



**Decision maker:** Cabinet Member for Traffic & Transportation  
3<sup>rd</sup> December 2013

**Subject:** Traffic Regulation Order:  
The Portsmouth City Council (FG Stamshaw Residents'  
Parking Scheme) (Amendments) (No.44) Order 2013

**Report by:** Head of Transport and Environment

**Ward affected:** Nelson

**Key decision (over £250k):** No  
**Budget & policy framework decision:** No

**1. Purpose of report**

To consider the responses to the formal public consultation on proposals contained within this Traffic Regulation Order; a statutory requirement whenever comments are received regarding advertised proposals.

**2. Recommendations**

- 2.1 That the proposals within this order are approved as formally advertised.
- 2.2 That residents of Western Terrace (pedestrian access only from end of Newcomen Road) are entitled to apply for permits.

**3. Background**

The FG Stamshaw South residents' parking scheme was introduced in May 2012, with the exception of Newcomen Road and Winstanley Road (the sections west of Twyford Avenue). The strong objections from residents of the majority of Newcomen Road and Winstanley Road meant the proposals for these roads were not approved at that time.

After the FG scheme was introduced, parking availability in Newcomen Road and Winstanley Road deteriorated, mainly due to displacement parking. Residents approached ward councillors with concerns over parking and an informal survey was carried out by the councillors in May/June 2013. Formal proposals were subsequently advertised to include the remaining sections of Newcomen Road and Winstanley Road in the existing FG Stamshaw South scheme. See Appendix A: map of FG Stamshaw scheme with proposals.

The formal public consultation on the proposal took place between 22<sup>nd</sup> October - 12<sup>th</sup> November 2013 (See public notice on pages 8-9).

#### **4. Reasons for recommendation**

- 4.1** Amendments to parking schemes are considered where residents highlight parking issues via emails, letters, petitions or Ward Councillors. The results of the informal survey carried out by the ward councillors showed a majority of those who responded (17%) to be in favour of being included in the FG Stamshaw South scheme:
- 36 (of 45) residents in favour of being included in the FG scheme
  - 8 (of 45) residents not in favour of being included in the FG scheme
  - 1 (of 45) resident undecided
- 4.2** The response received to the subsequent formal public consultation (see pages 4-6 for the details) also indicates a majority of residents in favour of the proposal to include Newcomen Road and Winstanley Road:
- 15 residents in favour of the proposal
  - 9 in objection to the proposal
- 4.3** Western Terrace is a row of 8 houses located at the end of Newcomen Road with pedestrian access only (no highway to the front). The nearest public road for residents of these properties to park is in Newcomen Road, and the introduction of Residents' parking restrictions will not remove that facility.
- 4.4** In addition to recent works to remove pavement build-outs, the existing parking restrictions such as double yellow lines have been reviewed. The proposed extension to the parking scheme includes 2 new parking spaces and optimises on-street parking availability.
- 4.5** Responses to issues raised during the formal consultation (pages 5-7).
- 4.5.1** Objection 2) Requests for Winstanley Road and Newcomen Road to be included in the FG Stamshaw parking scheme have been made since its introduction in 2012. Temporary use of the car park by contractors' vehicles appears to exacerbate the parking problems rather be the sole cause.
- 4.5.2** Objections 4-6) These comments relate to parking bays on private land, operated and managed by the Council's Housing Service. The proposals to extend the FG Residents' parking scheme relate to the public roads and do not affect privately-rented parking bays, which will remain available. Any resident with a vehicle registered to an address within the scheme boundary is entitled to apply for a Resident permit, whether they also rent a bay privately or not, and any motorist may use the public roads for up to 2 hours free of charge.
- 4.5.3** Objections 7-9) No parking scheme can satisfy the individual requirements of everyone, and unfortunately there will be a few people for whom the scheme is not convenient. Being able to drive a vehicle registered to someone else does not meet permit eligibility requirements, to protect the integrity of parking schemes.

Parking scheme restrictions apply to visitors as well as car-owning residents, who share the benefits of improved parking opportunities. Residents requesting parking restrictions indicate that vehicles are parked in Winstanley Road and Newcomen Road by residents living within the existing scheme, to avoid paying for permits or to park commercial vehicles. Income received goes towards funding the parking scheme, in terms of permit administration, traffic orders, line-marking, signage and enforcement.

