

Decision maker: Cabinet Member for Traffic & Transportation
8th November 2012

Subject: Traffic Regulation Order:
The Portsmouth City Council (City Centre and Southsea)
(Prime Location Parking: Pay & Display) (No.26) Order
2012

Report by: Head of Transport and Environment

Wards affected: Charles Dickens, St Jude

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

1. Purpose of report

To consider the responses to the formal public consultation on this order, which is a statutory requirement whenever comments are received regarding advertised proposals.

2. Recommendation

That the proposals contained within this order are approved as advertised

3. Background

3.1 The proposal aims to provide on-street parking in prime locations; convenient short term parking for quick and easy access to major commerce and amenities. Due to the convenience of the locations, charges for the spaces will be higher than current on-street Pay & Display to enable a regular turnover of vehicles. Exemptions for motorcycles and Blue Badge holders are included as statutory requirements.

3.2 When similar proposals were advertised last year, a number of objections were received, and consequently improvements were identified and included in these new proposals.

3.3 Revised proposals were drawn up, taking into account the responses to the previous consultation, and advertised for formal public consultation under this TRO.

4. Reasons for recommendation

- 4.1** The proposals will increase parking capacity in key areas, improve parking availability for disabled drivers and are clearly more acceptable to the public than previous proposals.
- 4.2** Portsmouth City Council has a significant shortfall on revenue received from parking assets compared to the budget cash limit. This proposal should help maximise income generation.
- 4.3** The formal consultation received one objection, from a shop owner concerned that the introduction of Pay & Display would adversely affect his shop's custom and that there are too many parking meters in Portsmouth. However, the 33-metre length of 1-hour limited waiting opposite that business is to remain as it is. The proposal only relates to the 30-metre section of parking nearest The Hard and is unlikely to have an impact on customers arriving by car. College Street is also part of a residents' parking scheme that includes a 1-hour free parking period for visitors: parking is available further along College Street on both sides of the road.

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** A proposed Traffic Regulation Order (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

This proposal represents a change in strategy for the parking service. Progress in terms of revenue generation will be monitored.

The financial appraisal suggests additional income in excess of £50,000 could be generated annually.

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Head of Service, 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
1 email	Transport Planning, 4 th floor, Civic Offices

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

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Cabinet Member for Traffic and Transportation

Public notice advertising the proposals of TRO 26/2012:

THE PORTSMOUTH CITY COUNCIL (CITY CENTRE AND SOUTHSEA) (PRIME LOCATION PARKING: PAY & DISPLAY) (NO.26) ORDER 2012

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under Sections 1 – 49 of the Road Traffic Regulation Act 1984. The effect would be as detailed below.

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO26/2012** by the **3rd September 2012** stating the grounds of objection/support.

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.

Disabled Badge holders are exempt from the Pay & Display charges and are not subject to the maximum stay limits.

A) PRIME LOCATION PAY & DISPLAY AND TARIFFS

Location

1. The Hard

Southwest side, the existing 107m length of existing Pay & Display south-east of The Hard Interchange (21 cars)

Operation & Tariff

24 hours, 7 days a week

20 minutes = £1.00

Maximum stay 2 hours

2. Clarence Esplanade

Southwest side, 20m of the existing Pay & Display (8 cars)

8am – 6pm, 7 days a week

20 minutes = £1.00

Maximum stay 2 hours

B) DISABLED PERSONS PARKING PLACES

1. Clarence Esplanade

An additional 2 parking bays (echelon) southeast of the prime parking described in A2 above.

C) CHANGE FROM LIMITED WAITING TO PRIME LOCATION PAY & DISPLAY AND TARIFFS

Location

1. College Street

South side, the 30m length opposite the junction of Havant Street (6 cars)

Operation & Tariff

8am – 6pm, 7 days a week

20 minutes = £1.00

Maximum stay 2 hours

D) CHANGE FROM DISABLED PERSONS' PARKING PLACES, TO PRIME LOCATION PAY & DISPLAY AND TARIFFS

Location

1. Landport View

West side, 15m of the existing parking bay north of Charlotte Street junction (3 cars)

Operation & Tariff

8am – 6pm, 7 days a week

20 minutes = £1.00.

Maximum stay 1 hour

2. Lower Church Path

South side, 10m of the existing parking bay
(2 cars)

8am – 6pm, 7 days a week

20 minutes = £1.00.

Maximum stay 2 hours

E) CHANGE FROM NO WAITING AND NO LOADING AT ANY TIME, TO PRIME LOCATION PAY & DISPLAY AND TARIFFS**1. Lower Church Path**

South side, a 5m extension to the existing
parking bay (currently disabled parking)

8am – 6pm, 7 days a week

20 minutes = £1.00.

Maximum stay 2 hours

F) CHANGE FROM LOADING ONLY TO PRIME LOCATION PAY & DISPLAY AND TARIFFS**Location****1. Station Street**

North side, the existing 25m bay within
the layby west of Surrey Street (5 cars)

Operation & Tariff**24 hours, 7 days a week**

20 minutes = £1.00.

Maximum stay 1 hour

G) CHANGE FROM NO WAITING AND NO LOADING AT ANY TIME TO PRIME LOCATION PAY & DISPLAY AND TARIFFS**Location****1. Paradise Street**

Southern dead end, 12m of echelon
parking bays (4 cars)

Operation & Tariff**8am – 6pm, 7 days a week**

20 minutes = £1.00.

Maximum stay 1 hour

2. Slindon Street

West side, north of Station Street junction,
20m (5 cars)

8am – 6pm, 7 days a week

20 minutes = £1.00.

Maximum stay 1 hour

H) REASONS FOR ORDER

The proposal aims to provide on-street parking in prime locations; convenient short term parking for quick and easy access to major commerce and amenities. Due to the convenience of the locations, charges for the spaces will be higher than current on-street Pay & Display to enable a regular turnover of vehicles. Exemptions for motorcycles and Blue Badge holders are included as statutory requirements.

A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours.

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

Dated: 13th August 2012

(End of Report)