



NOTICE OF MEETING

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

MONDAY, 13 FEBRUARY 2017 AT 5.00 PM

CONFERENCE ROOM B - CIVIC OFFICES

Telephone enquiries to Jane Di Dino 023 9283 4060

Email: jane.didino@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

Members of the public who wish to make a deputation, please see the appropriate agenda item marked with an asterisk.

Membership

Councillor Stuart Potter (Chair)
Councillor Steve Hastings (Vice-Chair)
Councillor Lee Hunt

Councillor Frank Jonas
Councillor Ian Lyon
Councillor Tom Wood

Standing Deputies

Councillor Ken Ellcome
Councillor David Tompkins
Councillor Suzy Horton

Councillor Steve Pitt
Councillor Darren Sanders

(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

A G E N D A

- 1 Apologies for Absence.**
- 2 Declarations of Members' Interests**
- 3 Minutes of the Previous Meeting. (Pages 3 - 14)**

RECOMMENDED that the minutes of the previous meeting held on 16 January 2017 be agreed as a correct record.

4 *Review of general parking issues in Portsmouth with a view to considering alternative strategies (Pages 15 - 16)

Please note that the review will not consider the location or circumstances of individual residential parking zones, nor will it cover enforcement.

Requests to make a public deputation should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting. Email requests are accepted. No person may speak for more than six minutes per deputation. Actual speaking times will depend on the number of deputations received.

To continue its review, the panel will hear evidence from the following witnesses:

- Fiona Bell, Director of Estates & Campus Services, University of Portsmouth.
- Ray Muscat, Colas Portsmouth Business Unit Manager
- Eric Brangier, Ensign Managing Director, Colas.
- Ian Saunders, Acting Chair, Portsmouth Cycle Forum.
- Bruce Hall, General Manager, Aqua Cars.

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.

Date Not Specified

Agenda Item 3

TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

Minutes of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Monday, 16 January 2017 at 2pm at the Civic Offices, Portsmouth

Present

Councillor Stuart Potter (in the Chair)
Steve Hastings
Suzy Horton
Frank Jonas

34. Apologies for Absence. (AI 1)

Councillor Tom Wood sent his apologies for absence and Councillor Suzy Horton deputised for him.

35. Declarations of Members' Interests (AI 2)

No interests were declared.

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

RESOLVED that the minutes of the meeting held on 8 December 2016 be agreed as a correct record.

37. *Review of general parking issues in Portsmouth with a view to considering alternative strategies. (AI 4)

Deputations

Tony Davenport explained about the flexible controlled parking schemes in operation in some parts of London to deter commuters from parking in residential streets all day. A screen print out giving details of the all day and the one hour zones was circulated to members and is attached to the minutes.

Patricia Russell explained that she felt drastic measures were required as the roads could not cope with the current amount of traffic. In Paulsgrove, dangerous and illegal parking has been a problem for over ten years but there are not enough Parking Attendants to deal with this.

Mr Baynes suggested that the council should install clear maps directing people on how to get from Portsmouth & Railway Station to the seafront on foot. More fingerposts are required along this route and between other key destinations in the city. The benefits of cycling or travelling by taxi should also be publicised. Residents do not realise that it is cheaper to use taxis regularly than to purchase and run a car.

Michael Robinson, Parking Operations Manager explained that he and his team of 75 officers are responsible for the following areas:

- The management of all council paid for car parks.
- The enforcement of on and off street parking.

- Issuing Penalty Charge Notices.
- Parking appeals and debt collection.
- Blue Badge scheme administration.
- Parking Permits.
- Parking suspensions.
- Parking for special events.
- Investigating and removal of abandoned and untaxed vehicles.
- Criminal investigations.

The priorities for enforcement are:

1. Road safety, particularly for vulnerable people e.g. outside schools. National statistics show that most accidents involving children occur when they cross the road from between parked cars.
2. Revenue protection. The income surplus gained from car parks alleviates the burden on the tax payer.
3. Resident Parking Zones,
4. Dropped kerbs
5. Loading bays.

The challenges the team faces include a lack of kerb space especially in residential areas and a continuing increase in the number of cars registered to addresses in Portsmouth. From 2007 and 2017, there was an average increase of 9%. The PO6 area saw the biggest rise 31% and PO3 the lowest, 5%.

A private members bill is currently going through Parliament to ban parking on the pavement. In some areas of Portsmouth this has become accepted practice.

The Parking Service receives the most complaints about illegal parking at bus stops, near ATMs and convenience shops.

Two cameras have been introduced to deal with illegal parking on zig-zag markings outside schools. The Civil Enforcement Officers (CEOs) are subject to more abuse and assaults when carrying out their duties outside schools than anywhere else in the city.

There is currently shortage of four CEOs.

Some people have unrealistic expectations of the Parking Service in terms of enforcement.

In response to questions from members, he explained that the weight limit in residents' parking zones is 3.5 tons and outside of these areas it applies to driving not just parking.

