

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

RECORD OF DECISIONS taken by the Cabinet Member for Traffic & Transportation, Councillor Lynne Stagg, at her meeting held on Thursday, 7 October 2021 at 4.00 pm in Council Chamber - The Guildhall

Present

Councillor Lynne Stagg

Councillor Simon Boshier
Councillor Graham Heaney

28. Apologies (AI 1)

There were no apologies for absence.

29. Declarations of Members' Interests (AI 2)

There were no declarations of members' interests.

30. TRO 3/2021 GB parking zone extension (AI 3)

Kevin McKee, Parking Manager introduced the report.

A deputation was then heard from Mrs R Oliver in support of the recommendations. Deputations are not minutes but can be viewed here <https://livestream.com/accounts/14063785/cabinet-tt-07oct2021/videos/226415420>

Written deputations were then read out from:

Ms I, Mr A, Ms W, supporting the proposals and Mr L and Mr G objecting to the proposals.

In response to questions from Councillors, Kevin McKee and Nikki Musson clarified the following points:

The proposal to change the 2 hours' free parking to 1 hour was in response to residents' requests due to parking pressures in the area, particularly when there is a football match on at Fratton Park. However, paragraph 5.3 lists the 7 factors that residents had given for the parking problems. The TRO provides for a 3-hour limited wait around Milton Park to allow for people going to the businesses and amenities in the area.

The Council does issue Business permits that do not have a registration number, so these are transferable. While businesses are saying there is plenty of space to park, the residents' view is clearly different. The dental practice is adjacent to Frogmore Road and Ruskin Road where there is no

parking zone. This proposal aims to manage the parking better by introducing a three-hour limited wait around Milton Park so cars will not be left there for months at a time, which is then available for residents and customers to local businesses. In addition, the south side of Goldsmith Avenue backs onto the ME parking zone and people can park there for 22 hours a day unrestricted.

Officers had previously surveyed the GB parking zone and the residents did not want the extension. Since the introduction of other parking zones around the location they are in support of this extension.

The Cabinet Member requested officers to talk to the businesses concerned to see if a solution can be found. Officers advised that the two deputations from local businesses had come in late so they had not been able to talk with them however they would respond to the businesses after the meeting.

Opposition members raised concerns that local businesses would suffer as a result of this proposal due to displacement. Opposition members said they would be interested to hear the feedback from businesses and hoped that this could be circulated to them in due course.

Visitor permits were not available however officers advised that they could look at installing some limited wait bays for businesses. This would be discussed with the local businesses. Tweaks can be made to parking zones via TRO once they are in place and all feedback is taken very seriously. However, allowing too many exemptions for non-residents will affect the success of the parking zone.

Not everyone will travel to the businesses by car and officers are always trying to encourage people to travel by a different method of travelling.

Officers wrote to all properties in the area last year however the formal consultation had to be delayed as all businesses closed due to the covid restrictions and there would not have been anyone there to receive the post. Officers waited until the covid restrictions lifted to recommence the formal consultation. Copies of the proposal were sent to every property in the area and were addressed to the resident/business.

Councillor Stagg asked that officers engage with those business who have raised objections in their deputations which was agreed.

DECISIONS: The Cabinet Member agreed:

- 1. The extension of the GB Alverstone Road area parking zone, including short-term parking restrictions in Priory Crescent and Goldsmith Avenue proposed under TRO 3/2021 is implemented as advertised;**
- 2. The proposed reduction of the 2 hours' free parking to 1 hour in the GB parking zone is implemented as advertised under TRO 3/2021;**
- 3. It is noted that the proposals under TRO 3/2021 do not affect the temporary waiting and loading restrictions currently enacted on**

football match days. Those additional restrictions would continue, with the residents' parking restrictions operating at all other times.

31. TRO 78/2021: St Helen's Parade / Eastern Parade waiting restrictions and zebra crossing (AI 4)

Kevin McKee, Parking Manager introduced the report.

Deputation were then heard from Mr A Leaver, Councillor Symes and Councillor Smith. Deputations are not minuted but can be viewed here <https://livestream.com/accounts/14063785/cabinet-tt-07oct2021/videos/226415420>

Written deputations were then read out from:

Mr H and Mr S objecting to the proposals.

In response to questions from Councillors, Kevin Mckee and Nikki Musson clarified the following points:

In terms of the timing of the consultation, it was in the programme for the PFI contract to resurface the road this autumn, so it seemed sensible to combine this with the TRO and zebra crossing proposal to make the best use of council taxpayers money. If the consultation had been separated for one on the parking and one on the crossing it would have lengthened the time and it may have been more confusing for the public. As part of the TRO process letters were sent out to over 600 properties in the area.

One of the issues about the need for a crossing was that it is seasonal; there will be more demand on hot sunny days. A zebra crossing however means it will only stop cars as and when needed by people waiting to cross. There is currently no formal crossing point on this busy A class road.

The zebra crossing is fully funded and will be paid for out of the LTP Programme. This is funded by various sources. The finance officer was not sure of the details of the crossing being funded by CIL but said he could find out. Ward councillors commented that they had not agreed to any money being used from the CIL.

It would be very difficult to put a weight limit on Eastern Parade without declassifying the road.

Zebra crossings are not subject to consultations in the same way and are not subject to a TRO consultation. They are a duty that the highway authority may deem necessary to implement based on understanding of need. It was included as part of the TRO as the parking restrictions needed to be changed to implement a zebra crossing. Officers chose to consult on this proposal and all the evidence received is included within the report to ensure transparency.

In terms of accidents on St Helens Parade during the period 1 February 2018 and 31 January 2021 there were five accidents recorded on St Helens Parade from its junction with Eastney esplanade to Eastern Parade. Three of these were recorded as slight and two were recorded as severe. Opposition members said that this information should have been included in the report.

While data was included from counts undertaken in 2021, there was a concern from Members that there was significant influence from the 2020 and 2021 road closures. It was suggested by Councillor Boshier that recommendations 2.5 and 2.6 relating to the zebra crossing be removed from the decision today to allow for a full consultation with residents and further evidence to be gathered to ensure the crossing is needed.

Opposition members also felt that clarification was needed on the assessment process as detailed on paragraph 3.10 as the conclusion was that this comes outside the normal data point that a crossing would be agreed. It was felt there was not any longer-term perspective on if there have been issues on this road previously. It was felt there was not enough evidence in the report to make a firm decision on whether a zebra crossing was necessary.

Councillor Stagg agreed that this were good points although noted that there had previously been issues with traffic on St Helens Parade in the past before the seafront road was closed in 2020.

Officers advised that if Councillor Stagg was minded not to approve recommendations 2.4 and 2.5 relating to the zebra crossing, recommendation 2.6 would also need to be removed as it related to the zebra crossing.

Councillor Stagg therefore decided **not** to approve recommendations 2.4, 2.5 and 2.6.

DECISIONS: the Cabinet Member agreed:

- 1. The proposed lengths of Limited Waiting Parking Places with a maximum stay of 3 hours, no return within 4 hours detailed in Appendix B, Paragraph C are implemented,**
- 2. All businesses on the south and south-east sides of St Helens Parade, opposite the MF parking zone are enabled to obtain Business permits to park in MF parking zone as detailed in paragraph Appendix B, Paragraph D 2.**
- 3. All businesses on the south side of Eastern Parade, opposite the MG parking zone are enabled to obtain Business permits to park in MG zone as detailed in paragraph Appendix B, Paragraph D 1.**
- 4. The impact of the parking changes on residents and businesses are monitored and further changes proposed if required.**

The meeting concluded at 5.22 pm.

Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation