

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

Minutes of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Thursday, 3 November 2016 at 5:30pm at the Civic Offices, Portsmouth

Present

Councillor Stuart Potter (in the Chair)
Steve Hastings
Lee Hunt
Frank Jonas
Tom Wood

26. Apologies for Absence. (AI 1)

Councillor Lyon sent his apologies.

27. Declarations of Members' Interests (AI 2)

No interests were declared.

28. Minutes of the Previous Meeting. (AI 3)

RESOLVED that the minutes of the meeting held on 28 September 2016 be agreed as a correct record.

29. A review of general parking issues in Portsmouth with a view to considering alternative strategies. (AI 4)

Mr Jerry Brown gave a verbal deputation and expressed his concerns about on and off-street parking.

Councillor Jim Fleming, Cabinet Member for Traffic & Transportation gave some information that the panel had requested at the previous meeting:

- The Parking Standards Supplementary Planning Document (SPD) was adopted in July 2014 and is based on data from the 2011 census.
- Southsea Common is used for special event parking by the Culture and City Development Event team. This year it was used over three days; two for the Great South Run and the other for Beach Buggin', a VW event. . Aside from events, the common may be used for overflow parking for a maximum of 17 days.
- The parking controls that are in place around Fratton Park on match days are initiated by the police who will use the plan to allow them to better manage the area during matches that are classed as being 'high risk'.
- The occupancy rates for Gunwharf Quays car park are commercially sensitive and therefore not available.
- Residents Parking Zone third permits are not issued in: FA Old Commercial Road; FG Stamsaw South; JD North Portsea; KA Old Portsmouth; KC West Southsea and KD Castle Road. At the end of August 2016, 139 third permits had been issued.
- He confirmed that the only car park that the Council has recently sold to enable development was Greetham Street.

The car park adjacent to the former Zurich House was not owned, but managed by the city council.

He also explained that:

- There is insufficient kerb space for the number of cars in the city.
- He hoped the review would look at a possible city-wide strategy which would mean that resources would be freed from dealing with individual areas.
- The council's policy for more development must be reconciled with the needs of the city.

In response to questions from members, he explained that:

- It would be unfair to delay any planned traffic or parking work whilst this review was underway. Any work that is carried out would not undermine the effectiveness of the review.
- Households with more than one vehicle are a problem in certain areas.
- A city-wide approach would not mean that the same measures would be implemented in every street.
- It is important to consider the potential impact of any decision on the rest of the city.
- He hoped that this scrutiny review would play an important role in solving the city's parking problems and that any solutions could be consistently applied across the city.
- Brighton maintains a waiting list for Resident Parking Zone permits for most of the city.
- Portsmouth residents at one city council housing block in a Residents Parking Zone are not entitled to any parking permits.

Ms Patricia Russell, Chair of Lime Grove Community Forum, Paulsgrove explained that commercial vehicles being parked in residential streets are a problem in her area.

Claire Upton-Brown, Assistant Director of Culture & City Development explained that:

- The Parking SPD was considered by the Cabinet Member for Planning, Regeneration & Economic Development in late 2013. After a period of consultation, it was adopted in 2014.
- The city's vision is to make Portsmouth a premier waterfront city with an unrivalled maritime heritage and a great place to live, work and visit. The purpose of the planning system is to contribute to the achievement of sustainable growth. The three dimensions are economic, social and environmental.
- The government expects the planning system to encourage solutions which support reductions in greenhouse emissions and reduce congestion.
- Transport polices have an important role to play in facilitating sustainable development which should be focused around centres and public transport hubs. Within the city, the focus should be about promoting cycling, walking and the use of public transport.
- The National Planning Policy Framework states that when setting local parking standards for development the Local Planning Authority should

take into account of: the accessibility of the development; the type, mix and use; the availability of, and opportunity for public transport; local care ownership levels and an overall need to reduce the use of high emission vehicles.

