three areas in Portsmouth (North, Central and South) and providing transport will be one of the priorities. The scheme is still being developed so at this stage no transport is being provided but the intention is that it will be in the future. The first scheme will be operational soon after Easter, but it will take time to grow and provision of transport is likely to be on a small scale in the beginning. The scheme would provide transport through a group of volunteers using their own (or purchased share cars) to individuals and where this has been introduced, it has led to a wider befriending and support network helping people to remain independent. This particular scheme has been run successfully in Hampshire and has had some 4000 volunteers supporting it. There is also a scheme (Portsdown Friends) which is up and running and already provides transport albeit within a very small area. Other pilots are reviewing gaps in provision and if transport becomes an identified issue will report back accordingly.

.....
Signed by (Director)

Appendices: Nil

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
None	

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 25th January 2018

Subject: Reducing the free parking period within the KC West Southsea residents' parking bays from 3 hours to 2 hours (TRO 108/2017)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Thomas, St Jude, Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To report on the Council's proposal under TRO 108/2017 and the public response to it, in relation to the KC West Southsea residents' parking zone.

Appendix A (page 5):	Notice of proposals
Appendix B (pages 6-13):	Public response to formal proposals
Appendix C (page 14-16):	Examples of feedback received in recent years that has influenced the proposal

2. Recommendation

- 2.1. **That the 'Portsmouth City Council (KC West Southsea) (Residents' Parking Zone Amendment) (No.108) Order 2017' be implemented as advertised, reducing the free parking period within the KC zone residents' parking bays from 3 hours to 2 hours.**

3. Background

- 3.1 Following the decision to reintroduce a charge for the first Resident permit (£30) to enable parking zones to be self-financing, residents living within all zones were asked in 2015 whether or not they would prefer to keep their parking zone or for it to be removed.
- 3.2 Residents of KC West Southsea zone voted in favour of keeping the zone (86% - 14%) in place. The parking zones that residents wished to be retained are being reviewed to ensure they operate as effectively and efficiently as possible: KC zone is next on the review programme.
- 3.3 The subsequent report and decisions taken by the Traffic and Transportation portfolio holder in July 2015 resulted in the substantial programme currently underway to propose and consult upon potential changes to the operation of zones.

Background: KC Proposal

- 3.4** The proposal relates to the **801** residents' parking bays only. The Pay & Display and alternative time-limited bays (KC permit holders not exempt) are unaffected by the proposal, of which there are **1224** parking bays available for visitors, plus **615** spaces on the seafront directly opposite the KC zone.
- 3.5** The proposal has been put forward for the following reasons:
- In response to the 2015 survey on whether residents of parking zones wished to retain their zones or not, 22% of those wishing to keep the KC zone also asked for the free parking period to be reduced.
 - Visitors will often choose the 3 hours' free parking within residential streets instead of shorter-term free parking or paid-for parking that may actually be closer to their destination;
 - This means residents often have to park further away from their homes (often in the Pay & Display areas using their permits), then moving their vehicles nearer to home once visitors have left;
 - 3 hours represents parking for a vehicle for a morning, afternoon or evening, giving a limited turnover of vehicles and reducing parking space availability;
 - The proposed reduction in free parking time from 3 hours to 2 hours applies to the residents' parking bays only (existing limited waiting, pay & display etc. is unaffected);
 - No free parking is available to residents, as all permits are now paid for;
 - Given the size of the area affected, and also its popularity with tourists, 2 hours is more suitable than a 1 hour limited wait or 'permit holders only' that some residents have suggested they would prefer to see.
- 3.6** A number of parking zones currently operate with 1 or 2 hours' free parking adjacent to commercial areas (Portsmouth city centre, Portsea, Fratton Road, Cosham High Street for examples) with visitors using the Pay & Display and other free time-limited parking available.
- 3.7** A reduced free parking time would be more efficient to enforce, as 3 hours is a lengthy period that relies on visitors remembering at what time they parked. It is also currently difficult to enforce within the enforcement staff's shift patterns.
- 3.8** Parking zones with a longer free parking period for non-permit holders are inefficient to enforce and resource-intensive because 3 hours has to be allowed for each vehicle from when it is first observed by an enforcement officer (not from when it may have been reported). In the meantime more vehicles have arrived in the area, which will not have been present at the first observation visit.

4. Reasons for recommendations

- 4.1** In addition to yellow notices displayed on street and statutory publication in *The News*, copies of the Council's proposal were delivered to over 4500 properties within the KC West Southsea parking zone. This aimed to raise awareness of the proposal among those most likely to be affected. Further copies were also sent to local traders in the area, to ensure everyone had the opportunity to respond to the proposal and raise any concerns.

- 4.1.1** The proposal notice invited comments, and the Council has a legal obligation to consider any objections before proceeding to implement its proposals (or otherwise).
- 4.2** While the response to this proposal has been minimal, just 37 comments were received, the majority (24) were in favour, 9 against (2 from residents who would prefer 1 hour or 'permit holders only'), 1 unclear, and 3 objections from outside the zone.
- 4.3** A reduced free parking time would be more efficient to enforce, as 3 hours is a lengthy period that relies on visitors remembering at what time they parked.
- 4.4** As in many parts of the city, use of the private car remains the dominant mode of transport, with many people unlikely to rethink how they travel locally until they have to. Therefore, by restricting the availability of free parking, people may be encouraged to consider how they travel to the area, which could contribute further to an improved overall balance.

5. Equality Impact Assessment

- 5.1** A preliminary Equality Impact Assessment has been completed for this proposal. From this it has been determined that a full 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. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Implications

- 6.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles specified in the order or for a specific period or time by all persons or persons or vehicles of a particular class.
- 6.4** A proposed Traffic Regulation Order must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1** The proposed reduction in the free parking period within the KC West Southsea residents' parking zone from 3 hours to 2 hours is estimated to cost £5,200. This includes the Traffic Regulation Order and the costs of amending signage within the residents' parking 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 Parking reserve.