Tanya Hayes, Director of Maintenance, Mountjoy explained that:

- Mountjoy provides a reactive building and maintenance service for 8,000 buildings and this includes an out of hours' emergency service.
- 160 engineers work on Portsea Island and less than 10% live on the island. This means that a small number park overnight in the city.

- Staff provide the tools and use their vans to commute to work.
- Mountjoy attends the council's quarterly meetings with contractors.
- In the last two years, there have been two out of hours' complaints about parking.
- Some of the fleet vehicles are hybrid.
- A review of the size of all the vehicles has been carried out and all are now the appropriate size and so require the least possible space when parking.
- All drivers are required to complete the Blue Lamp driving course.
- There are speed restrictions for all vehicles and on board tracking.
- Often drivers are not able to park outside or near to the properties that they are visiting and sometimes must carry their tools a considerable distance.

In response to a question, she explained that approximately 16 company vehicles are left overnight in the city.

Fred Jones, Head of Cities, Uber for UK and Ireland read out the evidence he had prepared and that is attached to the minutes.

In response to questions he explained that none of the fleet at the moment are electric cars nor are they accessible for wheelchairs. He gave his reasons for not having electric cars: the cars at the developmental stage; the charging infrastructure in the city needs to be improved; it is more expensive to obtain a taxi licence and to run an electric car.

Actions

The following information will be sent to the panel:

- DVLA information on car ownership numbers from 2007 and 2017
- The Parking Service Annual Report 2015/16.

Post meeting note: the latter can be found here:

<https://www.portsmouth.gov.uk/ext/documents-external/par-parking-service--annual-report--2015-16.pdf>

The meeting concluded at 2:50pm

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Councillor Stuart Potter
Chair

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**PORTSMOUTH
TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL**

**Inquiry about parking strategy
Uber submission - January 2017**

Uber is a technology platform which allows people to tap a button for a safe, affordable and reliable ride from a fully licensed private hire driver in over 25 major towns and cities across the UK. Globally we serve over 400 cities across more than 70 countries. We believe that technology has the potential to make car usage more efficient, and in turn, reduce congestion, pollution and the need for parking in cities around the world.

Uber welcomes Portsmouth City Council's efforts to identify different ways of managing parking and congestion in the city. This submission sets out our views on how technology and ridesharing apps like Uber can help address the underlying causes of Portsmouth's parking and congestion challenges.

Parking in Portsmouth

As a Private Hire Operator in the city since November 2015, we have witnessed first hand the congested road network and the high demand for both on- and off-street residential parking at a number of locations across the city. Demand tends to peak during the summer months - particularly at weekends and when large events are being held.

At a basic level, we think the congestion and high demand on parking facilities is caused by:

- High numbers of people entering the city and parking their cars, which remain stationary and unused for the majority of the day. This overwhelms existing parking services, both on- and off-street in areas such as Gunwharf and Commercial Road.
- Increasing visitor/tourism numbers on weekends and during special events, such as the popular America's Cup.
- A lack of off-street parking at residential properties in the city centre.

The current parking allocation is unable to meet the needs of residents and visitors. Yet simply creating more parking spaces in the city centre is not an efficient use of space in a highly populated area. Instead, rather than solely focusing on parking, there is a need to consider how residents and visitors move around the city.

Thinking ahead - Portsmouth's urban mobility strategy

As the city continues to grow, Portsmouth City Council needs to think beyond parking. Projected increases in car ownership and usage will continue to put pressure on traditional approaches to parking provision.

Car usage within the city is expected to grow. The TECS Scrutiny¹ Panel states that by 2026 traffic in Portsmouth is predicted to grow by 16% in the morning rush hour, 27% in the evening rush hour and 23% in the weekend peak times. This will predominantly be driven by an increase in number of people commuting daily within the city but also the rise in popularity of internet shopping which will impact the traffic of commercial vehicles.

¹ <http://democracy.portsmouth.gov.uk/documents/s12788/TECS%2028%20Sept%2016%20presentation.pdf>

Portsmouth's reputation as an attractive destination for students, shoppers, tourists, events and businesses will also attract more vehicles to the city, as will increases in house building (in line with the recent trend for conversion of housing stock to Houses of Multiple Occupancy).

Car ownership is also expected to rise over the next few years in Portsmouth, according to TECS² projections. Portsmouth is not the only city impacted. There are two billion of cars on the road in the world and thirty five million in the UK alone. This is equivalent of 1.08 times the active UK population. Whilst many believe cars are the problem, one should also consider how we currently use them: individually and inefficiently. The average car spends 95% of its life parked³, while large areas of prime real estate in the centre of our cities are dedicated to parking⁴.

As a consequence, other ways for people to enter and move about the city need to be developed or encouraged. We believe that Private Hire should be considered in this context, as a way of encouraging people to leave their vehicles at home and free up the city from unnecessary congestion and parking.

Our thoughts on potential approaches in Portsmouth are set out below.