## **5. Equality impact assessment (EIA)**

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

## **6. Head of Legal Services' comments**

**6.1** Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, 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.

**6.2** A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

**6.3** 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.

## **7. Head of Finance's comments**

**7.1** The costs associated with implementing this order are estimated to be £3460. This includes all lining & signage works and the advertising of the order. In addition, a further £253 will need to be set aside for the on-going maintenance of the physical measures. This will cover the City Council's future liability and takes into account the parking restrictions that are being removed from the Highways maintenance contract. These costs will be met by the On Street parking budget.

**7.2** The resources required to enforce this additional traffic regulation order will be met by the parking function financed by the On street parking budget

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Head of Transport and Environment

**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
<b>20 emails / 4 letters</b>	Transport & Environment Service, Transport Planning, 4 <sup>th</sup> floor, Civic Offices

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

.....  
Cabinet Member for Traffic and Transportation

## Responses received during the formal consultation period.

### OBJECTIONS TO EXTENDING THE FG STAMSHAW ZONE

#### From Newcomen Road:

1) We do not need this scheme as we are nowhere near an entertainment venue or busy shopping centre. It will make no difference to the people who live here; only the council will benefit from the revenue. Permits will inconvenience residents with 2 cars who use the disabled badge in either car. Why should elderly residents often needing family to stay the night have to pay?

The small garage at the end of the road will probably go out of business as customers often leave their cars overnight ready for the next day. The garage is more like a community centre to many people, with children asking for their bike tyres to be pumped up etc. The garage owner also takes in parcels for people who are out at work. If he closes, another block of flats will take the garage's place, causing more parking problems for residents. No scheme here.

2) The large car park at the end of the road is full up with contractors' vehicles, leaving a shortage of parking availability for residents. However, this is for the sewer work, which when completed will free up many more spaces again.

Extending parking zones creates a larger problem by pushing parking problems further down the line, causing more grievances and expense for residents. The people parking here are mostly residents, with the majority owning more than 1 car. The scheme won't increase the number of spaces available. My business has operated here for 35 years and the parking problems only arose when parking zones started to come in, which have a knock-on effect.

3) Ballots have been repeated over the last 4 years and each time there isn't an agreement to go forward with a residents' parking scheme. Suddenly there is a minor majority and the council is going ahead with the scheme! We should wait until the sewer works have been finished in our area: there were no parking problems before the car park closed for the works.

The scheme will place a financial burden on people, particularly those with children (plus those from previous relationships) who regularly visit by car. This is a money-making ploy and the fees will only increase. The money will not be used for local improvements but subsidise the expense of employing people to enforce and administer the scheme. There will be no benefit for local people. I am disappointed and disillusioned with the politics of the scheme and by councillors who probably do not live in the area.

4) Residents parking is impossible in these streets due to the blocks of flats plus all the houses. Who gets parking rights - council tenants or homeowners? It will be a mad scramble and a way for the Council to make money. You cannot supply everyone's needs.

5) I have paid Portsmouth City Council to have my own parking bay, which is ideal to ensure I have a space for my car. I have paid 6 months in advance for facility.

6) I pay for a parking bay in Newcomen Road as I work shifts and wanted the security of parking near my home. It is not fair that anyone can park in the roads for up to 2 hours free when I am paying for parking.



## **OBJECTIONS TO EXTENDING THE FG STAMSHAW ZONE**

### From Winstanley Road:

7) I share a car that is registered to someone who lives elsewhere in the city. I will be precluded from parking that shared car for more than 2 hours anywhere near my home! I objected to the scheme originally as it only moves the problem on, which is exactly what has happened. The restrictions are grossly "over the top" and another ploy to raise money and wield control over anyone who owns or uses private transport.

8) Parking is stretched here the same as the whole city but permits won't help, especially in preventing illegal parking. Permit parking narrows communities and makes visitors feel their stay is timed to avoid fines. Elderly residents cherish visitors. Restricting parking when there is space available at regular intervals may put people off from visiting. Please take my opinions into account.

9) What are we being asked to pay for? If we go out of an evening and come home late there could be nowhere to park and we still have to drive round and round, maybe with children and elderly passengers. If these parking restrictions are agreed they should bring in the same restrictions as elsewhere in the city.

## **SUPPORT FOR EXTENDING THE FG STAMSHAW ZONE**

### From Newcomen Road

1) With the majority of roads in the surrounding area residents' parking only, both Newcomen and Winstanley Roads have become the "free" parking area for a large number of commercial vehicles and second vehicles. During evenings and weekends it is virtually impossible to find a space in either road, resulting in more illegal parking on restrictions, pavements and in turning areas.