.....
Signed by
Tristan Samuels
Director of Regeneration

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
Preliminary EIA	Transport Planning team
34 emails, 3 letters	Transport Planning team (+ engineers inbox)

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

.....
Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

Appendix A: Notice of proposals

THE PORTSMOUTH CITY COUNCIL (KC WEST SOUTHSEA) (RESIDENTS' PARKING ZONE AMENDMENT) (NO.108) ORDER 2017

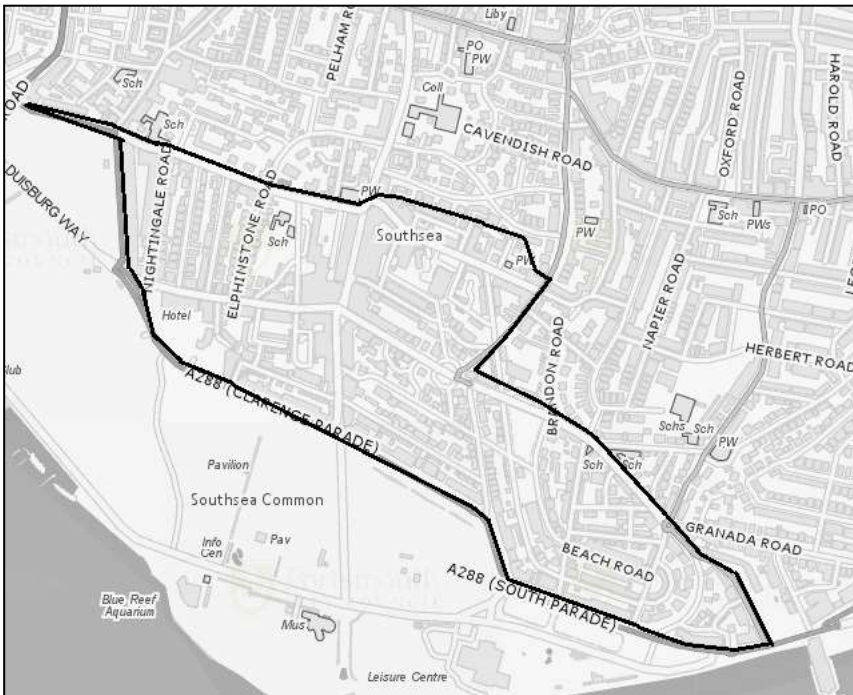
17 October 2017: Notice is hereby given that the Portsmouth City Council proposes to make the above order under sections 45 and 53 of the Road Traffic Regulation Act 1984, with the effect of reducing the free parking period available to non-permit holders within KC zone.

SEND YOUR COMMENTS ON THIS PROPOSAL TO:
engineers@portsmouthcc.gov.uk

A) RESIDENTS' PARKING PLACES: CHANGE TO FREE PARKING PERIOD

FROM: 3 HOURS, NO RETURN WITHIN 4 HOURS
TO: 2 HOURS, NO RETURN WITHIN 4 HOURS

KC ZONE BOUNDARY:



The proposal aims to improve the efficiency and effectiveness of the parking zone in conjunction with the parking provisions for tourists and visitors.

To view this notice on Portsmouth City Council's website www.portsmouth.gov.uk - search 'traffic regulation orders 2017'. A copy of the draft order and a statement of reasons are available for inspection at the main reception, Civic Offices during normal opening hours.

If you would like to support or object to this proposal please send your representations via email engineers@portsmouthcc.gov.uk or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, quoting ref: **TRO 108/2017**, stating the grounds of objection or support by **8 November 2017**.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public.

Pam Turton, Assistant Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public responses to the Council's proposal

Summary -

Residents' responses	Businesses' responses	Visitors' responses
For: 24	For: 0	For: 0
Against: 5	Against: 4 (+2 outside KC zone)	Against: 1
Unclear: 1		

1. Resident, Ashburton Road

I am in favour of the proposal to reduce free parking from 3 to 2 hours.

2. Resident, Richmond Road

I am writing in support to reduce the non resident parking from 3 to 2hours in Richmond Road as when I come home from work in the afternoon more often than not I cannot park and am forced to drive to the seafront and park there and move my car back later on in the evening which means I'm paying to park again. I feel that reducing it to 2 hours parking will keep things moving and give us residents a chance to park especially with the winter coming on I may come home from work in the wettest day and dark and would love to be available to park close to home.

3. Residents, Somerset Road

We support the reduction of the parking period in the KC zone to two hours and in fact would be more than happy to see a one hour time limit similar to the one that has been implemented in Old Portsmouth.

The increased number of Seafront events including the Bandstand music season has led to increased non-resident parking in our area and along with the restricted parking and meters in the Palmerston Road area has led to visitors to use the KC area to access longer periods of free parking. Parking has become difficult on many weekends with the increased level of Business permits issued to local hotels in Florence Road and Malvern Road.

As long term residents in Southsea and this area we would welcome reduced parking time limits in the area to alleviate the parking problems that have arisen over recent years.

4. Resident, Nightingale Road

While I welcome the reduction in the free time people will be allowed to park in our zone as free time. I was wondering if it would be possible to consider a further reduction to 1hour this would bring us in line with Old Portsmouth's zone. The new time of 2 hours still makes it an attractive proposition for people visiting to park in the residential streets instead of using the pay to park facilities. When I visit other cities around the country I expect to pay for my car parking so I do not think it would be unreasonable to reduce the free time to a limit of 1 hour.

5. Resident, Osborne Road

I live directly opposite Southsea Common car park and only ever park in there as there is no parking outside the building, just the zebra crossing and double yellow lines. Parking in Nightingale Road is impossible as visitors avoid using the car park.

6. Resident, Richmond Road

I very much approve of the proposed changes to the KC West Zone. I live in Richmond Road and sometimes find it difficult to park anywhere near my road. The only comment I would make, is that we could do with more parking enforcement officers, as people take a chance and park all day/night.

7. Resident, Lennox Road South

I agree to reducing this to 2 hours. It is very frustrating not being able to park in my road when I have had to pay for the privilege

8. Resident, Nightingale Road

As a resident of Nightingale Road, I'll be lucky if I get to park down my street once a fortnight as a result of the large number of vehicles in the area. This leads to me having to park at least a 5 or 10 minute walk away in the Southsea Common car park or down by Pier Road roundabout.

Most weekends it is not worth driving anywhere as I often end up having to drive around for 15 minutes before a space becomes available anywhere in the KC Zone.

I believe that this reduction from 3 to 2 hours is simply not enough. As a permit holder it should not be common for me to have to struggle to find a space when I arrive late home from work. Perhaps a change to 2 hours free parking during 9-5 hours on weekdays, and then permit holders only outside of this time, and no free parking on weekends.

Also, make Southsea Common car park bigger.

9. KC zone resident, Clarence Road

I am in favour of reducing the free parking from 3 hrs to 2 hrs. Visitor parking has always been a problem in my road because of the closeness of the Pyramids and the sea front. Two hour parking should help, especially in the summer.

10. Resident, Ashburton Road

I fully support the proposal to reduce resident's parking places changes to free parking periods from 3 hours to 2 hours, no return within 4 hours.

11. Resident, Kent Road

I wish to support the amendment of the change to free parking period. I think it is long overdue and will make it easier for residents to find parking.

12. Resident, The Circle

As a resident of KC zone. I fully support the proposed amendment [No. 108] Order 2017.

I assume these amendments will be in operation 24 Hours. Finding a parking place at night can be a problem.

13. Resident, Stanley Street

I would like to add my support to the proposal to reduce the free parking period from 3 to 2 hours in KC zone.

