



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

TUESDAY, 5 JULY 2016 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Democratic Services Tel: 9283 4057

Email: joanne.wildsmith@portsmouthcc.gov.uk

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Jim Fleming (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Stuart Potter, UK Independence Party

Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Cosham Residents' Parking Survey Results (Pages 1 - 12)

The purpose of the report by the Director of Transport, Environment & Business Support is to consider the results of the recent Residents' Parking survey in an area of Cosham, and next steps.

RECOMMENDED that the Cabinet Member for Traffic and Transportation approves either:

- (1) No further action or
- (2) Formal parking zone design and consultation via Traffic Regulation Order on 1 of the following 4 options:
 - i. New BA zone
(the area surveyed: Knowsley Road up to Havant Road - north to south - and the area between the High Street and Salisbury Road - west to east, incorporating the existing BA Park Grove zone)
 - ii. New BF zone and new BA zone
(2 separate zones: Park Lane area and Knowsley Road area; the latter to incorporate existing BA Park Grove zone)
 - iii. New BF zone (Park Lane area) only
 - iv. New BA zone (Knowsley Road area only, to incorporate the existing BA Park Grove zone).

4 Camera enforcement of school zig zags (Pages 13 - 18)

The purpose of the report by the Director of Transport, Environment & Business Support is to seek approval for the purchase of 2 enforcement cameras to be available at various locations in the city to enforce parking contraventions on school zig zag road markings.

RECOMMENDED that the Cabinet Member approves the option to purchase the cameras and authorises the ongoing costs of operation as laid out in the Financial Appraisal shown at Appendix 1.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.



Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 5th July 2016

Subject: Cosham Residents' Parking Survey Results

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: Cosham

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the results of the recent Residents' Parking survey in an area of Cosham, and next steps.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation approves either:

- 2.1.1 No further action or;

Formal parking zone design and consultation via Traffic Regulation Order on 1 of the following 4 options:

- 2.1.2 New BA zone
(the area surveyed: Knowsley Road up to Havant Road - north to south - and the area between the High Street and Salisbury Road - west to east, incorporating the existing BA Park Grove zone)
- 2.1.3 New BF zone and new BA zone
(2 separate zones: Park Lane area and Knowsley Road area; the latter to incorporate existing BA Park Grove zone)
- 2.1.4 New BF zone (Park Lane area) only
- 2.1.5 New BA zone (Knowsley Road area only, to incorporate the existing BA Park Grove zone)

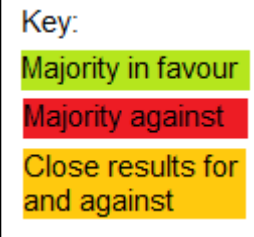
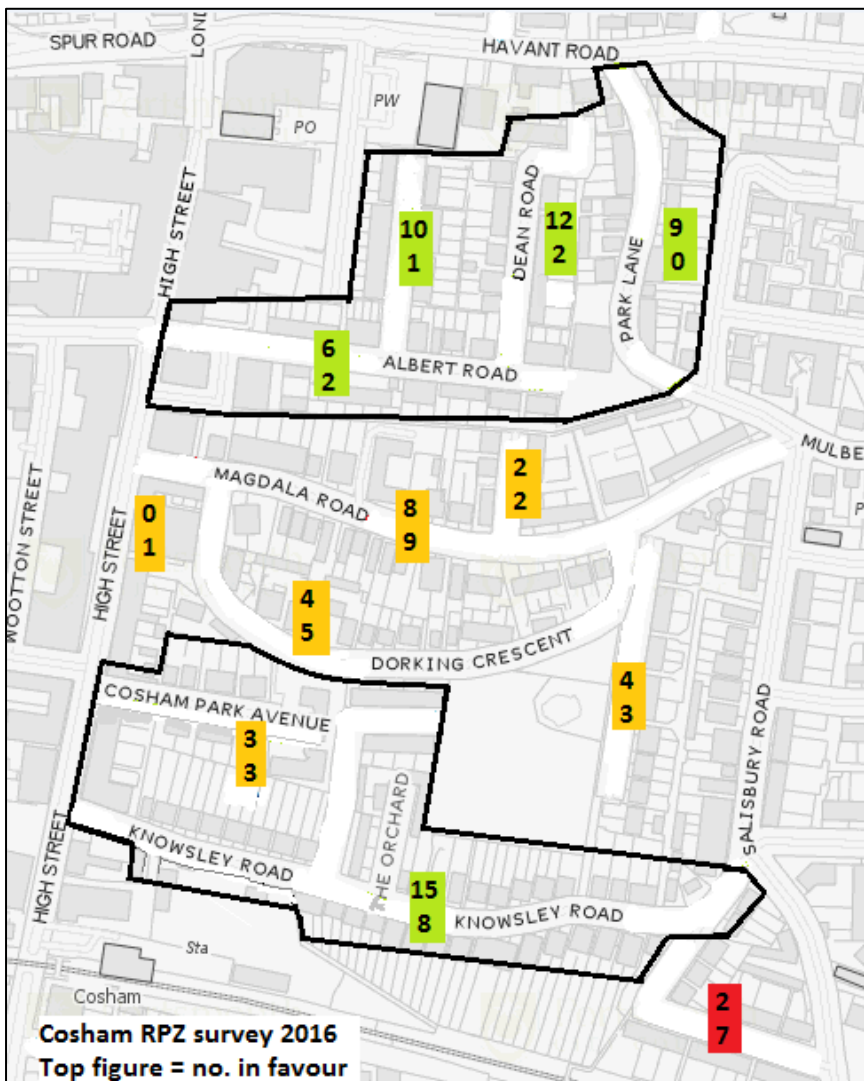
3. Background