- Parking standards in Portsmouth need to: reflect local circumstances; strike the right balance between providing sufficient number of parking spaces; promoting good design and using land efficiently.
- The availability of developable land is extremely limited in Portsmouth. Large part of the city characterised by dense network of terraced streets built before cars were common.
- The city's character lends itself well to modes of transport other than the car.
- There are now almost the same number of cars as households in the city. There is a mismatch between the desire to own a car and the ability to park.
- Portsmouth will continue to grow. It is important to improve access to sustainable modes of transport, address highway capacity issues in key locations and consider future demand for parking. All these aspects are essential to support sustainable growth within the city.
- Parking standards have been designed to encourage sustainable modes of transport whilst recognising that the majority of residents want to own a car. They are designed to provide adequate parking for residents needs where possible in new developments.
- The level of parking at journey destinations is limited in order to encourage other modes of transport. Parking provision within the city centre is expected to be significantly lower than other areas in the city.
- The SPD sets out the expected number of parking spaces for residential development rather than stipulating a minimum and maximum. The council wants to support development in the city and recognises that a rigid set of standards will not achieve this. Each case is considered on its own merits. The developer is expected to substantiate any deviation.
- The availability of parking within the surrounding area and proximity to town centres, bus routes and railway stations is evidence for reduced onsite parking. Other considerations include: the size of the development and characteristics of the site; the expected profile of the residents; the availability of mitigation and heritage issues.
- Journey destinations have the greatest influence on modes of transport. Developers need to demonstrate how users of the site will be encouraged to travel by sustainable modes. The SPD does not set a standard so developers have to establish a standard based on the development specifics. Each application must show evidence of the standard that has been applied.

In response to questions, she clarified the following points:

- It is important to manage the need for development with the parking problem.
- There are policies in place to discourage people from travelling by car.
- Vehicle technology is improving. She suspects that in ten years' time there will be no more diesel cars on the road as investment in public realm opportunities increases and more people walk and cycle.

- Other initiatives which will help the situation include the Bus Rapid Transit Link.
- Traffic in the city is expected to grow by 41% by 2026. An active intervention is required to prevent this.

In response to questions, Alan Cufley, Director of Traffic, Environment & Business Support explained that:

- As members identify and look into the feasibility of possible solutions, officers will be able to provide cost estimates.
- The panel's report will be considered by the Cabinet together with the officers' response report.
- Every year his team will submit bids for funding both internally and externally to the council to maintain programmes of improvement that are included in the Local Transport Plan. The current agreed programme of work will continue.
- The Leader wrote to ten major employers requesting that they keep their company vehicles onsite overnight. She received three responses.
- He recommends that the panel invite companies to a future meeting to discuss the issues involved in letting their employees bring their vehicles home and if they were to provide onsite/depot parking for these vehicles.
- He recognised the many issues raised by residents about commercial vehicle parking but reiterated to the panel that for some people this might be the only vehicle in the household and be associated with small business operating from that address.
- A recent MORI survey had been undertaken for the Council asking resident opinion on a number of highway issues. From the 1000 responses, 440 residents took the trouble to provide additional comments with 160 of those offering comment on parking issues. These will be shared with the Panel when they have been appropriately collated from the survey data.

Members discussed the following possible ideas:

- Limiting permits to one per household for new developments.
- The council adding a contractual clause with its contractors requiring them to provide overnight parking for their vehicles.

The Chair informed the panel that representatives from the bus companies, hackney carriages and private hire taxi companies had been invited to the next meeting that will be held on 8 December.

Members then discussed how would be the most effective method of hearing the views of the public.

It was agreed that:

- 1. The public would be permitted time at the start of each meeting to give their views (note: in accordance with the council's constitution this will need to be through the deputation process).**
- 2. Arrangements will be made to capture the views of the public as part of this review.**

3. The comments on parking issues submitted in the MORI survey would be considered at a future panel meeting.

The meeting concluded at 7:10pm.

Councillor Stuart Potter
Chair