

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)

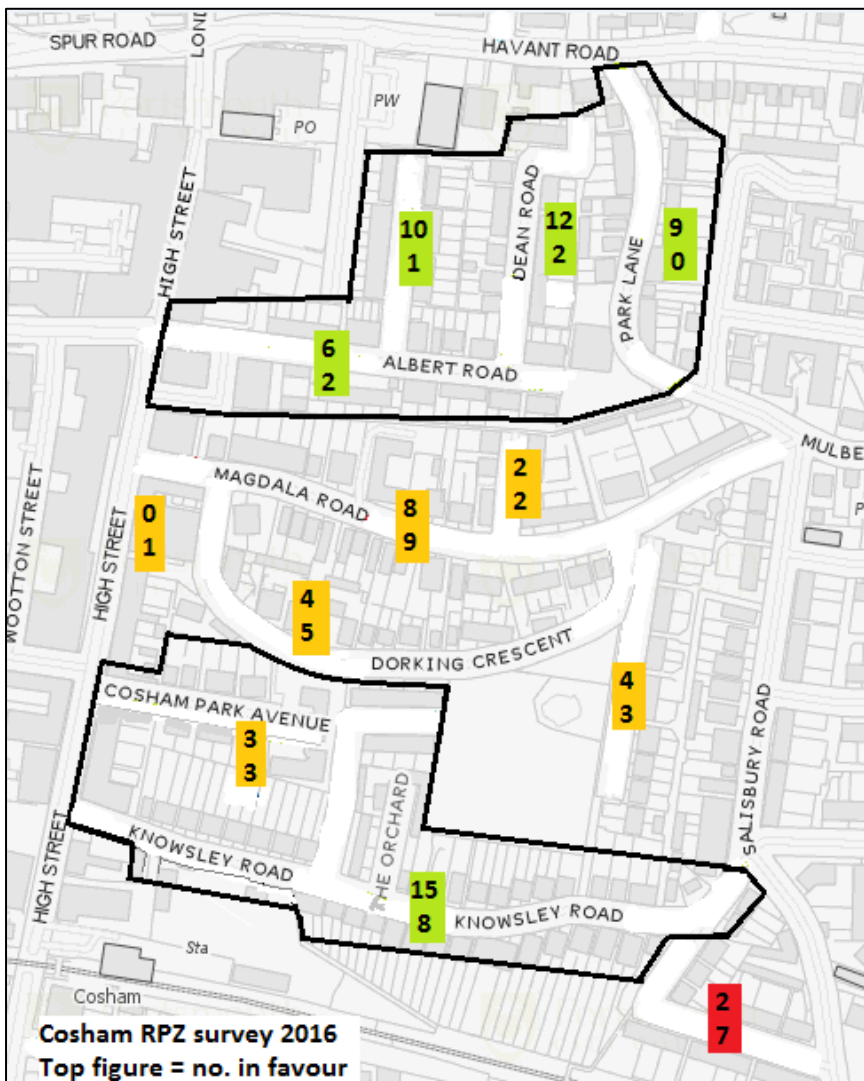
3. Background

- 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%



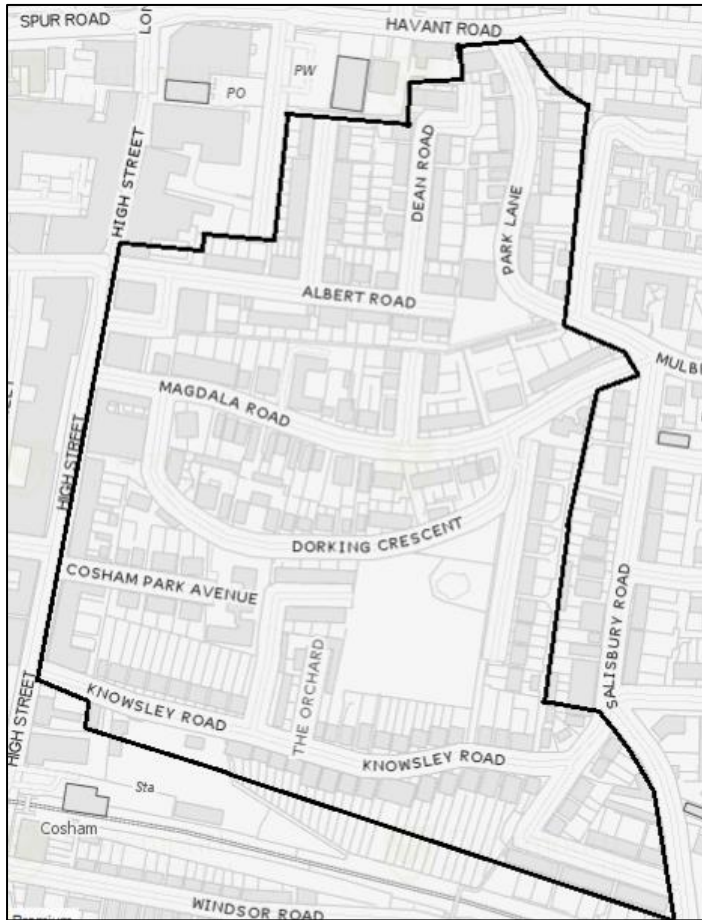
Key:

- Majority in favour
- Majority against
- Close results for and against

_____ indicates original 2 areas identified for survey

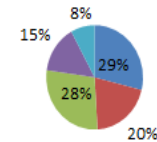
4. Reasons for recommendations

- 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.



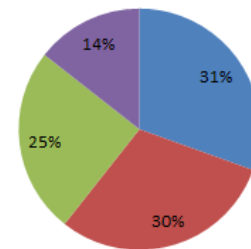
What do you think is the reason for the parking problems? (Please tick all that apply)

- 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.

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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

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