The residents' parking scheme is a success in the surrounding streets as there are always spaces available there.

2) Parking permits need to be introduced as work vans and other cars are coming in from other parking zones. They can park here without a permit as it is increasingly difficult to park at night.

3) Please instigate the proposals as they stand. Since the introduction of the scheme nearby, the level of works vehicles parking in Newcomen Rd and Winstanley Rd has increased. This has made it almost impossible to find a parking space at certain times, preventing residents from travelling in the evenings, not wishing to struggle to park upon returning home.

4) Since the implementation of permits in the surrounding roads parking has become even more of a problem in our road, with more and more works vans appearing and us being unable to use the vacant spaces in adjacent roads. Those of us who work shifts sometimes face a 6-minute walk home. The cost of a 2<sup>nd</sup> permit is fair if we can park in the road that we live in.



## SUPPORT FOR EXTENDING THE FG STAMSHAW ZONE

### From Winstanley Road

- 5) Often there is no parking to be found when returning home from a late shift at work, due to minibuses etc parked to save parking spaces for non-residents. Permits will deter non-residents from parking.
- 6) We are flooded with work vans and illegal parking every evening. Full support.
- 7) I wish to support the proposal for permit parking in Newcomen Road.
- 8) The amount of work vehicles parking in this road causes the vast amount of the problems, and the fee for such vehicles should be increased to encourage them to be left at work. Vehicles from the roads that have the parking scheme are being parked in our road to avoid paying for a permit.
- 9) The initiative will bring Winstanley Road in line with the Residents' Parking Scheme currently in force in many parts of Stamshaw. Currently not residents' parking, Winstanley Road and Newcomen Road have the vehicles (including a large number of commercial vehicles) from the restricted area parking here. Tension and frustration have crept into our community and residents' parking will provide a more cohesive environment.
- 10) I support this proposal with one proviso - that the Order is enforced. The current parking restrictions here are not being enforced in a meaningful fashion and illegal parkers do not fear being "booked". Enforcement officers appear to enforce once per month.

Being able to use the currently vacant spaces in Knox Rd and Meyrick Rd will make life easier for residents, but where will those vans and commercial vehicles move to? The plan to extend the scheme is welcome but there are reservations as to whether the Council will be able or have the willpower to enforce it.

- 11) I have been continuously hindered from parking outside my home due to non-residents and company vehicles using Winstanley Road as a dumping ground. This is particularly frustrating after the weekly shop and heavy bags of shopping have to be carried some distance from car to home. Elderly residents and those with children must find it even more difficult. I hope the proposal gets full support.
- 12) I wish to support the proposed extension to the FG Stamshaw South scheme.
- 13) I would like to voice my support for residents parking in Winstanley Road.
- 14) I have lived here for 48 years but now cannot park in my road since the adjoining roads were zoned. People from within the zone park their 2<sup>nd</sup> vehicles, often large vans, to avoid buying permits. Others park up then walk through to the leisure centre or shore line. I look forward to being able to park my little car in my own road.
- 15) Our road of an evening and weekends is full of commercial vehicles, mostly from the roads that already have permit parking. Sometimes I have to park 2-3 roads away if I can find a space or park in the social club's car park. Occasionally I have had to park in the Mountbatten Centre car park! Permit parking would be a pleasure.





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|-----------------------------------|---|
| <b>2. Newcomen Road link road</b> | West side, the whole length between Newcomen Road and Winstanley Road |
| <b>3. Smeaton Street</b>          | Both sides, between Newcomen Road and Winstanley Road                 |
| <b>4. Twyford Avenue</b>          | West side, within the layby outside odd nos.207-217                   |
| <b>5. Winstanley Road</b>         | Both sides, between Twyford Avenue and its western end                |

**C) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO: RESIDENTS' PARKING PLACES**

- |                           |   |
|---------------------------|---|
| <b>1. Winstanley Road</b> | North side, a 10m length starting from 9m west of Twyford Avenue (alongside no. 185 Twyford Avenue) |
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**D) REASONS FOR ORDER**

To amend the FG Stamshaw South residents' parking scheme to include the remaining portions of Winstanley Road and Newcomen Road, along with Smeaton Street, which were originally surveyed in May 2011. Due to objections at the time these roads west of Twyford Avenue were not included in a residents' parking scheme, but residents have since shown an interest in being part of a scheme.