How Uber and other app-based Private Hire operators can help combat parking and congestion

i) Provide a viable alternative to driving into town

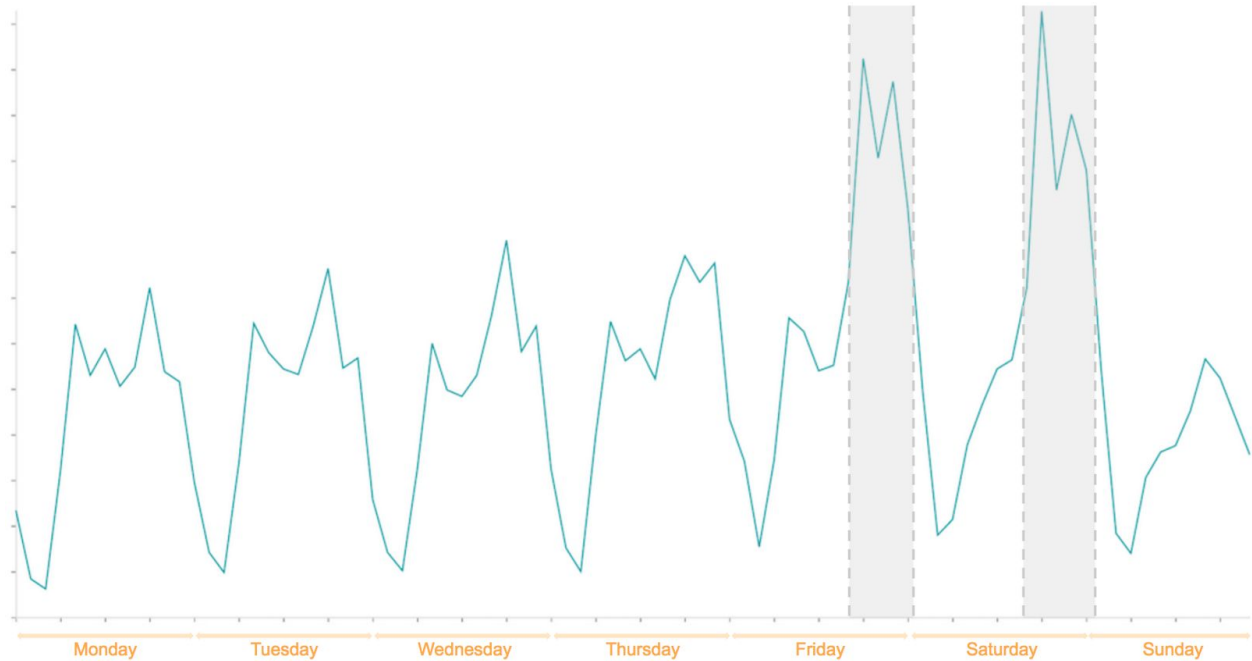
Uber has proven that ridesharing services can reliably serve every corner of a city, including the parts that other means of transportation cannot reach. Today in Portsmouth, you can push a button and get a ride in less than four minutes on average.

In fact, Uber's busiest hours in the island are typically later at night, after the bars close. That's when public transport is limited and hackneys may be hard to find. And it's definitely when a lot of people should not be behind the wheel.

² <http://democracy.portsmouth.gov.uk/documents/s12788/TECS%2028%20Sept%2016%20presentation.pdf>

³ Professor David Shoup, *The High Cost of Free Parking*, [link](#).

⁴ 16% of land in Central London is dedicated to parking. *Making Better Places* report, [link](#).