The reasons are well thought out and plausible. The proposal will bring KC zone in line with others, and give a reasonable period of parking for visitors. In practice, most short stay visitors to shops don't use the full 3-hour allowance, so I think that any objections by local businesses (which I believe led to a 3-hour limit in the first place) can be addressed fairly.

14. Resident, Marmion Avenue

I support the proposed change.

15. Resident, Wilton Place

I agree with the reduction times from 3 hours to two. It will allow more turnover of cars as well as allowing residents to be able to park on their streets.

16. Resident, Clarence Road

I fully support the proposal-it will make life much easier in the KC area.

17. Residents, Nightingale Road

As a resident, I welcome this change but I would like to ask this question; why is it not **LESS than 2 hours?**

KC Zone is overpopulated with cars and vans who both do and do not have permits. There are also badly parked motorbikes who don't seem to need any permit to park there.

My road in particular is completely full by 6pm any evening Monday to Friday and all day during Saturdays and Sundays. In the summer months, due to the excellent location of being by the seaside and Southsea Common, any event that happens at these places including Palmerston Road, parking for residents is completely non-existent.

So explaining how bad the situation is, I revert back to my original question; why do people need as long as 2 hours free parking on a residential road? Loading bays are generally 30 minutes so this would be ample amount of time for delivery drivers, taxis and just generally popping to the shops. People who don't have permits are parking their cars in the evenings in the limited spaces that we have and leaving them all night permit free. This is highly unfair for the residents who can't find any spaces just because they don't work a typical 9am-5pm job meaning that they can be parking there car no later than 6pm. Non permit holders who have the current 3 hours free parking are going off shopping at weekends whilst again, the residents can't move their cars for fear of not being able to park it anywhere else.

I am so aware of this problem as my partner is a paramedic meaning that some of his shifts end at 2am and it is a nightmare finding somewhere to park due to non permit holders parking for free.

I would like you to reduce the free parking time to as little as possible to deter non permit holders from parking on the roads especially overnight for free.

If there is another way of solving the parking problem other than just raising the permit prices constantly, I would very much like to hear it.

18. Residents, South Parade

Reference the the above proposed changes to parking , although this will free up 'off seafront' residents parking it will significantly worsen already stretched 'seafront residents' parking , ie a visitor staying 3 hours will have to use the pay and display parking (more income for the council) along the seafront, taking away seafront residents parking.

A remedy to this would be to open up the promenade side of Clarence Esplanade from Roxburys restaurant to Jack Cockerill Way to KC residents 24 hours a day thus fairly distributing the parking areas available

19. Resident, Southsea

If this is going to help Southsea businesses then I agree with 2 hours free parking. But really to be honest I don't agree with free parking. If people pay for residents parking then they should have parking preference.

Why does someone at Portsmouth CC look at the model in Brighton, it seems to work well, perhaps the council needs to invest in some underground parking or high level parking like in Brighton

20. Resident, Clarence Parade

I strongly support the proposal.

21. Resident, Southsea

As a Southsea resident of many years I have no particular axe to grind about the proposed amendment. However I do object fiercely to the numbers of private vehicles that park on the double yellow lines at the top of Clarendon Road and on Osborne Road.

They 'appear' to be delivering goods or just try it on, thus blocking the traffic and irritate bus drivers and road users (including cyclists).

Whilst I appreciate all areas have to be patrolled may I suggest that more aggressive attention to yellow line parking is taken by your enforcement officers.

22. Resident, Stanley Street

I support the decision to reduce the free parking period from 3 hours to 2 hours, however as a resident of Stanley Street where shoppers and local business users regularly make it impossible for me to park in my own street even though I pay for 2 residents permits.

I would suggest that maximum free parking should be 1 hour in Stanley Street to ensure a more regular turnover of vehicles and to dissuade visitors/shoppers from dominating resident parking spaces.

23. Resident, Stanley Street

I support the decision to reduce the free parking period from 3 hours to 2 hours however as a resident of Stanley Street where shoppers and local business users regularly make it impossible for me to park in my own street even though I pay for 2 residents permits, I would argue that the maximum free parking should be 1 hour in Stanley Street to ensure a more regular turnover of vehicles and to dissuade visitors/shoppers from dominating resident parking spaces

24. Residents, KC zone

We would like to object to the change from 3 hours to 2 hours as we feel it does not go far enough to help the residents who have bought a permit, but have problems finding a space to park. Many other areas with residents parking do not allow any parking at all if you are not a permit holder, and we feel much more stringent measures should be implemented.

As we are in such close proximity to Southsea Beach and Common, the parking in this zone is used by visitors who are not prepared to pay to park at the meters. The seafront is often empty with everyone packed into the residential roads where there is no charge. We frequently see cars taking spaces in our road, loaded with bikes which are removed then ridden along the seafront for several hours before returning. Also shoppers park in residential areas rather than pay to use car parks.

In the city centre there is nowhere you can park without paying if you are not a permit holder so ideally we would like this zone to be permit holders at all times. This would help ensure parking was available at any time - currently we are restricted as to what time we can go out and return because we know all the parking will be taken at certain times by vehicles that do not have permits. This would also be easier to enforce by the wardens.

It is extremely annoying when you return from work and cannot find anywhere to park even though you have paid for it, because it is all taken by visitors many of whom have no regard for the current limits and are quite happy to abuse it if they think they can get away with it.

If this is not a possibility then it should be changed to 1 hour (no return within 24 hours). This would stop vehicles that come and go throughout the day to avoid getting a ticket.

Also since the introduction of virtual permits it is not possible for residents to identify whether a vehicle is registered or not, therefore we are unable to inform the enforcement officers if a vehicles not legitimately parked for days on end.

25. Resident, Wilton Place

I am a car owner and I live centrally very much in the middle of all this in a very hotly contested shopping area off Marmion Road. I have to say if you carry out this alteration it will kill either the local cafes or the shops. probably eventually both. 2 hours is fine just to shop but not to stop longer for a bite to eat. Of course for us it is tricky to park our car however, I can always manage to get in within 100metres or so of my front door. Even if it is in another road. I bought the house fully aware of the issue so I happy with the current situation. Just for a short time gain, I fear this move would completely change the nature of the neighbourhood.

Not sure if we can possibly be a Marmion Road area island in the KC Zone, but no I would not like to see it change. For the sake of the business health of the area please keep it at three hours.

26. Resident, Wilton Terrace

On first reading it would be advantageous to residents as we all know finding a parking space near to our homes is often a challenge and this reduction may help. The road my house is on is immediately adjacent to the main shopping area and so appears to be the most 'contentious'.

My concerns are:

This reduction will not necessarily free up more spaces as we notice spaces remain empty often only for seconds, and with 2 hour parking I can only see this continuing to be the case (I accept there will be more turnover).