- 3.1.** Two areas of Cosham were identified for survey following the completion of the 2010-2012 Residents' Parking Programme, and in response to petitions and requests received from residents of Albert Road, Dean Road, Pervin Road, Park Lane, Knowsley Road and Widley Court Drive. Undertaking the surveys was delayed as the residents' parking work programme was placed on hold in 2016.
- 3.2.** The 2 areas of Cosham (Park Lane area and Knowsley Road area) were surveyed together as they are geographically close, and the roads lying between were also included (Magdala Road, Glenleigh Avenue, Dorking Crescent and Cosham Park Avenue). 20% of the surveys were completed online or returned by post (124 of 620):
- In favour = 79 of 124 (64%) Not in favour = 45 of 124 (36%)

The response rate varied across the area, with seven roads having a response rate of over 20%, and five roads under 20%. The particularly low response rate from the High Street of 2% has reduced the overall response rate from 26% to 20%.

Survey results and breakdown by road:

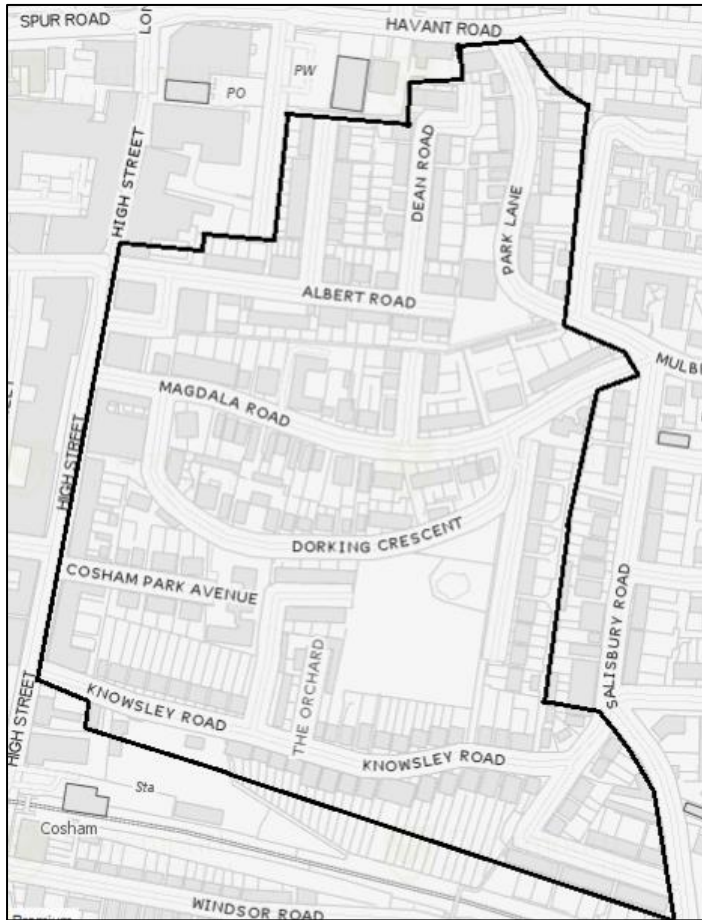
	For	Against	No. of Responses Received	No. of Properties Surveyed	Percentage of surveys returned
Dean Road	12	2	14	33	42%
Park Lane	9	0	9	50	18%
Magdala Road	8	9	17	130	13%
Knowsley Road	15	8	23	104	22%
Knowsley Crescent	2	7	9	33	27%
High Street	0	1	1	65	2%
Pervin Road	10	1	11	33	33%
Cosham Park Avenue	3	3	6	15	40%
Glenleigh Avenue	2	2	4	12	33%
Widley Court Drive	4	3	7	22	32%
Albert Road	6	2	8	64	13%
Dorking Crescent	4	5	9	59	15%
No road given	4	2	6		
Total	79	45	124	620	20%