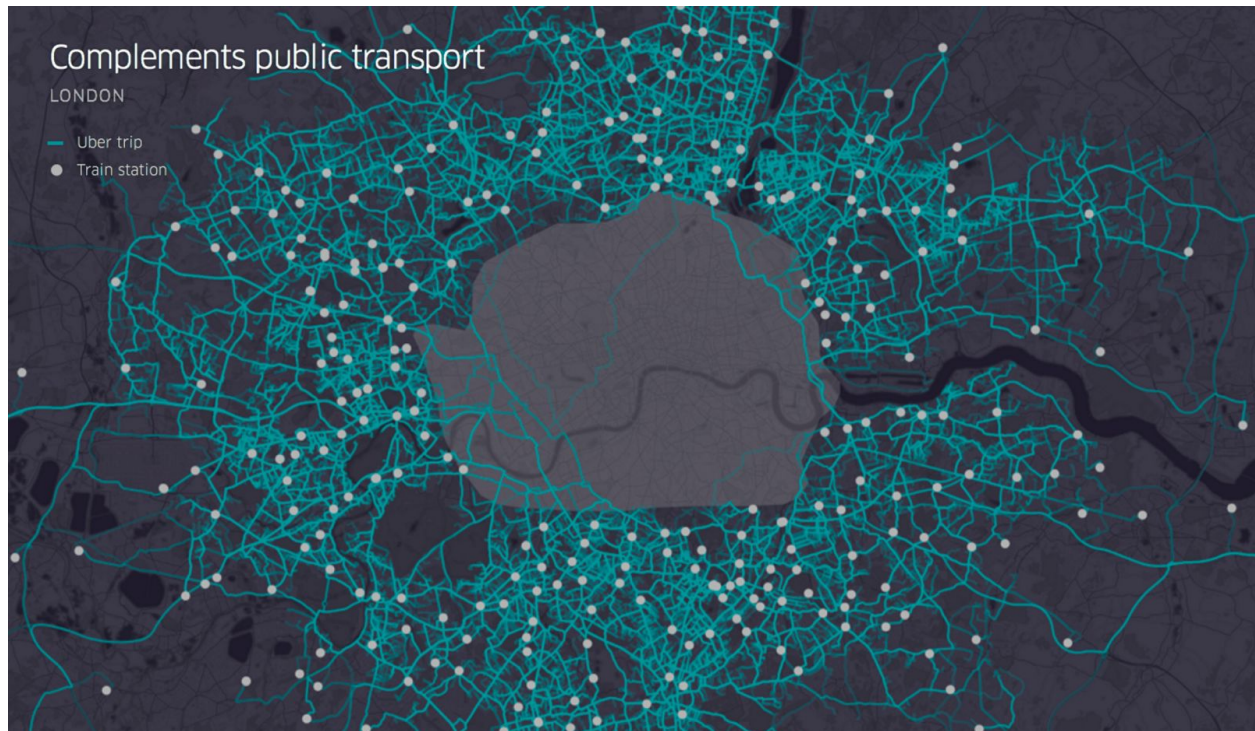


Uber trips distribution by time in Portsmouth for the week commencing 12th December 2016

ii) Complement public transport

By making it easier and faster to get around cities and their surrounding areas without the need to drive, Uber complements public transport in helping to reduce people's dependence on cars and cut congestion in the centre - all while extending the reach of existing systems at no extra cost to the taxpayer. For example, in London 4 in 10 Uber trips start or end within 200 metres of a tube stop, and 20% of Uber trips start or end in an area underserved by public transport⁵. By complementing existing mass transport systems, we're able to extend their reach at no extra cost to the taxpayer.

⁵ Identified as areas over half a mile from stations outside Zones 1 and 2.



Just recently London Underground launched the Night Tube to help people get home late at night. Almost immediately, Uber saw a decline in pickups near many central London Tube stations and an increase in pickups at stations in the outer boroughs. In other words, Londoners are taking the Night Tube to get out of central London and Uber to get the last mile or two home (see above).

In Portsmouth, Uber has successfully complemented public transport when supporting large events in 2016, in the likes of America's Cup and Victorious festival in Southsea when tens of thousands of people commuted towards the city center. We helped reduce congestion by providing a reliable service with an expected time of arrival averaging under six minutes during peak times.

iii) Launch innovative services to reduce congestion and improve air quality

With a vibrant private hire and technology sector there is the ability and incentive for innovative urban mobility services to be built and trialled.

In London Uber has been able to launch UberPOOL, a service that lets riders share a vehicle with another passenger to get from A to B. This gets more people in fewer cars, reducing the number of cars needed to move people around the city and cuts the cost of travel further. In the first year, more than 2 million people chose to share their ride in London with UberPOOL, taking 1.3 million miles off the road saving 98,000 liters of petrol and 231 metric tonnes of CO₂⁶.

UberPOOL is just one example of how encouraging innovation in urban mobility can benefit cities, another is Electric Vehicles. In December 2016 Uber extended its Electric Vehicle programme outside of London to Newcastle. Newcastle has invested in its charging infrastructure and building a proportionate and cost effective licensing process. This has allowed the economics of electric vehicles to be viable and

⁶ Uber analysis, August 2016

investments into proving this new technology sustainable. To date Uber's EV pilot in the UK - the largest in Europe - has clocked up 170k miles and saved 101 metric tonnes of CO2.⁷

More exciting innovations are on the horizon too that could improve congestion and air quality too. The economics of innovative technologies are finely balanced. A forward looking and business friendly environment must exist in order to realise those technologies potential and develop sustainable solutions to Portsmouth's urban mobility challenges,.

iv) Reduce car ownership

Whilst it might seem like the distant future, technology has the potential to reduce private car ownership. Services like Uber are already discouraging private car ownership and usage. In a recent opinion poll of more than 1,000 Londoners⁸ conducted by YouGov:

- 28% of Londoners who used to own a car say they no longer do so because they can use alternatives like Uber instead. This rises to 42% among recent Uber users.
- 1 in 5 Londoners (19%) say they are less likely to buy a car in future because of alternatives like Uber. This rises to 32% for those who have used Uber in the last six months.