There is great concern amongst residents here that our shopping area is under threat. Laura Ashley has already closed and there is a potential threat to Debenhams. The monthly farmers market is shrinking before our eyes. If the free parking is reduced to 2 hours then this makes shopping here less attractive as it doesn't give enough time to shop in different stores and then have refreshments in a restaurant/cafe. I appreciate that there is paid-for parking available but my experience is people will go elsewhere rather than pay for parking.

Therefore my preference is to leave the 3 hour parking as it is even though it may not be ideal for me parking-wise.

27. Resident, Beach Road

I have reviewed the proposal to reduce the three hours free parking to two and have come to these conclusions:

It won't have the desired effect of making people pay for their visit to the sea front, they will just stay for two hours instead of three and then go elsewhere. This will have a negative effect on businesses and traders on the sea front and nearby.

It will increase the rate of turnover of cars coming and going from our road, especially at the weekends. The availability of parking spaces will not, therefore, be improved and the noise and the pollution will be worse.

There is no lack of parking spaces during the day in our road (Beach Road) even on most weekends, it is only when everyone returns home from work that it is difficult to find a place. Therefore, the parking availability will not be improved because it is the permit holders that take all the available places in the evening and this proposed change won't affect that.

The current three hour limit is adequate for example, someone visiting us for lunch or the cleaner coming or even for a tradesman doing a simple job at our villa. Reducing it to two will mean all these people will have to have permits and I think that is unnecessary, counter productive and unwelcoming. I observe that, before the residents' parking scheme was introduced there was no real difficulty in finding a space here even in the evenings, although when a big sea front event was on it could be difficult.

Since it was introduced, parking has become very challenging, possibly exacerbated by the increase in car ownership and houses in multiple occupancy.

In conclusion, I would recommend that the free parking period remains at three hours because the proposal won't have the desired effect on visitors' behaviour, it will be bad for our traders and businesses and it will increase noise and pollution.

28. Resident, Eastern Villas Road

I believe that the parking ought to remain at 3 hours for the following reasons:

1. I believe that we ought to be encouraging visitors to Southsea and the seafront for shopping, enjoying refreshment and visiting what the area has to offer. Two hours is too short a time to do this.
2. Not all 'visitors' to KC are out of the city, they are from other areas within the city and having free parking encourages us all to enjoy and spend a decent amount of time exploring and enjoying the city as a whole.
3. This proposal has nothing to do with residents of each area not having enough space for their cars, this proposal is entirely racketeering by another name.

29. Resident, Eastern Villas Road

Please consider the obvious amenity loss to residents' visitors i.e. that the proposed change will also mean that they might not be able to fit in a comfortable visit within just 2 hours (resulting in their either then having to pay a parking meter, use a mighty 12-hour permit, or to gobble their food down).

2 hours is a bit short for a barbeque or an evening meal, or even to greet someone and then watch a move, whereas a 3-hour visit makes for a much more relaxed one.

Proposed solutions to give something back to residents for what will be taken away are that:

- each Resident's permit holder gets a temporary 3-hour Visitor pass, or alternatively the provision of a 3 or 4-hour scratch card at cost price.
- The KC zone be extended slightly to seafront roads that are all but deserted on most nights, such as Clarence Esplanade and Duisburg Way, to help avoid residents having to circle around looking for a parking space.

Officer comment

The 12-hour visitor scratch cards are issued at cost price, i.e. £1.00. Only Residents' visitors can access these. Whilst 3, 4 or 8-hour cards (as has also been suggested) could be produced, the cost would still be £1.00 but residents would have less time for their visitors. It is not uncommon for visitors to stay for longer than originally planned, and with the 12-hour card neither resident nor visitor needs to worry that the paid-for time will run out again.

Duisburg Way is already available for KC permit holders to use, and is used to capacity most nights. Allowing permits on the seafront esplanades has been resisted as the location is intended for visitor and tourist use. However, the charging period ends at 6pm each day and anyone may park there without paying.

30. Business, Osborne Road

With reference to the KC zone parking I would be happy with the change from 3 hours to 2 hours ONLY if it's valid from 8:00am to 6:00pm.

31. Business, Marmion Road

I own a Hairdressing salon in Southsea and a lot of my services take between 2 & 3 hours to complete, and clients coming for an hour long service will normally go for a look around the shops or meet friends for coffee afterwards. I feel parking is already severely limited in Southsea, and this would be detrimental to both my type of business, the already struggling shops and the cafe lifestyle that has

grown in Southsea. People meet for the morning or afternoon here, not just at lunch time. I think that limited parking, the cost of parking and massive rent increases are gradually killing Southsea.

32. Business, Marmion Road

With regard to the proposed changes detailed above I am writing to state my objection to the changes.

Our customers like to shop at a leisurely pace and also make the whole experience more enjoyable, by having lunch in the area too. They would definitely need a three hour stay to do this and I believe the reduction in time allowed will be detrimental not only to our business, but also to restaurants in the area, where lunches would be eaten.

Please would you consider NOT altering the time slots allowed, for this reason.

33. Business, Marmion Road

I would like to strongly object to your planned proposal to reduce the parking times from 3 to 2 hrs within the residents parking bays in the Southsea area, especially Marmion road and its surrounding roads.

We have 3 premises down Marmion road and pay nearly £30,000 in business rates for which I have seen absolutely no increase in local services except extra traffic wardens! We still have no police that patrol the road despite having numerous break in's over the last year, the cameras at either end of the road still don't work or can't be manned, making them effectively useless. Now you're trying to further limit access to the road with reduced parking!

Local businesses are finding it hard enough at the moment without unnecessary plans to limit parking times in the area. Marmion road itself already has one side that's 1 hour only, with the other side being 3 hours. This works absolutely fine as it is and we have never noticed problems with parking that a shift from a 3 to 2 hour parking time would solve. What it would do is limit the time people from outside of Portsmouth would be able to spend in Southsea looking around the shops. I'm not sure whose idea it was to look into the parking times and whether the request came from residents or businesses. One thing I would note though is that the council receives more money from the local businesses in Marmion road and Southsea precinct than it does from residents within that zone, simply because businesses outnumber houses in this area. If the request has come from residents I would bare this financial proviso in mind when making your considerations.

Even if you reduce the times in the surrounding residential areas, Marmion road and Southsea shopping precinct should be kept as they are. Otherwise you run the risk of more businesses leaving the area as they have started to already with Laura Ashley and Heidi's being two of the more recent ones to leave. At a time when the local council should be looking at ways to increase footfall to Southsea I hardly think reducing parking times is a way forward. We need to be encouraging people to come down to Southsea, especially those from outside the area to enjoy the local shops, cafes and restaurants. Not penalising them by not allowing enough time to actually go and explore.

