

Agenda item:

Decision maker: Portfolio Holder for Traffic & Transportation

Subject: Central Southsea residents' parking schemes:
MB zone and MC zone

Report by: Head of Transport and Environment

Wards affected: Central Southsea

Key decision (over £250k): No

1. Purpose of the report

To report on the requirements for amending/revoking the MB and MC residents' parking zones in Southsea on an initially temporary basis.

2. Recommendations

2.1 That the Portfolio Holder for Traffic & Transportation reconsiders the decision of MB and MC zones based in particular on comments made and issues raised in the Cabinet report of November 2013.

2.2 That should the decision be to change the scheme, the following immediate action is taken to effect changes to the MB and MC residents' parking schemes:

2.2.1 An Experimental Traffic Regulation Order is implemented to

- a) revoke the MC zone parking restrictions and;**
- b) amend the operating times of MB zone to 8am - 6pm Monday to Friday.**

2.2.2 That no further action is taken in response to the survey conducted in May 2014 of the areas around MC Zone (to be revoked as part of this recommendation).

3. Background

3.1 The introduction of the MB Orchard Road Area in November 2011 had a significant adverse effect on the adjacent roads in terms of displaced parking (the southern end of Talbot Road, Bramble Road, Ventnor Road and Shanklin Road in particular), whilst over 300 parking spaces were left unused each day.

3.2 More than 200 emails, petitions and letters that were received from residents affected by the MB zone prompted funding to be sought for a survey to be carried out in 2012. The results of that survey were largely inconclusive but showed a

small majority in favour of a residents' parking scheme. (The results are available on Portsmouth City Council's website - search 'previous permit surveys').

- 3.3 Whilst no action was taken at that time, a number of residents adjacent to the MB zone continued to campaign for a parking scheme or an amendment or revocation of the MB zone.
- 3.4 In November 2013 Cabinet received a paper proposing to extend the MB zone southwards and provide scratch cards to residents west of the extended zone. If this proposal was agreed, the requisite Traffic Regulation Order would be advertised, as required by the legislation.
- 3.5 The November 2013 paper highlighted the following concerns held by Officers:
- a) The officer recommendation had been to amend and reduce the operating times of the existing MB zone to reflect the needs of residents of the surrounding roads whilst maintaining the original objectives of the scheme. This would have improved parking availability for residents of surrounding roads when it is most needed in the evening. However, it was highlighted in the report that Ward Members did not support this view, and favoured extending the existing boundaries of the MB.
 - b) That extending the scheme to include roads further south would highly likely have the same overspill impact on roads adjoining the revised scheme boundary, and have the potential to cause displacement to other residents rather than addressing it. This would be likely to result in complaints from residents of Southsea and Eastney requesting the Council take action in their area to address the overspill issue.
- 3.6 As a result of the November 2013 paper and the displacement issues it could create, as highlighted by Officers, Cabinet Members took the decision in January 2014 that a new residents' parking scheme would be proposed for the area south of the existing MB zone, to be called MC zone, operating as Permit Holders Only for a 2-hour period per day. The purpose of the MC zone was to counter the effects of displacement parking from the MB zone and the number of vehicles associated with housing in multiple-occupation / temporary residents.
- 3.7 The MC zone was introduced in April 2014, and at the same time a questionnaire was sent to nearly 6300 properties surrounding the MB and MC zones, in response to concerns over displacement parking effects.

4. Reasons for the Recommendations.

- 4.1 Questions have been raised about the spread of residents' parking zones into areas of Southsea and Eastney that previously have experienced minimal parking problems, and have previously indicated they do not want parking restrictions.

- 4.2 The introduction of the MB zone and the subsequent extension to MC zone had a disproportionate effect on the adjacent area and those living there. The risks had been highlighted within the November 2013 Cabinet paper.
- 4.3 The housing stock in this area has narrow frontages and few off-street parking facilities, allowing less than 1 parking space per property frontage. Therefore changes to parking arrangements have a significant impact on adjacent roads.
- 4.4 The causes of parking problems are regularly cited as displaced parking from the MB zone and now the MC zone (including vehicles not entitled to permits there, residents not wishing to purchase permits for 2nd vehicles and commercial vehicles) along with the extent of student and multiple-occupancy accommodation in the area resulting in several vehicles per household.
- 4.5 Prior to, and following the implementation of the MC zone, residents expressed concerns about vehicle displacement into already-congested residential roads adjacent. The survey carried out following the Cabinet decision in March 2014 on the areas adjacent to MB and MC zones cost approximately £5575.00 and involved 6253 households. To put this into context, the MB zone has 1013 households the MC zone has 1940. Between 14% - 27% of the questionnaires were returned per area.