_____ indicates original 2 areas identified for survey

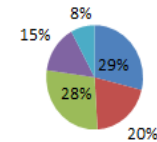
4. Reasons for recommendations

- 4.1. No further action:
Only 124 (20%) of the 620 survey forms delivered were completed and returned, although the return rate varies by road and is much higher in some road than in others.
- 4.2. Formal design of new BA parking zone and consultation via Traffic Regulation Order:
 - 4.2.1 Formal proposals are put forward for the area covered by the single survey (see plan below on page 4), to be known as the BA Knowsley Road zone. This would incorporate the existing BA Park Grove zone, which includes Park Grove only; a cul-de-sac accessed via the north side of Knowsley Road.
 - 4.2.2 The BA Knowsley Road zone would be proposed to operate between 8am-6pm, with 1 hour's free parking period for non-residents, in light of the survey responses below and the times the Pay & Display is in operation in the High Street.



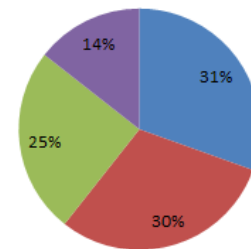
What do you think is the reason for the parking problems? (Please tick all that apply)

- Commuter Parking
- Commercial vehicles
- Shoppers/customer parking
- Some households have too many cars
- HMOs and temporary residents



What times do the parking problems occur? (You can tick more than one)

- Morning
- Afternoon
- Evening
- Overnight



- 57% of residents attribute the parking problems mainly to commuter parking and shopper/customer parking
- 61% of residents feel the parking problems mainly occur during the morning and afternoon

4.3. Formal design of two separate parking zones and consultation via Traffic Regulation Order.

4.3.1 Formal proposals are put forward for two parking zones - BA Knowsley Road area and BF Park Lane area - in response to the original requests and survey results (see plans below on page 5).

4.3.2 The southernmost parking zone (BA Knowsley Road) would incorporate the existing BA Park Grove zone, which includes Park Grove only; a cul-de-sac accessed via the north side of Knowsley Road.

4.3.3 The BA Knowsley Road zone and BF Park Lane zone would be proposed to operate between 8am-6pm, with 1 hour's free parking period for non-residents, for the same reasons given in paragraph 4.2.1 above.



BA Knowsley Road zone:



BF Park Lane zone:



- 4.4.** Formal design of new BF Park Lane area parking zone only and consultation via Traffic Regulation Order.
- 4.4.1** Formal proposals are put forward for one parking zone in response to the original requests and survey results (see BF plan above).
- 4.4.2** The BF Park Lane zone would be proposed to operate between 8am-6pm, with 1 hour's free parking period for non-residents, for the same reasons given in paragraph 4.2.1 above.

- 4.5.** Formal design of new BA Knowsley Road area parking zone only and consultation via Traffic Regulation Order.
- 4.5.1** Formal proposals are put forward for one parking zone in response to the original requests and survey results (see BA plan above). This would incorporate the existing BA Park Grove zone, which includes Park Grove only; a cul-de-sac accessed via the north side of Knowsley Road.
- 4.5.2** The BA Knowsley Road area zone would be proposed to operate between 8am-6pm, with 1 hour's free parking period for non-residents, for the same reasons given in paragraph 4.2.1 above.

5. Equality Impact Assessment

- 5.1** A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Implications

- 6.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and considers the implications of decisions for both their network and those of others.
- 6.3** Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 6.4** A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.
- 6.5** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1** Recommendation (2.1.2): Scheme design and consultation on a new BA zone to incorporate existing BA Park Grove zone (1 zone) is estimated to cost £3,900. This includes the Traffic Regulation Orders (both in the press and on-street), postal communications to properties within this zone and associated officer time. This will be funded from the £200,000 set up costs budgeted as part of the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that would be transferred to the off street parking reserve.
- 7.2** Recommendation (2.1.3): 2 separate scheme designs and consultation on a new BF zone and a new BA zone (to incorporate existing BA Park Grove zone) (2 zones) is estimated to cost £3,700. This includes the Traffic Regulation Orders (both in the press and on-street), postal communications to properties within this zone and associated officer time. This will be funded from the £200,000 set up costs budgeted as part of the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that would be transferred to the off street parking reserve.
- 7.3** Recommendation (2.1.1): No further action is estimated to not incur any additional costs.

