

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

Minutes of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Wednesday, 28 September 2016 at 12.30 pm at the Civic Offices, Portsmouth

Present

Councillor Stuart Potter (in the Chair)
Steve Hastings
Lee Hunt
Frank Jonas
Ian Lyon

21. Apologies for Absence. (AI 1)

Councillor Wood sent his apologies and Councillor Sanders deputised for him.

22. Declarations of Members' Interests (AI 2)

Councillor Jonas declared a personal but non-prejudicial interest: his son works for Land Security which was mentioned during the discussion of item 5.

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

RESOLVED that the minutes of the meeting held on 13 June 2016 be agreed as a correct record.

24. Review into how community safety partners can work together to reduce demand and cost for intensive specialist services currently supporting individuals with complex needs. (AI 4)

RESOLVED that the report be signed off subject to the following amendments:

Recommendation 1

The following sentence be added: each case should have a designated person responsible for as long as long as it is open.

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Section 2.12 An extra line be added to clarify the data and a diagram.

25. A review of general parking issues in Portsmouth with a view to considering alternative strategies. (AI 5)

The Chair reminded the panel that a written deputation had been received from a Mr Richardson regarding parking permits in residents' parking zones and commercial vehicles & caravans in residential roads.

The panel discussed the terms of reference for the review and agreed that

- It would not cover specific parking zones.
- Members of the public be invited to a future meeting to give their views and ideas for possible solutions.

Councillor Simon Boshier, Chair of Scrutiny Management Panel reminded the panel that TECS could take up to two years to complete this review.

RESOLVED that the scoping document be agreed.

Member's comments included:

- A bye law had been recently introduced in Milton Road to deal with the issue of unlinked (unmovable) caravans obstructing the public highway. This would be looked at later in the review.
- It is essential that the public is involved.

Pam Turton, Assistant Director, Transport, Environment & Business Support gave a presentation on parking in the city and in response to questions from members she and Alan Cufley Director, Transport, Environment & Business Support clarified the following points:

Bus network

The bus network is predominantly commercial and so the council's influence is limited.

Car availability

An extract from the 'Parking Standards SPD was circulated to the panel and will be published on the website. The figures show the number of parking spaces different size and type of properties are expected to require. The data is taken from the 2011 census and related to Portsmouth.

Off street parking provision.

The levels of provision of parking within the city centre and Portsmouth Harbour area are more aligned with out of town shopping areas and are significantly higher than those in West Quay and are comparable to Blue Water shopping centres.

Isambard Brunel Road multi-storey car park is under-utilised at the weekend whereas there are often queues for the car park at Gunwharf Quays.

Brighton

Inner city car parks charge £5 per hour to encourage people to park further away.

Off-Street Parking.

The naval base provides parking for its staff.

Park & Ride Service

Turn up and pay customers will pay £4 per day per car with up to 8 people travelling. The latest flexi pass offers mean that up to 50 uses can be purchased which works out at £2 per use. The trips must be taken within a year. The intention is to encourage repeat use of the service.

The buses run every 15 minutes and the journey to town takes 8 minutes.

Passengers can take the Park & Ride to the city centre and the Hard. There is only a short section where the bus uses a normal traffic lane.

Discussions are ongoing with Gunwharf Quays for them to promote the service to their customers. This would improve their experience and save time and the frustration of queuing and looking for a parking space.

The intention is to increase the number of spaces at the Park & Ride by decking the car park as demand increases.

The International Port's multi-storey car park is used as an overflow when demand exceeds capacity at the Park & Ride site. This has been used during key event days e.g. festival of Christmas, Black Friday last year.

Most local authorities subsidise their Park & Ride services.

Residents' Parking Zones.

Residents in these zones can apply for a third permit which currently costs £120 but might increase to £510 shortly. Business permits might also increase from £360 to £510.

Southsea Common

Many visitors to the seafront park in nearby Residents' Parking Zones because it's free of charge for two hours.

Part of the common is sometimes used as an overflow car park when there are big events along the seafront e.g. America's Cup and Great South Run. The common car park can be used up to a 17 times a year.

Dockyard

Discussions have been carried out with the dockyard regarding sustainable transport as part of the Local Sustainable Transport Fund. There will be further discussions following the recent successful bid for funding for the Connected City Bid.

District Centres.

Southsea shopping centre is classified as a District Centre. There are several initiatives in the centres to encourage visitors including free parking after 3pm in North End (Stubington Avenue) and on Wednesday afternoons in Southsea (Ashby Place).

Fratton Park area.

There are Residents' Parking Zones around the football stadium.

Portsmouth Football Club operated a Park & Ride service for supporters in the past. No similar arrangements are in place at the moment..

Demand.

Portsmouth has a constrained network and cannot be expanded relatively in response to the increased demand. It is important to promote and invest in alternatives to driving.

There is no one solution to this issue. All options need to be considered as part of the wider strategy.

Many people spend time driving around looking for a parking space. The council is collaborating on mobile phone apps that could help drivers find parking spaces. However, it was stressed that there is no suggestion that drivers be encouraged to use mobile phones whilst driving.

Commercial Vehicles.

The parking of commercial type vehicles in residential areas continues to be an issue.

There followed a general discussion, during which members made the following comments:

- The council subsidises some bus routes and fulfils its statutory duty to issue concessionary fares.
- Members queried the expectation set out in the SPD that residents in a 4-bedroom house would have an average of only 1.58 vehicles.
- It is not intuitive to head to Isambard Brunel multi storey car park when your destination is Gunwharf Quays. Although feedback from the public suggests that many did not realise that there were nearby car parks, it may be that they prefer to be as close as possible. Perhaps signage should be installed directing people to the Gunwharf Quays Overflow Car Park.
- Concern was expressed that 15,000 permits had been issued for 11,000 spaces and that residents with disabilities can pay for a disabled parking bay outside their property but anyone with a blue badge could use it.
- Gunwharf Quays car park is managed by Land Securities.
- A residents' parking only zone is in place around Wembley Stadium.
- Increases in parking charges may deter visitors to the city.
- Park & Ride will only work if buses are given priority and the journeys are quick, frequent and reliable.
- The impact of the increased development at Tipner on the Park & Ride service.
- It is important to remember that parking permits are expensive for poorer families who often rely on their cars to get to work.
- The review should look into the reasons for the high number of cars in the city.

Councillor Hunt suggested that free parking in the Civic Offices underground carpark should stop. Councillor Fleming reminded that the review should focus on potential solutions to the public's parking problems in the city. The Chair explained that the appropriate route for the suggestion was through a question to council.

The panel requested the following information:

1. More recent data regarding availability of car access as the Parking Standards SPD that was circulated came from 2011 census data.
2. Resident population figures.
3. A financial breakdown of the Park & Ride.

4. More information on the use of Southsea Common as a carpark.
5. A breakdown of figures relating to people leaving the city in the morning and afternoon peak times.
6. Parking controls that are in place on match days in the Fratton Park area.
7. The number of journeys within Portsmouth (people not leaving the island).
8. The occupancy rate of Gunwharf Quays.
9. The number of Residents' Parking Zones where space allows for residents' third permits are issued.
10. Data regarding usage of taxis and buses.
11. The number of PCC car parks that have been sold in the last five years.

The meeting concluded at 2.15 pm.

Councillor Stuart Potter
Chair