5. Requirements to implement the Recommendations.

If it is decided to amend the scheme, the following actions are proposed:

- 5.1 The 478 signs within the MC zone are either covered or removed.
- 5.2 Residents and businesses within the MC zone are advised in writing that;
 - a) The parking restrictions are not applicable from a specified date;
 - b) Refunds for permits will be arranged if the restrictions are to be permanently revoked;
 - c) Public consultation will take place simultaneously, and that any comments should be made in writing.
- 5.3 The 327 signs within the MB zone be replaced to reflect new operating times.
- 5.4 Residents and businesses within the MB zone are advised in writing that;
 - a) the parking restrictions will be changing from a specified date;
 - b) refunds will be arranged for any permits not likely to be required if the restrictions are to be permanently changed;
 - c) Public consultation will take place simultaneously, and that any comments should be made in writing.

6. Equality impact assessment (EIA)

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

7. Head of Legal Services' comments

- 7.1 An Experimental Order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 7.2 Unlike a permanent order an experimental order can only stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date there is a 6-month public consultation that allows representations to be submitted based on experience of the traffic scheme in operation.
- 7.3 It is possible for the Head of Service to modify or suspend an experimental order whilst it is in operation, from which a further 6-month consultation period must begin. Between 6 - 18 months the Council can arrange to make the effects of the order permanent, giving due consideration to any comments / objections made during the public consultation period, to revoke the experimental order or to let it lapse (whereby the restrictions revert to the effects of the permanent order in place).

8. Head of Finance's comments

- 8.1 The proposed Experimental Traffic Regulation Order will cost in the region of £2,500 to advertise and communicate. This will be funded from the On street cash limited budget and will reduce the transfer of any operating surplus that would be transferred to the Off street reserve.
- 8.2 The amount of income generated from scratch cards and permits over a year from the MC zone is in the region of £49,000. By revoking this scheme this contribution to the running costs of residents parking zones will be lost. The amount of civil enforcements officers currently employed by the City Council will not be reduced as a result of the scheme being revoked. The overall effect will be that the surplus currently generated from all on street activities will be reduced by £49,000.
- 8.3 Covering or removing the 478 signs within the MC zone would cost in the region of £1,000 to £2,200 respectively. This will be funded from the On street cash limited

budget and in effect will reduce the transfer of any operating surplus that would be transferred to the Off street reserve.

- 8.4 Amending the operating times of the MB zone (currently 24 hours per day, 7 days a week) to 8am - 6pm Monday to Friday may have a negative financial impact. Current annual income from the sale of scratch cards and permits is around £38,000. The amount of income derived from the sale of permits is £15,900, and £22,100 from scratch cards. It is likely that the sale of scratch cards will fall with reduced operating times meaning the need for them is not mandatory. The amount of permits sold may be affected and thus the exact amount is hard to quantify at this point. The amount of civil traffic enforcement officers employed by the City Council will remain unaffected, but the amount of enforcement time required for this scheme will be reduced enabling the enforcement team to cover other areas in the City.
- 8.5 Replacing the 327 signs within the MB zone would cost in the region of £8,200. This will be funded from the On street cash limited budget and in effect will reduce the transfer of any operating surplus that would be transferred to the Off street reserve.

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Signed by Head of Transport & Environment Service

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 |
|---|--|
| 1. Cabinet report 4 th November 2013 | Portsmouth City Council website - http://democracy.portsmouth.gov.uk/uuCoverPage.aspx?bcr=1 |
| 2. Cabinet Report January 2014 | |
| 3. Cabinet report March 2014 | |
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The recommendation(s) set out above were approved/ approved as amended/ deferred/
rejected by on

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Signed by Portfolio Holder for Traffic & Transportation

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