

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Ken Ellcome, at his meeting held on Thursday, 18 February 2016 at 4.00 pm in the The Executive Meeting Room - Third Floor, The Guildhall

Present

Councillor Ken Ellcome

Councillor Lynne Stagg
Councillor Yahiya Chowdhury

6. Apologies (AI 1)

There were no apologies for absence.

7. Declarations of Members' Interests (AI 2)

There were no declarations of members' interests.

8. LB Zone Residents' Parking Zone (RPZ) (AI 3)

Pam Turton, the Assistant Director of Transport, Environment & Business Support presented the report which set out the background to the consideration of this item, as requested by the Scrutiny Management Panel. The Director of Transport, Environment & Business Support provided three options for the way forward.

Councillor Ellcome reported that he had read the written deputations and emails received on this subject.

Deputations were then heard, which are summarised:

- 1) Mr Davis of St Andrews Road who felt that the parking zone had been ended without consultation and it was wasteful to remove the expensive signage and refund permits when it should stay in place.
- 2) Mr McCreesh lives in the adjoining Havelock area where the problem of displaced parking had become worse and there was a high proportion of HMO and student properties in the area; and he raised questions later answered by the officers. He would support option 1 of the 3 but felt that the survey results would be ignored.
- 3) Mr Wood who had spoken with local residents and gave examples of residents whose lives were significantly affected by the need to park near their home for reasons including disability, family and work patterns and vehicles. He therefore advocated Option 3, to keep the residents' parking zone.

In response to some of the questions raised by those making deputations it was reported that:

- The number of student houses in the affected roads in the LB zone was 333 (55 in Margate Road) (affected road being in the current LB Zone but would be excluded under the proposal)
- The density of car ownership in the LB zone area was unknown or the number of student cars
- From the first survey results (on the £30 charge) there had 26 respondents from 7 non- affected roads in favour of the RPZ and 84 in favour from the 11 affected roads
- From the follow up residents parking survey 84 were in favour from non-affected roads and 155 from affected roads.

It was also reiterated that the original request for the RPZ had come from the residents and ward councillors.

Councillor Stagg, as Spokesperson, felt that the residents parking zones are requested by residents and if the majority of survey returns show that they are in favour, they should get what they want. She did not favour students having permits in line with the university discouraging the bringing of cars into the city. She therefore favoured Option 3.

Councillor Chowdhury, as Spokesperson, also was concerned regarding the level of student cars in the area.

Councillor Ellcome as Cabinet Member responded that student parking could be displaced and sometimes there was capacity within a zone to cope with this. In response to issues raised by the deputations he explained that council procedures on call-ins had led to some of the delay in notification regarding the suspension or retention of the RPZ. He stressed that any new decisions on residents' parking would not be taken in isolation but taking a more comprehensive approach for the wider Southsea area. For the LB zone the survey on the payment of permits had shown 69% had been in favour and Councillor Ellcome took this into account and the views of those who had contacted him and spoken and therefore wished to support option 3 to retain the 'LB' RPZ.

DECISION: The Cabinet Member authorised that no action be taken regarding the LB zone (the zone continues unchanged).

9. Palmerston Road South Area Review (AI 4)

Pam Turton, Assistant Director of Transport, Environment and Business Support presented the report which set out the history of the two experimental traffic orders and the feedback from the 6 month consultation.

Deputations were heard and are summarised:

- i) Ms Ross-Richards spoke on behalf of residents at Palm Court who wished the ETRO to be made permanent as the one-way traffic arrangement had been very successful and she felt that taxis were not using Villiers Road so this was welcomed, and visitors could still access the care home residents.
- ii) Mr Openshaw had been involved in the City Centre Manager's task force to look at options and this had concluded that there was the need for traffic to flow from South to North in Palmerston Road and he felt this had been successful. However he was against the proposal to ban the left turn out of Auckland Road West.
- iii) Mr Winn of Villiers Road supported the extension of the one way flow for Palmerston Road although for Villiers Road a barrier was the best option and he outlined his safety concerns regarding the previous pedestrianisation.

Councillor Symes spoke as a ward councillor supporting the views of Mr Openshaw, advocating the retention of the left turn from Auckland Road West and supported the request for Netley Road to be one way northbound to prevent "rat-running". She felt that it had worked well for businesses for Palmerston Road to have the one-way traffic. Councillor Stagg, Spokesperson, also supported retaining the left turn from Auckland Road West.

Councillor Ellcome thanked those who had spoken and who had made written deputations which he had read, including one from Mr Cairns raising issues relating to safety for the disabled. He was mindful that Palmerston Road was in need of improvement so was pleased that the temporary arrangements could be made permanent and the area could be made safer for the visually impaired. He therefore would support recommendations 2.1, 2.2 and 2.2.2 but not 2.2.1 which he amended to request the advertisement of a new Traffic Regulation Order for Netley Road to be made one-way northbound, which he hoped could come back to him for decision before the period of political Purdah (ie. before 30 March) if possible.

DECISIONS The Cabinet Member for Traffic and Transportation:

(1) Makes the provisions of ETRO 2/2015 (Villiers Road) permanent to allow traffic to use Villiers Road in a westbound direction from The Vale to Palmerston Road (south)

(2) Makes provisions of ETRO 10/2014 (Palmerston Road (south)) permanent and in turn authorised the following:

The advertisement of a new permanent TRO to implement a one-way north bound on Netley Road.

(3) Acknowledges difficulties experienced by visually impaired pedestrians as highlighted in the Equality Impact Assessment, and instructs that officers work with Portsmouth Disability Forum to improve

usability for all users of the shared space area on Palmerston Road (south).

10. Lonsdale Avenue Speed Reduction Scheme - results of public consultation (AI 5)

Pam Turton, Assistant Director of Transport, Environment & Business presented the report which set out the responses to the public consultation which had shown broad support for the proposed speed reduction measures. It was reported that Councillor Potter, as a Spokesperson for Traffic & Transportation, had enquired about the option of full width speed cushions and this had been considered by the officers however consideration was given to the suitability on a bus route (as this could cause discomfort for passengers) and there was also a cost differential which meant that the 3 speed cushion design was favoured.

DECISION: that the Cabinet Member for Traffic & Transportation supports the installation of speed reducing measures as detailed in this report.

(The design for this is included at Appendix A of the report.)

11. Waltham Street Proposals (TRO 82/2015) (AI 6)

Pam Turton, the Assistant Director of Transport, Environment and Business Support presented the report.

DECISION: that 3 metres of double yellow lines be implemented in Waltham Street to maintain access to the rear of the Charter House and Beddow Hall buildings.

12. Parking Enforcement Guidelines and Vehicle Removal Guidelines (AI 7)

Michael Robinson, the Parking Operations Manager, presented this report which updated the two documents, as regular updates had previously been made to the policies via the Members' Information Service. For vehicle removal a significant change was that the authority could take more severe action against those abusing the blue badge system. For parking infringements there had been a significant High Court case that meant that local authorities can issue penalty notices on private land where there are significant problems being caused to pedestrians, but it was not envisaged that this would be used often. He further reported that he had heard that day from the Department of Transport that they were carrying out a consultation on the national guidelines for parking contraventions so should there be further minor changes these would again be reported via the Members' Information Service.

DECISION: the Cabinet Member approved the revised guidelines (as attached at Appendices A and B of the report) and agreed that they will supersede all previously published guidelines and policy.

The meeting concluded at 4.45 pm.

Councillor Ken Ellcome
Cabinet Member for Traffic & Transportation