.....
 Signed by:
 Alan Cufley
 Director of Transport, Environment and Business Support

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
Preliminary EIA	Transport Planning

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

.....
 Signed by:
 Councillor Jim Fleming
 Cabinet Member for Traffic and Transportation

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Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Residents' Parking Zone (proposed)

Title of policy, service, function, project or strategy (new or old) :

Residents' Parking Zone, Cosham (between Havant Road and Knowsley Road - north and south - and between Salisbury Road and High Street - west and east). Permit holders only; 1 hour's free parking for non-permit holders.

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

To give priority over on-street parking to residents and their visitors. by preventing long-term parking by commuters and local employees etc.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

Benefit: Residents and their visitors (including friends, family, carers and health workers). Businesses in terms of short-term parking for customers. Blue Badge holders are exempt from the limited waiting restriction and could benefit from being able to park closer to their destination.

No detrimental effect; commuters and local employees could be inconvenienced, but would be encouraged to find alternative parking (not in residential street) and/or alternative, more sustainable, modes of transport.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disability	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Gender	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transgender	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Sexual orientation	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Religion or belief	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Pregnancy or maternity	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Other excluded groups	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disability	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Gender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Transgender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sexual orientation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Religion or belief	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Pregnancy and maternity

Other excluded groups

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

Q7 - How have you come to this decision?

Improving parking availability for Blue Badge holders, pregnant women, older residents and those who care for them is a positive outcome of parking zones. Permit parking does not discriminate between motorists in terms of race, gender, transgender, sexual orientation, religion or belief or other excluded groups.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Nikki Musson, Transport Planning team

This EIA has been approved by:

Contact number:

Date:

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk



Title of meeting:	Cabinet Member for Traffic & Transportation Decision Meeting
Date of meeting:	5 th July 2016
Subject:	Camera Enforcement of School Zig Zags
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	All wards
Key decision:	No
Full Council decision:	No

1. Purpose of report

To seek approval for the purchase of 2 enforcement cameras to be available at various locations in the city to enforce parking contraventions on school zig zag road markings.

2. Recommendations

That the Cabinet Member approves the option to purchase the cameras and authorises the ongoing costs of operation as laid out in the Financial Appraisal shown at Appendix 1.

3. Background

Yellow Zig Zag lines outside schools are a safety measure. They are designed to be kept clear of stopping vehicles, ensuring good visibility for school children entering and leaving school grounds.

Road Safety experts across the country support measures to reduce or eliminate vehicles stopping on Zig Zags. In the majority of cases those in contravention of the Zig Zags are in fact parents and guardians of children at that school.

Traditional (pedestrian) methods of enforcement by the councils Civil Enforcement Officers (CEOs) are only effective when they are present; once potential offenders see the CEO they tend not to park on the Zig Zags.

A Portsmouth City Council scrutiny panel looked in to Road Safety in 2015. A survey was conducted as a part of that review with parents, teachers and school governors asked about their perception of risk. The result was that 84.17% of respondents said that they felt pupils are at risk on the roads immediately outside their children's school at the start and/or end of the school day.

In December 2015 the council introduced Bus Lane Enforcement cameras. The technology used for the system is identical to that required for the enforcement of school Zig Zags with a slightly different camera. It is the purchase of that technology for bus lanes that now makes the cameras for Zig Zags an enhancement of that system with no new technological systems required.

It is intended that any contraventions identified by the cameras will only be enforced outside schools from 30 minutes before a school day to 30 minutes after. It is not intended the cameras should be used at any other times for the purposes of Zig Zag enforcement.

The cameras will be used at the schools considered to be the highest risk for children and where it is felt such technology can be effective. They will be deployed as an addition to current council efforts to manage the issue, not as an alternative.

The penalty for being 'stopped in a restricted area outside a school' (on Zig Zag lines) is £70 (discounted to £35 if paid within 14 days). The penalties will accrue to the council's On Street revenue budget.

