

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 29th September 2016

Subject: Residents' Parking Update

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

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to update the Cabinet Member on progress with the review of parking zones in the last year and confirm the ongoing programme as published.

2. Recommendations

- 2.1 It is recommended that:

(1) the progress made to date on the review of parking zones is noted;
(2) the ongoing programme is confirmed as published;
(3) requests for permit parking continue to be recorded for future consideration

3. Background

- 3.1 Following the decision to reintroduce a charge for the first Resident permit (£30) to enable schemes to be self-financing, residents living within the (then) 35 parking zones were asked whether or not they would prefer for the zone to be retained or removed.

- 3.2 The subsequent report and decisions taken by the Traffic and Transportation portfolio holder in July 2015 resulted in the substantial programme of works currently underway to propose and potentially implement the required changes. The reports are available on Portsmouth City Council's website and contain more detailed information:
<http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MId=3229&Ver=4>

- 3.3 8 parking zones have been reviewed so far, leaving 23 zones on the programme for review.

- 3.4 The parking zones that residents wished to be retained are being reviewed to ensure they operate as effectively and efficiently as possible. Residents will be consulted on any proposed improvements. The current programme is scheduled to complete in 2020/21.
- 3.5 Funding and resources have been allocated to the current review programme, agreed in July 2015. The new areas identified (those areas which have not previously been surveyed and have been awaiting a survey for some time) will take priority over areas that have been surveyed in the past and where proposed zones have been rejected by residents and not implemented.
- 3.6 The review of existing parking zones and consideration of new zones has been prioritised as below, taking into account the allocated resources and funding available, the responses to the consultation on the reintroduction of a charge for the first Resident permit and feedback from residents on their parking zones:

Zone code	Zone name	Progress
Priority 1		
AA	Newbolt Road	Review complete
AC	Farmlea Road	Review complete
JD	Portsea North	Review complete
GA	Fratton	Review complete
FD	Bevis Road	Review complete
FG	Stamshaw South	Review complete
Priority 2		
MB	Orchard Road	Review complete
MC	Bramble Road	Review complete
Cosham (east of High Street)	Cosham (Albert Rd, Dean Rd, Pervin Rd, Park Lane)	Formal public consultation complete; awaiting T&T decision September 2016
KA	Old Portsmouth	
KC	West Southsea	
Priority 3		
JB	Landport	
Twyford Ave (north of Northern Parade)		
LA	North Southsea	
LB	Somerstown	
KB	Hambrook	
KD	Castle Road	
Priority 4		
Broom Square		

area		
Pembroke Park		
JF	Garnier Street	
JE	Fratton West	
HA	Baffins Road	
MA	Beatrice Leopold	
JC	Hyde Park Road	
Priority 5 - 6		
Doyle Court service road (London Road)		
AB	Wymering	
BC	East Cosham	
BD	Windsor Road	
FB	W. Island Way	
FC	Landport North	
FE	Buckler's Court	
FF	Rudmore Court	
GB	Alverstone Road	
JA	Portsea	
NA	Priorsdean	
BA	Park Grove	

4. Reasons for recommendations

- 4.1 To acknowledge the progress of reviewing existing residents' parking zones, how resources will be engaged for the coming years, that it could be some time before new areas on the waiting list are surveyed and that expectations of permit parking as a solution to parking difficulties should be carefully managed.
- 4.2 Managing residents' expectations in relation to permit parking is important. The increasing demand for residential street-based parking in certain parts of the city remains a challenge. It is particularly severe within the large areas of terraced housing without off-road parking. This affects thousands of residents living in Copnor, Tipner, Baffins, North End, Hilsea, Fratton, Southsea and Eastney, and means it is difficult to locate a parking space reasonably close to home after 6pm, with many residents regularly parking several roads away. The number of vehicles belonging to, or used by, residents often exceeds the on-street parking available.
- 4.2 Areas of North End, Fratton, Stamshaw and Hilsea, for example, have been surveyed twice or more and parking zones have been formally proposed. Ultimately however, these zones were neither approved nor implemented due to strong objections from residents. Further surveying is unlikely to produce a different result.

- 4.3 Parking zones operate the most successfully in areas where external factors influence the available parking - such as tourists/visitors, commuters, shoppers, local employees, close proximity to a ferry port, transport hub or hospital etc. Where proposed zones have been rejected, residents have indicated that as the majority of the vehicles are being used by residents themselves, and local businesses are entitled to permits, the available parking would be unlikely to increase, but the permit application and payment processes would apply as usual. Many households have more than one vehicle and residents have not shown support for proposals that effectively restrict their vehicles with no alternative parking available.
- 4.4 Now that all Resident permits carry a cost, residents would expect to find it easier to park with a scheme in place but that outcome may not be achievable in many parts of the city as there are significantly more postal addresses than on-street parking spaces available.
- 4.5 The impact on adjacent roads that experience similar parking issues and cannot cater for displaced vehicles should not be underestimated and has to be taken into account before considering just one part of a larger area with similar housing and parking problems.
- 4.6 This issue was addressed in November 2015, when the Cabinet Member for Traffic and Transportation confirmed:

That no new parking zones are considered in isolation within Southsea or Eastney. Should the necessary funding, resources and support be identified, that the remaining Southsea and Eastney area is considered as a whole via a single 2-3 year programme.

A similar approach would need to be considered for Copnor, Baffins, North End and Hilsea locations where clearly-defined natural zone boundaries do not exist and residents experience equal difficulties with parking.

5. Equality impact assessment

- 5.1 A preliminary EIA is not relevant due to the nature of this report and its recommendations, which do not put forward specific proposals at this stage.

6. Legal implications

- 6.1 As the recommendations do not propose any further action at this stage there are no legal implications.

7. Director of Finance's comments

- 7.1 This report is for information only and, as a result, there are no additional financial implications directly arising from the recommendations contained within this report.

7.2 The programme will continue to ensure that the introduction of charges for all residents and other parking permits will be in line with the cost of implementing and operating the schemes.

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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

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