These changes in attitudes to car ownership are reflected in the latest transport data. DVLA figures⁹ show that uptake of driving licences is falling amongst the young. The data reveals that the number of driving licences held by under-25s is down 6.2% since November 2012. There has also been a decline among 16-27 and 16-30 year olds. With fewer people choosing to drive their own car or become licensed, parking and congestion challenges can be addressed.

v) Partnerships

Cities like Portsmouth struggling with congestion and pressures on parking should take an innovative approach to working with partners who can help them respond to the challenge. In the US, city authorities and transport operators are partnering with Uber to provide better access to public transport and ease congestion, be it for particular events or over extended periods. For example:

- In Summit, New Jersey, the city recently agreed a partnership with Uber to help local residents access the rail station, whereby trips are subsidised to match the price of an all-day parking permit, so reducing demand for parking and helping taxpayers avoid the need to fund an expensive new car park.
- In California, during *Superbowl* week Caltrain partnered with Uber to extend the reach of uberPOOL beyond San Francisco - where the service is normally limited to in the area - making it available to a much larger population along the train operator's route. The POOLtrain allowed train passengers to share their rides when heading to or from a Caltrain station, helping to get more people into fewer cars.
- In Florida, Uber and the Pinellas Suncoast Transit Agency (PSTA) have been working together to increase the use of public transport, jointly subsidising Uber fares to and from bus stops to solve the 'first and last mile' problem in the county.

⁷ Uber analysis, January 9th 2016

⁸ YouGov poll commissioned by Uber and conducted from 28 October-1 November 2016.

⁹ Data sourced from DVLA and published by [DfT](#). It covers England, Scotland and Wales from November 2012-March 2016 (the earliest and latest available DVLA figures).

- In Pennsylvania, Uber and the Southeastern Pennsylvania Transportation Authority (SEPTA) are partnering to increase access to the transport system throughout the region. During the pilot phase, discounted Uber rides are being made available to and from 11 of SEPTA's busiest stations to help bridge the 'first and last mile' gap, and reduce demand for parking spaces.

Opportunities for Portsmouth City Council

We would encourage Portsmouth City Council to consider:

- Conducting a feasibility study into how local Taxi and Private Hire can complement public transport on the city's outskirts to decrease congestion in the centre.
- Situate dedicated pick-up and drop-off points at outlying bus stations to make 'first and last mile' connections easier.
- Work with taxi and Private Hire Operators in subsidising fares to and from stations or Park and Ride sites.
- Offer personalised budgets for door-to-door transport, allowing people with disabilities or access needs to take advantage of innovative new services to travel easily and affordably around their city.
- Establish a pilot scheme aimed at increasing access to community hubs for older people and those with limited mobility.

Conclusion

We welcome this review and agree that parking and congestion is a serious issue that needs to be resolved for the benefit of the city. We think that the challenges with parking are symptomatic of a much wider question around Portsmouth's urban mobility strategy and how people access the city, which will only increase in importance as Portsmouth grows.

We believe Portsmouth should set the ambitious goal to reduce car ownership and usage in the city centre, and consider how innovative ridesharing and Private Hire apps can play a part in achieving this goal. Ultimately, such efforts to alleviate congestion at scale in Portsmouth can only be achieved with regulation that enables innovation and flexible working. Excessively onerous barriers to entry to driving on platforms such as Uber could limit the ability of policymakers to shift people away from private cars to a transport ecosystem that can help make the most of the public transport network and ease congestion.

Supplementary information from Mr Davenport.

Parking schemes in operations in some parts of London.

All day zone



This operates for most of the working day (for example between 9.30am and 5.30pm) Monday to Friday. In some shopping areas, this can also include Saturday.

Bays are normally shared use being a combination of permit holders and pay and display. The time limit is often two or four hours, but there are a number of one hour 'shopper bays' in busy shopping areas.

There are also some eight hour bays around St George's Hospital in Tooting.

One hour zone

This operates for one hour per day - usually Monday to Friday. It is designed specifically to deter commuters. It will allow others to park without restriction outside the specified hour.



Residents who own or keep a vehicle may purchase one resident parking permit as well as visitor permits for use by their visitors.

Businesses may purchase business permits for vehicles which are essential for the efficient operation of their business.

Tradesmen may also purchase permits to use whilst carrying out work at addresses within a CPZ.

Pages in Locations of parking zones

- [How to spot a parking zone](#)
- **Types of Controlled Parking Zone**
- [Battersea](#)
- [Battersea Park Area](#)
- [Clapham Junction](#)
- [Clapham South](#)
- [Earlsfield](#)
- [Furzedown](#)
- [Garratt Green](#)

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Agenda Item 4

6 May 2016

Councillor Donna Jones
Portsmouth City Council
Members Services
Floor 3, Core 5, Civic Offices
Guildhall Square
Portsmouth
PO1 2AL

Neville Smith
NS/RCP/tb/050516

Dear Councillor Jones

Commercial Vehicles Parking in Portsmouth City

Thank you for your letter dated 3 May 2016 bringing to my attention residents' concerns about commercial vehicles parking on Portsmouth roads.

I fully appreciate residents' concerns regarding the growing pressure on residential roads from general parking and can understand the need to target employers who may have a large local vehicle dependent work force parking on the City's roads. We have approximately four employees who park car sized company owned vehicles and one with a slightly longer van on Portsmouth City roads.