It is not anticipated that the cameras monitoring the Zig Zags will be self-financing and so an ongoing operating cost will exist as shown in the financial appraisal at Appendix 1.

As the technology is similar, during school holidays the system may be redeployed to bus lanes with some minor additions.

It is anticipated that the deployment of the cameras to the first locations will be during the forthcoming autumn term.

4. Reasons for recommendations

To improve the safety of children outside schools, camera enforcement will be another tool used by the council to encourage motorists not to put children at high risk, and to penalise those that do.

Portsmouth has high child pedestrian casualties (50% higher than national average) when considering population size.

Since 2004 we have seen an overall downward trend in child pedestrian casualties from an average of 56 per year down to an average of 35 per year since 2011 (up to 31st December 2014).

The most common environmental factor in the collisions is crossing from behind parked cars. The keep clear parking restrictions outside schools are in place to prevent large numbers of children being subject to this risk.

Feedback from schools, suggests parents infringe the parking restrictions when enforcement officers are not present and, whilst educational initiatives do impact parents' behaviour, this is most effective when partnered with a viable means of enforcement.

5. **Equality Impact Assessment (EIA)**

An EIA is not required as this is a change to the method of gathering information and will not affect the function performed or service delivered.

6. **Legal Implications**

The report presents a realistic and proportionate response to a potential set of risks associated with school parking. The restrictions sought are clearly aimed at key points in the day and are such that a proposed restrictions fall within the current TRO and as such are enforceable.

7. **Director of Finance's Comments**

The Financial Appraisal (Appendix 1) has shown that the outright purchase of the equipment is the most cost effective option as opposed to renting the apparatus.

The initial set-up costs associated with the purchase of two enforcement cameras is estimated to be £54,000. This is the total cost and includes the On Street equipment and all back office systems and hardware. This will be funded from the Off Street parking reserve.

The running costs of the proposal are estimated to be £21,000 per year. This estimate includes additional staff required to process the PCN's as well as software licences and maintenance costs. This annual cost will be met from the On Street revenue budget.

The amount of income generated is dependent on the number of PCN's issued for contraventions. It is estimated that each camera will generate 1 PCN per weekday during the 39 week term-time operation.

This is not a decision being made for financial reasons, but to improve the safety around schools.

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Signed by:
Alan Cufley Director of Transport, Environment and Business Support

Appendices:

- 1) Summary Financial Appraisal - Camera Enforcement of School Zig Zags

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
TECS Scrutiny Panel Report	Appendix 1

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

.....
Signed by:
Councillor Jim Fleming, Cabinet Member for Traffic and Transportation

Appendix 1 - Summary Financial Appraisal - Camera Enforcement of School Zig Zags

Option 1 - Purchase of Camera Enforcement

	Year						Total £'s
	0 £'s	1 £'s	2 £'s	3 £'s	4 £'s	5 £'s	
Set-up Costs	54,000						54,000
Ongoing Costs		17,000	21,000	21,000	21,000	21,000	101,000
Income		(14,000)	(14,000)	(14,000)	(14,000)	(14,000)	(70,000)
Net Deficit/(Surplus)	54,000	3,000	7,000	7,000	7,000	7,000	85,000

Option 2 - Rental of Camera Enforcement

	Year						Total £'s
	0 £'s	1 £'s	2 £'s	3 £'s	4 £'s	5 £'s	
Set-up Costs	40,000						40,000
Ongoing Costs		29,000	29,000	29,000	29,000	29,000	145,000
Income		(14,000)	(14,000)	(14,000)	(14,000)	(14,000)	(70,000)
Net Deficit/(Surplus)	40,000	15,000	15,000	15,000	15,000	15,000	115,000

Notes/Assumptions

1 camera will be positioned outside of a school for a period of time (assumed to be 4 weeks) and after this time it will be moved to another school.

During term-time (39 weeks of the year), the 2 cameras have been estimated to generate approx. 1 PCN per camera per day.

The average figure for a higher rate PCN has been used

The cameras can be leased or purchased and will require hosting, software and maintenance per unit.

Software and hosting is included in the monthly camera lease cost. If the units are purchased, hosting will cost £3,750 per annum.

Camera Maintenance is included in the monthly camera lease cost. If the units are purchased, maintenance will cost £1,600 per annum after Year 1.

All sites would need to be certified

TMC officer time estimated at 1 hour of enforcement per day, with 5 school days per week and 39 weeks per year.

A TRO is not required to enable camera enforcement. School zig zags have TROs behind them, which allows for enforcement.

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