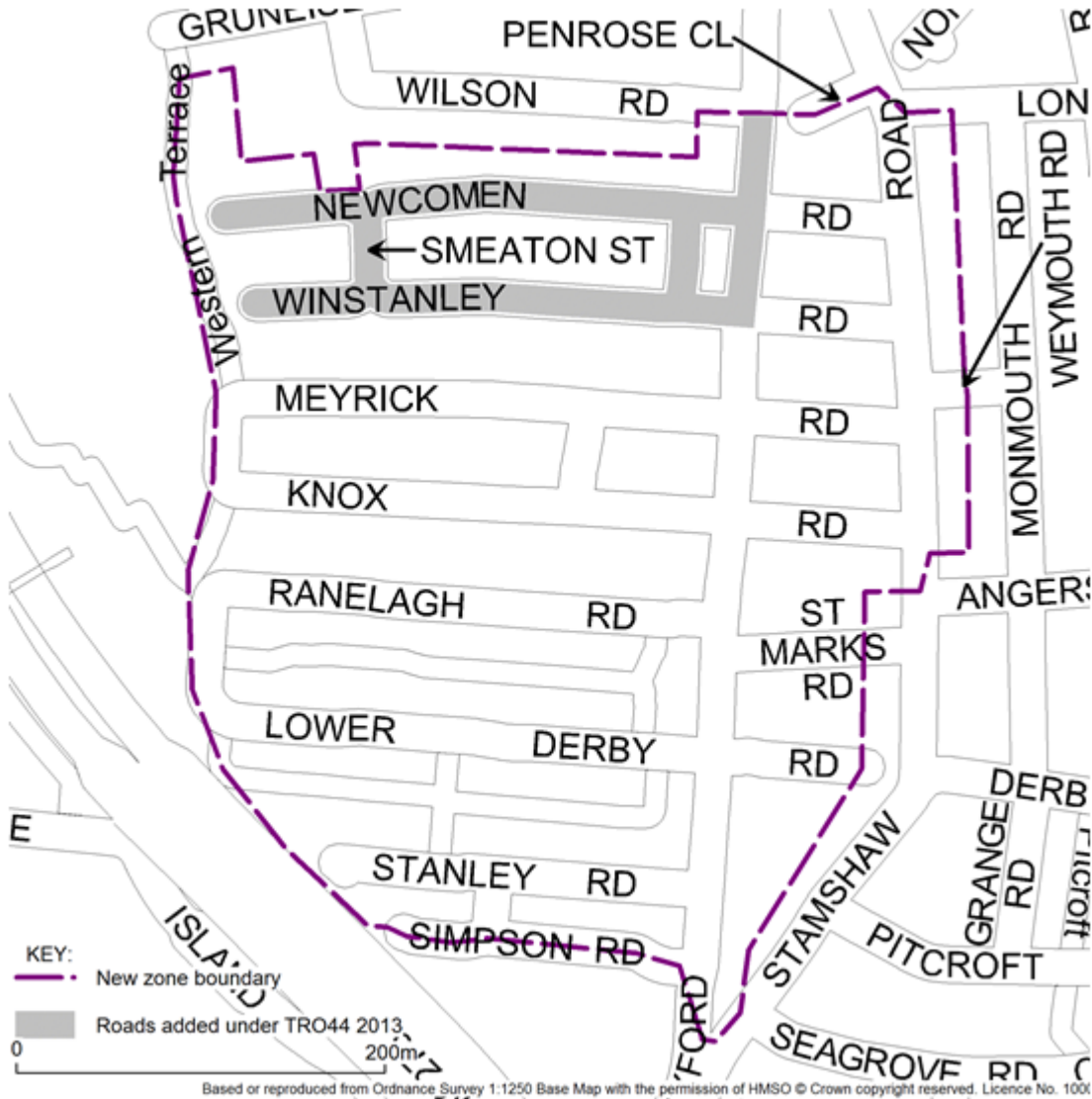
A plan and copy of the draft Order may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours, and a copy of the Public Notice can be found on the City Council's website at:

<http://www.portsmouth.gov.uk/living/609.html>

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

SIMON MOON, Head of Transport and Environment  
Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE

**APPENDIX A**  
**Map of existing parking scheme and its proposed extension**



*(End of Report)*