As a business we are already seriously considering re-locating all 3 premises from the area due to the increases in business rates and decrease in footfall, particularly in the summer months when Victorious and other festivals are on as people actively avoid coming to Portsmouth on those dates as they know the traffic will be really bad.

Although the decrease in parking times are not likely to effect local businesses significantly, it may just be the straw that breaks the camels back! I suggest that these proposed changes be dropped and that the councils time be spent on endeavours to promote local businesses at this difficult economic time.

34. Business, Castle Road (adjacent KD parking zone)

I would like to oppose the above proposal as detailed below. I have been trading in this Road for 27 years, proving hair colouring services to people from all over Southsea and Portsmouth. A colouring service takes between two and two and a half hours to do. Already my clients have been forced to park

further away from the salon and this new proposal jeopardises my current trading position even more. Please reconsider or failing that, make it possible for me to have some Business permits that my clients can use.

35. Business, Albert Road (not within KC zone)

We have seen your proposed restructure of parking.

Please note that the Kings Theatre is a key part of the cultural heritage and business in Portsmouth and relies heavily on the ability to offer its customers parking to attend shows.

Any change to any part of Portsmouth will result in overspill to other areas and will thus impact us.

Please do nothing that will adversely affect us!!

36. Visitor to Southsea

I don't think the reduction of free parking from 3 hours to 2 hours is fair. There is no free parking in Portsmouth as it as and now any few hours that are free you want to reduce. I object to the proposed plans.

37. Portsmouth resident

I would like to lodge my OBJECTION to the proposed decrease in waiting time on KC West Southsea; although I suspect this decision has already been made as per KA Zone waiting time which was recently reduced from 2 hour waiting to 1 hour.

I feel it would be detrimental to decrease the time in KC West as this area is popular for shoppers and visitors to the Southsea area. This draws in valuable income for local businesses and drive people away from the area and there are many events in and around Southsea that many people from all over like to enjoy.

This decrease will inevitably result in yet a further decrease over the years until eventually Portsmouth City Council has secured parking meters on every street!

Perhaps PCC should seriously consider abolishing all permits in Portsmouth which will only increase over time; perhaps it's time to look after the residents and put more investment into the public transport serving the area.

The permit situation is a growing and unfair 'tax' on local residents and local economy. Permits were issued free but year on year their prices rise.

More consultation and investigation into the local transport networks needs to take place in order to offer residents and visitors alternative means of moving around the city. Thus enabling people to commute and get around the city without the need for a car.

Contractors vehicles need to be persuaded to park in non residential areas, ie utilising local school playgrounds, empty supermarket car parks to help alleviate residents parking.

Appendix C: Examples of relevant feedback received in recent years

<p>Is there a plan to reduce the parking hours for non-residents in the KC area please? The current three hours free parking makes it impossible to ever get a parking space near my house (Nightingale Rd) especially during weekends and it gets even worse when the weather gets warmer. I have noticed that residents have to park in the car park near the Common or down Duisburg way while "visitors" to the area park for free down the residential areas avoiding the P&D ones. Surely that is income lost by the Council.</p>
<p>I live in Elphinstone Road, Southsea, since July and have stopped counting my parking fines... It's not that I don't want to park where I'm supposed to, it's just that at certain times, there's no space anywhere. Usually, I get up early enough to go to work and seem to escape fines if I'm in the wrong street, but if I'm ill, then I'm done for: £25 a pop.</p> <p>I understand Elphinstone Rd is close to the shops and we need to let shoppers park. But, I feel the residents are let down though and yet we pay council tax that includes issues like this one. The council gets the money from residents in the form of council tax, car parking permit and parking tickets. It's raking more that it provides to car owners. We should get priority parking before the shoppers or restaurant and cafes customers as we pay for it.</p>
<p>Good morning I expect your aware there is a problem with residents in Richmond road who have parking permits not being able to park. last nite a few of us could not park in the road because of visitors leaving there cars parked overnite without permits. would you please consider changing the road to 2hours parking or introduce meters that might be the solution. would you send me a reply please.</p> <p>thank you for your reply I and my neighbours will be pleased to hear you will review the kc zone later in the year. if you were able to change the road to two hours wait it would keep things moving and still allow people 2hours to go shopping or parking meters. However if you took away parking permits in this area it would be a disaster.</p>
<p>I live on Kent road and I feel that the parking in the area is inadequate for residents. At the moment, parking in the area can be a really frustrating experience as:</p> <ul style="list-style-type: none"> >Lack of spaces during busy times (evening and weekend) >Non-permit holders favouring the free parking over the nearby pay and displays. >Even pay and display parking bays and car parks can become full during events leaving residents nowhere to park remotely nearby (let alone be required to pay). >Many of the surrounding roads are too narrow to allow parking on both sides of the road yet a large number of flats exist in the area. >Introducing charges for the first resident parking permit has not reduced the demand for parking (I really hope you can improve the situation with the extra revenue). >Residents drive around looking for a space adding to congestion and pollution in the area. The ability to park nearby my home has become a consideration during my daily life. >I cannot use the car during the weekends, especially Saturdays. >I sometimes park just outside the parking zone because there is an easy space available (and have been ticketed for it on one occasion). <p>My recommendations would be: >Reduce the free parking period for non-permit holders to encourage the use of pay and display. >Show that money made from the revised parking permit fees are being used to improve residential parking.</p>

<p>My issue is with the restriction of where KC permit holders can park. Currently we are not allowed to park along the seafront side of Clarence Esplanade despite there being plenty of spaces and no room at all where we are allowed to park. My concern is the lack of suitable parking in the evening and weekends in the designated areas and the unavailable, but by and large empty area on Clarence Esplanade.</p>
<p>I feel that it would be very handy if traffic wardens could look into monitoring this area around 6pm or perhaps look into making this area a 1 hour zone now that Florence road is less residential.</p> <p>Since the Florence Arms has changed ownership (along with the same management that own the hotel and restaurant in Florence Road) we have had many cars visiting these facilities in an around this area with no permits; The KC Zone in this area is around 3 hours of parking from the time a traffic warden has seen your car; this had resulted in residents who have found cars parked way over the 3 hour limit, who are unable to park in our road or nearby roads.</p>
<p>Parking is already at breaking point for residents in what is supposed to be a residents parking scheme.</p> <p>This area is should never have been free parking from 18:00 to 08:00 open to all and everyone. Charging during the day is fine but at 18:00 it should revert to Residents only or KC permit holders only 1 hour no return 2.</p>
<p>I live on Richmond Road (off Marmion Road in Southsea) and I know that I share the concern of a number of residents on the street who feel that the 3-hour general parking restriction for non-residents is too long.</p> <p>People tend to use the road to park on despite the provision of a Waitrose car park.</p> <p>The volume of traffic trying to park on the street has recently become notably heavier to the point where many of the residents can no longer park near their homes.</p> <p>I wonder if changing the parking restriction to one or two hours for non-residents would help. Please can you advise whether this might be considered, or how we would go about lobbying for it to be considered?</p>
<p>I am in agreement with maintaining the residents parking zone and paying the additional 30 pounds for the use there of. However I still consider that the free parking and or hours allowed to free park should be reduced or stopped altogether. We constantly park on the parade front parking because the residents parking is full along Lennox road south. Which is a potential loss of revenue for Portsmouth. Thank you for the opportunity to put my comments forward.</p>
<p>I wanted to make a suggestion about your stupid parking regulations around Nightingale Road in Southsea. Nightingale road has a 3 hour restricted parking rule for non residents. You should remove this because other people like me get angry when we get fines, as we have the necessity to park outside the flats we rent due to having a little one. Its not easy to get a little one, and lots of shopping or whatever over from the carpark across the road, especially when its wet and windy. My suggestion would be to get rid of the 3 hour restriction for non residents, so there is more space for people WHO LIVE ON THAT STREET. That would be very much appreciated. Those people</p>