Our business is to provide a constant supply of water to our customers and importantly the residents of Portsmouth City. Those employees parking on City roads are on call in case of emergencies, such as dealing with burst water mains. Tools, equipment and information are stored in the vans and allows for a rapid response to bursts. We can normally control bursts and minimise consequential damage to properties from flood water within 40 minutes of the burst occurring. If they were to not park at their homes, response times would increase by approximately 90 minutes with consequential impact on people and property.

In view of the low number of Company vehicles and the consequence of not parking at their home on the roads of the City, I hope you will agree, on balance, for this small group of workers it would be best to continue with on street parking.

We do provide regular reminders to our workforce through "Tool Box Talks" and the Company newsletter to park carefully and with due consideration to neighbours and other road users. I will ensure your concerns are relayed to our work force.

Thank you for taking the time to raise this issue with me and I trust I have provided you with a balanced response.

Yours sincerely

NEVILLE SMITH
Managing Director

Portsmouth Water.

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FOOPA input to TECS scrutiny panel

Thursday 8 December 2016

TECS panel parking review

Aim and objectives

Aim

A review of general parking issues in Portsmouth with a view to considering alternative strategies

Objectives of the inquiry

1. To understand and evaluate the current parking situation in the city which would include :
 - The legislative background.
 - The management of supply and demand for parking, both on and off street.
 - Parking Permits.
 - Parking of commercial vehicles in residential streets.
2. To investigate how effectively other local authorities deal with parking issues.
3. To identify and evaluate possible long-term solutions.

Note: The review will not consider the location or circumstances of individual residential parking zones, nor will it cover enforcement

TECS

- "Customer choice"
- Free parking is convenient
 - Normally one has to pay for convenience
- Choice cannot always be met
- Limits to capacity

TECS assumptions

- ‘Portsmouth – the great waterfront city’
 - Too many people expect to drive through one of the most densely populated and congested cities in the UK to reach the waterfront and park there
- Is parking the main problem? Or the worst symptom?
- Must customer demand/expectations be met if they are unachievable?
- Cllr Vernon-Jackson blog
 - Useful to identify range of views, but no consensus

Wider traffic issues

Air pollution

- Portsmouth named by WHO for breaching air pollution safety levels ¹
- Third worst air quality in the region (DEFRA report March 2014)
 - Too many cars on a small island
- Portsmouth Director of Public Health (June 2016)
 - 600 early deaths in the city can be attributed to air pollution every year
 - “We need to significantly reduce cars in the city”
 - “We have the opportunity to make the island as car-free as possible so that the private car ownership becomes the thing of the past”

Physical activity

- Primacy of motor traffic discourages active sustainable travel
- ~ 2/3 adult population above normal weight
- > 1/3 children leaving primary school are overweight/obese (source: PCC)

Road safety

- Worst cyclist accident rate outside London
- Poor child pedestrian safety record

¹ <http://www.portsmouth.co.uk/news/health/portsmouth-named-on-pollution-danger-list-1-7378327>

On-street parking in OP

– many of these factors apply elsewhere in city

Increasing demand

- BAR
- Hotwalls studios
- Gunwharf overflow parking
- Wightlink expansion
- Residential developments
- Hotel development
- Square Tower events
- Trade vehicles parked at employee's homes

Reduced availability

- Camber car park transferred to BAR
- Gunwharf shoppers (ab)using free parking period
- 'Special cases'
 - Blue badge
 - Essential visitors
- Multiple car ownership
- Residents not using garages/car ports
 - e.g. utility room, boat store
- Car too big to fit into off-road parking space
 - Planning requirements out of date
 - Need a big car?
 - People getting ~~fatter~~ bigger
 - Lifestyle choice?

online petition Feb 15 (1)

Useful barometer – but no consensus

- “Deal with the commercial vehicles, commuters and multiple occupancy households clogging our residential streets, don’t just tax the ordinary family.”
- “I oppose any fee for first car unless guaranteed space available at all times”
- “Charges should be levied at visitors to the city, who cause major congestion, especially when they do not use the park and ride system, which we paid for!”
- “Charges should be levied at visitors to the city, who cause major congestion, especially when they do not use the park and ride system, which we paid for!”
- “24 flats in our road but space for 4 1/2 cars”
- “I live in a residents parking zone, there are lots of cars parked in the area for more than the stated time displayed, sometimes the cars are parked there for a few days and they don’t even get a parking ticket”
- “it is unfair to charge individuals for parking in the road they live”
- “We now have Park and Ride which is good but we have a Council with a policy to encourage others to drive into Portsmouth because you can park down the side streets.”
- “The council should withdraw the enormous number of FREE parking permits which are currently given to all the hotels and guest houses in the area. “
 - *Are business permits free? Or subsidised?*
- “If I am then expected to pay through the nose for my permits, which would amount to 3 when my youngest son passes his test ...”
 - *Why will youngest son need a permit (car) as soon as he passes his test?*
- “We already pay road tax to park on roads”
 - *n.b. There is no such thing as ‘road tax’ and vehicle excise duty (VED) does not give the right to park for free anywhere in the UK*

online petition Feb 15 (2)