should use the pay and display car park round the corner like i had to on the first night i moved into my new flat.

Surely the solution to ease congestion would be to limit the number of visitor parking permits issued or stop people parking for 4 hours without a permit? The situation is unacceptable and something needs to be done to try and help.

I have been contacted by a resident in my ward - of Nightingale Road. She has a number of points about the parking situation and as you are aware Nightingale Road is in a residents' parking zone. The first is she feels that there are non-residents without a permit leaving their cars there for a long time - particularly overnight.

Secondly she is not happy about the 3 hour limit as opposed to a 2 hour limit for non-residents parking - I appreciate that this was decided upon when it came in - but I would be grateful to know if there is any process to look at this again.

(End of report)



Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting
Date of meeting: 25th January 2018
Subject: Elkstone Road Traffic Calming - Results of Public Consultation
Report by: Tristan Samuels, Director of Regeneration
Wards affected: Hilsea Ward
Key decision: Yes/No
Full Council decision: Yes/No

1. Purpose of report

- 1.1. To consider the responses to the public consultation regarding the proposals to implement traffic calming within Elkstone Road.

2. Recommendations

- 2.1. **It is recommended that the Cabinet Member for Traffic and Transportation approves:**

(1) Option 1, to implement three speed cushions across the carriageway width within several locations in Elkstone Road, for implementation;

3. Background

- 3.1 Elkstone Road is subject to a 20mph speed limit. This was a citywide scheme brought into operation in June 2006. Since this time, various post scheme analysis has been carried out to ascertain the levels of speed. Unfortunately, Elkstone Road has a high percentage of non-compliance. It has not seen the reduction in speed that was anticipated. This could be attributed to several issues. Elkstone Road is a very long and straight road with good visibility. It is a road that does not have any give-way priorities at either end.
- 3.2 The proposed traffic calming scheme would seek to address the issue of non-compliance within the area by highlighting the existing 20mph speed limit and encouraging compliance using traffic calming methods.
- 3.3 Implementing three cushions for the full width of the carriageway within the identified locations would not impact on the existing on-street parking facilities, and minimal impact on bus services utilising the route. Any emergency vehicles travelling through the area can travel more quickly over the speed cushions compared to that of full sized traffic

humps or raised tables. The cushions can also be avoided by pedal cyclists utilising the area and the implementation of such traffic calming features would also see the existing surface water drainage system being unaffected.

- 3.4 A postal consultation was carried out with residents of Elkstone Road and effected properties (a consultation plan has been attached in Appendix 1) from 25 September 2017 until 03 November 2017. The results were as follows:-

From the 156 letters addressed to residents we received 27 responses (a return of 17%). The breakdown of the results is as follows:

Option 1 - To implement three speed cushions across the carriageway width within several locations in Elkstone Road. The advantages to using prefabricated speed cushions are that the construction process is far shorter in comparison than that which sees the cushions being built from blacktop. Another advantage is that, again, for maintenance purposes the process of fixing or replacing the cushions can be undertaken at a reduced cost and disruption on the network is minimised. There will be no loss or effect on the existing on-street parking facilities. - received 20 votes from residents (74% of returns);

Option 2 - That the existing layout of Elkstone Road remains unchanged - received 7 votes from residents (26%);

- 3.5 A spreadsheet of all responses received, along with comments has been attached to this report as Appendix 2.
- 3.6 Following the residents' postal consultation, a public notice detailing the proposed scheme was displayed on-street in Elkstone Road, uploaded to the City Council website and sent to statutory consultees and ward councillors, inviting comments. The 21-day consultation period took place between 20 November 2017 and 11 December 2017. Only two responses were received, neither objections, as follows:-

- Hampshire Constabulary confirmed that it does not have any comment to make regarding the scheme;
- First Solent - identified that there should be no issues with the planned installation of the cushions;

4. Reasons for recommendations

- 4.1. Option 1, to implement three speed cushions across the carriageway width within several locations in Elkstone Road, received the majority of votes from those residents that participated within the consultation;
- 4.2. The proposed traffic calming will also assist with addressing the high level of non-compliance regarding the 20mph speed limit and encourage drivers to adhere to the speed limit.

5. Equality Impact Assessment

- 5.1 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.

6. Legal implications

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.4 A proposed 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.
- 6.5 "The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of police and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.

7. Director of Finance's comments

- 7.1 This project has already been approved capital funding, by full Council, as part of the Local Transport Plan 2017/18 for Portsmouth (on the 14th February).

.....
Signed by:
Tristan Samuels
Director of Regeneration

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
Preliminary EIA	w:drive TES TP LTP folder
Survey returns	As above