Useful barometer – but no consensus

- “I haven’t got a car anymore as its just ridiculously expensive & not environmentally friendly. I now buy a yearly bus pass and its brilliant. No parking fees, no petrol ,no insurance, no maintenance and the bus service in Portsmouth is excellent. I’m also much fitter due to all the walking in between bus connections”
- “I’m having to drive around looking for a space, because of tourists and university students parking. and I’m expected to pay £40 plus for the benefit.....mark out parking bays, increasing the chance of parking (because) too many drivers are inconsiderate, leaving large gaps front & back of their cars when parking.”
- “Any extra administration funding should be levied on visitors, 3+ cars owners, mobile homes, and commercial vehicles”
- “we need to limit the number of vehicles in Portsmouth, two per house when no private parking , any more you should have to park in designated areas , even outside Portsea island, students should have to leave their cars outside full stop. Someone has to get a grip of the situation, Portsmouth is bursting with motor vehicles!”
- “some of those not living in the zone have taken advantage of our zone for the two free hours and more (parking attendants do not frequent the zones enough) and they have taken away our spaces so that the people who live in the zone and who PAY for it can’t park our cars”
- “make it compulsory for all future multi-storey developments within the city to be designed with underground parking facilities”
- “I regularly don’t find a parking space on Western Parade when I return home from work. When there are events on the common, there are no spaces at all in the surrounding area”
- “This area is congested by Residents’ with more than one car, businesses run from Private Residences, with their business cars, white vans, lorries etc., parked at all times, especially overnight”
- “We need to sort the residential parking as we are now invaded by students’ cars and commercial vehicles

Benefits and drawbacks of free parking

Benefits

- Convenience
 - In most aspects of life one has to pay for convenience!
- Easy/free parking expected by:
 - residents
 - businesses
 - visitors

Drawbacks

- Encourages driving and congestion
- Noise
- Air pollution
 - Will Portsmouth become a Clean Air Zone?
- Road safety degraded
 - More traffic = more interaction of vehicles & pedestrians
 - Parking < 10m of junctions against Highway Code advice
 - Deters pedestrians
 - Fewer children walking to school
 - More school run traffic congestion
- Public health degraded
 - lack of physical activity
 - obesity
- Parking enforcement difficulty = costs
- Weakens public transport (buses, taxis, PHVs)
- Frustration : "I can't park close to my house"

Option 1 - Create more on-street parking

- **Not enough space**
- Echelon (diagonal) parking inherently less safe
- People and cars getting bigger - need wider spaces (so fewer spaces)
- Decades of squeezing more parking spaces onto congested streets has not solved the problem
- Conclusion: doesn't work and is unsustainable

Option 2 - Ration parking

How much parking is/should be provided?

- What is upper limit?
- Number of on-street parking spaces
 - Residents
 - Visitors
- What is reasonable level of 'overbooking'?
 - Analogous to an airline - parking demand fluctuates

How to allocate?

- One permit per residence?
- Pricing?
 - Raising prices will discriminate against the less affluent
- Perceived need?
- How to allocate fairly (as complex as school place applications?)
 - n.b. Lots of people want to own cars. Fewer really need cars
- Conclusion: difficult to make equitable allocation

Option 3 - Reduce demand

- Reduce dependence on private motor car
 - “A developed country is not a place where the poor have cars. It's where the rich use public transportation.”

Gustavo Petro, former Mayor of Bogotá, Columbia

- Make alternatives more attractive
 - Improve bus services and routes
 - don't remove bus lanes !
 - Investigate a tram network running along our main thoroughfares
 - as a council tax payer, very happy for TECS panel to make a visit at council expense to twinned city of Caen to see how the French successfully integrate trams into their busy streets!
 - Safer walking
 - Implement proposed walking strategy
 - Provide more safe road crossings
 - Improve cycle routes
 - *Complete Shipwrights' Way*
- Conclusion: **medium term solution needs investment**
- **Ideal opportunity for new Solent Mayoral Combined Authority**

Proposal

- Why any free visitor parking? OP is:
 - Popular tourist area (*Spice Island*) - like Southsea
 - Retail area (*Hotwalls*) - like Gunwharf
 - Commercial area (*BAR, Wightlink*) -like city centre
- No free visitor parking in Gunwharf, city centre, Southsea - so why in OP?
- Is free parking an amenity?
 - No! indirect costs to others
 - Residents displaced
 - Encourages traffic congestion, air pollution, noise, speeding ...

Simple principle:

If you want to park, you pay - 24/7/365

- **Residents don't get free parking**
 - Buy a house with a garage (pay more)
 - Don't use your garage and pay for a resident's parking permit (pay)
 - Don't have a garage and pay for a resident's parking permit (pay)
 - Rent a garage (pay)
- **Why should visitors get free parking?**

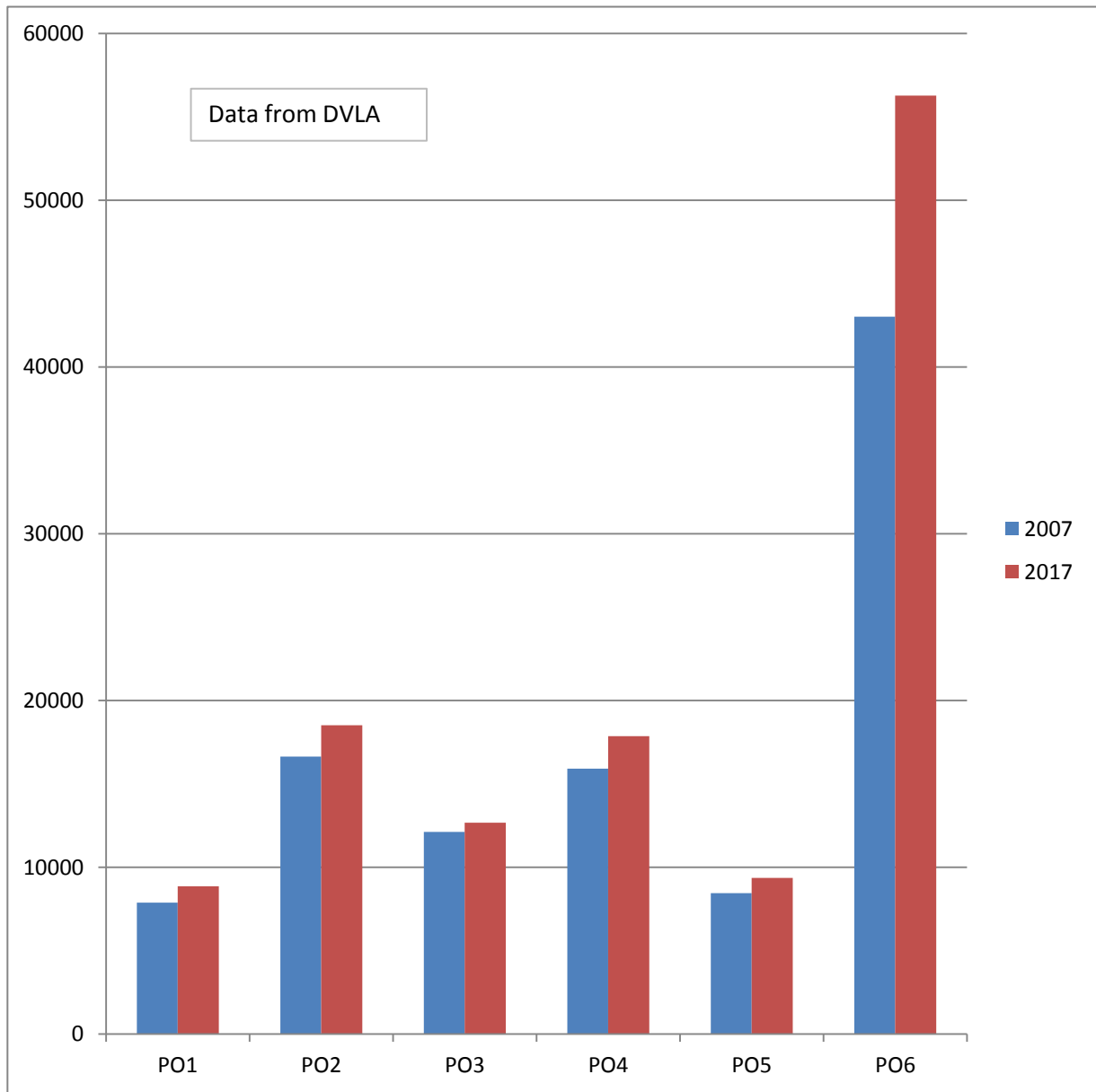
Mitigate impact

- Short duration visitors
 - More flexible parking periods e.g. 20 or 30 minutes
- Volunteers e.g. cathedral
 - Organisation refunds cost of parking
- Businesses
 - Business offers refunds for cost of parking
 - e.g. vue in Gunwharf, Waitrose in Petersfield
- Consider city-wide validity of Residents' Parking Permits
 - Permit allows on-street parking anywhere in city
 - Need to consider carefully - might be unintended consequences

Concluding remarks

- Has the panel identified the risk that central government may impose a clean air zone on Portsmouth - with major constraints on use of polluting motor traffic in the city?
- Conventional political wisdom is that there are votes in parking. In June Portsmouth's medical officer of health told The News that she estimated that **600** people die early each year as a result of air pollution. **Many people would prefer to live in a city where the enlightened political wisdom is that there are votes in reducing the air pollution that kills our citizens**

	2007	2017	% Change
PO1	7890	8867	12%
PO2	16644	18515	11%
PO3	12114	12671	5%
PO4	15912	17859	12%
PO5	8448	9369	11%
PO6	43019	56265	31%
	104027	123546	19%



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