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

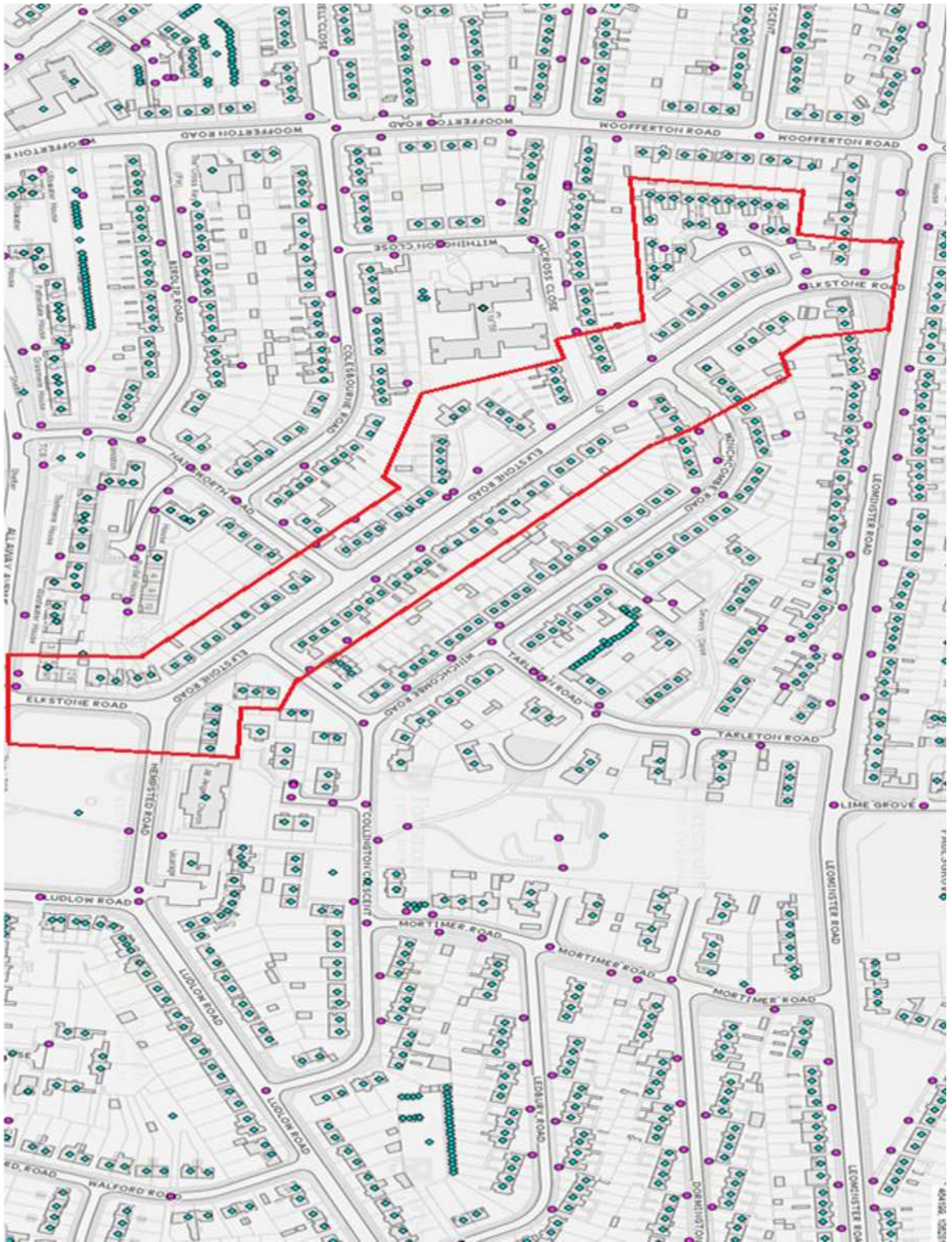
.....
Signed by:
Councillor
Cabinet Member for Traffic and Transportation

Appendices:

APPENDIX 1 - Consultation area:-

APPENDIX 2 - Consultation results and comments:-

APPENDIX 3 - Proposed Scheme Layout:-





Address	Option 1 - Install 3no speed cushions across the carriageway width	Option 2 - Existing road layout remains unchanged	Comments
ELKSTONE RD:-			
	1		
		1	
	1		About time something was done. Road used as a speed track and getting worse.
	1		Definitely against! Vehicles would over-rev from start/stop. Will exaggerate noise problems. Not noticed any speed issues due to blind T junction at Nailsworth Rd. Maybe highlighting junctions would be effective without creating noise problems.
		1	Please leave our road alone. Speed bumps proven to destroy environment and increase in toxic fumes as well as tyres of car owners.
	1		
	1		Please install as many as you can. Much needed. Please make sure speed bumps are safe for cars like mine with low suspension.
	1		
	1		Wants to ensure cushions not outside his house as applying for a disabled bay.
		1	
	1		Only way to slow down traffic and no before time. Surprised no-one has been killed. It is a race track.
	1		Would be very much welcomed to slow down regular speeders.
	1		About time. It is difficult to cross the road as visibility is poor. Often have to jump out of the way of speeding cars.
	1		
AUSTIN CT:-			
		1	I do not drive. Would like to see Elkstone Rd stay the same.
	1		Cars, motorbikes and cyclist speed down Elkstone Rd. Time to stop.
	1		Cars travel too fast on Elkstone Rd. Teenagers on bikes with no lights or scooters are a hazard to other drivers.
		1	Do not consider this to be a dangerous speeding road. It is wide with a good surface and I don't believe people use it as a rat run.
		1	Would like pavements made better for mobility scooters.
	1		With no parking where the cushions are located.
WINCHCOMBE RD:-			
	1		Impossible to enforce 20mph. A small number of drivers travelling at 40mph plus. Some bus drivers speed downhill too.
NAILSWORTH RD:-			
COLLINGTON CRES:-			
	1		Would like to see speed cushions extended into Hempstead Rd and Ludlow Rd due to traffic speeds in these areas.
OTHER:-			
		1	The biggest problem is the amount of firms vehicles taking up valuable parking spaces. People will not slow down even if they are installed.
	1		We are concerned about parking for residents because of a house of multiple occupancy in Elkstone Rd. You brought in some permit parking and the situation has got a lot worse.
	1		
	1		
	1		Road used as a race track especially late at night. Several incidents where our garden wall has been hit by vehicles.
TOTALS	20	7	

APPENDIX 2 - Consultation results and comments:-



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Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 25th January 2018

Subject: Slingsby Close double yellow lines (TRO 115b/2017)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider residents' responses to the proposed double yellow lines in Slingsby Close; a cul-de-sac within Pembroke Park.

Appendix A: Objections are published on pages 5-6.

2. Recommendation

- 2.1. That the double yellow lines are not installed at this time, primarily due to the objections from residents but also the lack of evidence to show Slingsby Close experiences exceptional congestion issues due to on-street parking.
- 2.2. That further proposals for additional double yellow lines on one side of Slingsby Close are not progressed given the response to the current proposal under TRO 115/2017.

3. Background

- 3.1 One resident of Slingsby Close feels that parking at the dead end of Slingsby Close is unacceptable, and approached the Council to consider the introduction of parking restrictions.
- 3.2 Parking congestion is experienced across the city, and as residents generally manage the parking themselves within residential cul-de-sacs, the Council will only intervene if requested either by residents or by emergency, public or delivery services, or both.
- 3.3 In the case of Slingsby Close, whilst no issues have been reported by outside bodies, the photographs and strong concerns of the resident prompted a proposal to be put forward for consultation, to gauge the level of support for double yellow lines.

4. Reasons for the recommendation

4.1 4 objections were received to the proposal on the grounds that:

- There is already minimal on-street parking in Slingsby Close, and parking for residents and their visitors will be affected;
- Knock-on effect will cause more vehicles to park on both sides of Slingsby Close and in other parts of Pembroke Park, increasing congestion difficulties there;
- The logic behind the proposal is unclear as a parking prohibition appears unnecessary;
- No sight-lines or traffic issues;
- The negative impact on the property at the end of the close would be significant compared to any improvements to general use of the road.

4.2.1 Slingsby Close is not part of the strategic highway network, and the Council would not usually intervene unless an issue was highlighted by a number of residents and/or the emergency, public or delivery services, or accident data indicated a problem needed to be addressed. Parking restrictions are considered for the purposes of road safety and managing traffic, for the benefit of all motorists.

4.2.2 The above ensures that funding and resources, including enforcement, are focused where they are most needed. In this case, funding would need to be identified for future maintenance as the road is owned and maintained by the local authority and is therefore not automatically covered by the PFI contract in place with Colas.

4.3 The photographs showing parked vehicles at the dead end of the cul-de-sac, particularly in the evenings, would not automatically be cause for concern to the local authority in terms of road safety or traffic management.

4.4 With regard to putting forward a proposal for further double yellow lines on one side of Slingsby Close, the grounds for objecting to the current proposal are likely to be reiterated by residents. However, any further concerns will be recorded and if access is prevented on a regular basis residents may be asked if they would support restrictions on one side.

4.5 In Slingsby Close, the vehicles in most cases belong to residents and their visitors, who would be the most affected by parking restrictions. Non-residents, such as those travelling to the Isle of Wight, would be likely to seek out the remaining unrestricted parking places and cause additional issues, as feared by some residents. Pembroke Park is on the Residents' Parking Programme to be surveyed in 2019, which may or may not show support for permit parking in the future.

5. Equality Impact Assessment

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

6. Legal Implications

- 6.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3** A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1** The implementation costs relating to TRO 115/2017 as per the recommendation will be £0. Should the recommendation not be approved, and the proposal be implemented, the cost is estimated to be around £450. This figure would be met by the Parking Revenue budget and includes £300 towards future maintenance of the restriction, which is not covered by the PFI contract with Colas as Slingsby Close is not part of the public highway network (land is owned by Portsmouth City Council).

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Signed by:
Tristan Samuels
Director of Regeneration

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
10 emails	Transport Planning team (engineers inbox)

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

.....
Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

Appendix A: Public response to the proposal

OBJECTIONS

1. Residents, Slingsby Close

We received your notification regarding putting double yellow lines to the eastern dead end of Slingsby Close. We absolutely oppose this as parking in Slingsby Close is minimal already. The extra few spaces are definitely needed. We cannot understand the logic of this request.

To clarify, we oppose these lines due to not enough parking in the road already!! Especially when visitors come.

2. Residents, Slingsby Close

The provision of 37 metres of double yellow lines is not necessary. 22 metres of which are across the drives of house numbers 7, 9, and 8, cars do not park across these driveways anyway.

The provision of yellow lines outside number 8 will affect the access of carers.

The provision of yellow lines at the end of the Close will result in the increase of double parking, outside house numbers 5,7,6,4 & 2 with vehicles that are not Slingsby Close residents and in some cases Isle of Wight cars, which avoid paying parking charges. Cars parked either side of the road, which will reduce the access of service and emergency vehicles. The money would be better spent on maintaining the foot paths which are in a sorry state.

3. Residents, Slingsby Close

Thank you for the opportunity to object to the proposal to paint double yellow lines in the area at the end of Slingsby Close.

We are the residents most affected by this proposal as we own and live in Number 8 Slingsby Close (last house on right hand side), our family home since 1999, and see absolutely no reason for this proposal. In over 18 years of living here we have never had any serious parking issues in the area indicated, and have never had to deal with a vehicle blocking access or similar. We do very occasionally suffer from non-resident parking, but these rare events are at the very most mildly annoying; never has it occurred to us that a total prohibition would be the correct outcome.

I am unsure why PCC has come to the conclusion that a prohibition is the correct outcome, or indeed who has made such a suggestion and who has been consulted. Should any other neighbour claim to have been speaking on behalf of all the residents of Slingsby Close please be absolutely clear that this is categorically not the case. I feel sure that you will receive objections from other neighbours who also do not see the need for this proposal, which will confirm our contention that the proposal emanates from one or two vociferous individuals who wish their views on all matters to prevail.

In January 2017 we moved my mother into our house, having made suitable alterations to our house to satisfy her complex care needs whilst preserving both her and our privacy. She

is an old lady of 90 years of age who suffers from Alzheimer's Disease. She requires regular daily visits by carers to look after her essential care needs (we both work). Whilst we always try and ensure that we leave space for visiting carers and professionals to park, occasionally they have to park on the road during their short stay. They always do so in as responsible a manner as possible. Should you decide to go ahead with your proposed scheme to turn the area next to our home into a 'no parking' zone, there is a very real danger that carers would be put off by the danger of incurring parking fines, and so would decide not to provide care for my mother. This for us would be a catastrophe, as we have worked very hard to find dedicated carers who we can trust and who she likes and gets on with (all carers incidentally are paid for by the family). We are working really hard to provide a homecare solution for my mother; should carers become unwilling to visit we would be forced to seek residential adult care for her, putting more stress on this sector and resulting in an outcome that my mother most certainly does not want. She would be devastated if she could no longer live with us.

In summary, the proposal is without doubt not required. Should it be taken forward it would have a dramatically deleterious impact on the care of a vulnerable adult with a significant disability. The 'no parking at any time' solution is totally out of proportion to any perceived parking issues.

I also feel that you should be aware of the context of the suggestion that this area should be made 'no parking'. This is simply the latest stage of a campaign against us as a family since we made the alterations to our house so that we could look after my mother. From the moment when a neighbour trespassed on our property (gaining unauthorised access to the property whilst we were at work to 'inspect' the work underway), we have been subject to a sustained campaign of constant objections.

I trust that we have provided sufficient information, but should you need further details, particularly of the sustained campaign against us, then we would be happy to provide more detail.

We sincerely appeal to you to heed our most strenuous objection to this proposal and to cancel this amendment.

4. Residents, Chadderton Gardens (cul-de-sac just north of Slingsby Close)

It has come to our attention that there is a proposal to place double yellow lines at the end of Slingsby Close.

We are concerned that, given the limited parking spaces in Pembroke Park as a whole, any further reduction in one part of the development will inevitably have a knock-on effect further down Slingsby Close, which in turn will have an impact beyond the Close in the area generally.

It is not clear as to what might be gained from such a proposed change: there are no traffic or sight-lines issues at that end, and it is an area that has properties with their own drives, thus freeing the space for visitors. If there are reasons for changes, we are concerned that there might be more personal aspects to such a proposal, and it would be disappointing, if such were the case, if the Council were to support said proposal.

(End of report)