TECS Scrutiny Panel
Background Evidence Presentation
28 September 2016

Agenda

- Parking Strategy
- Off Street
- Park and Ride
- On Street
- Enforcement

Strategic Need for Parking

- Constrained road network, already showing signs of greater stress
- Competing demands on the network
- Shortage of both off and on-street residential parking at a number of locations across the city
- Excessive demand for parking at GQ and certain city centre car parks, particularly at weekends, leading to localised and occasionally wide spread congestion

Strategic Need for Parking

- Significant increase in future demand for travel
  - By 2026 traffic is predicted to grow by:
    - 16% in the AM peak
    - 27% in the PM peak
    - 23% in the weekend peak

- Significant increase in future car ownership

- Continuing customer choice for private car

PPS: Guiding Principles

Five guiding principles were established through the adoption of the Parking Policy Statement in 2013:

- Maximise the provision of safe and convenient residential parking across the city, appropriate to the characteristics of the location
- Ensure transport provision within Portsmouth is able to cater for future demand and support the vitality and growth of the City
- Manage car use for trips to and within the city and encourage use of more sustainable transport modes especially for shorter journeys
- Adopt a city-wide approach to parking which balances price, journey time, quality and convenient across the available parking supply and different targets markets and is financially sustainable
- Maintain credibility with funding agents and ensuring that wider investment in transport provision represent value for money

PPS: High Level Strategy

- Prioritise City Centre and Harbour parking for short stay shopper and leisure visits (day and evening). Remove availability of free off- and on-street public parking spaces in these locations.
- Prioritise Seafront parking for short-medium stay visits for leisure / tourist and business purposes. Cater for day, short-break, and commuter trips to / from the Isle of Wight.
- Prioritise District Centre (Cosham, North End and Fratton) parking for short-medium stay visits by shoppers, leisure users and business travellers.
- Prioritise on-street parking in residential areas for local residents, where required. Maximise the provision of safe and convenient residential parking across the city, where appropriate.
- Make Park & Ride the first parking choice for commuters, shoppers and visitors to the city, particularly for medium and long stay parking

Influencing Choices

- Provision of alternatives to the private car
  - Infrastructure for cycling and walking
  - Supported bus services
- Promotion of alternatives to the private car
  - Education and promotion of sustainable travel modes
  - Workplace travel plans
  - Car Share
- Pricing
- Planning
  - Parking Standards Supplementary Planning Document
  - Mandated Workplace Travel Plans
  - Permits for new developments?

Parking Standards Supplementary Planning Document

- Adopted in July 2014

- Sets out the standards and design principles for car parking in residential and non-residential developments
  - Some flexibility in the standards, recognising that developers may wish to provide more or less parking in their scheme.

- Developer must substantiate any deviation from the expected standard with robust evidence that takes into account

Parking Provision

- Off-street
  – PCC owned
  – Privately owned (commercial, workplace and residential)

- Park and Ride

- On-street
  – Residential Parking Zones
  – Pay and Display
  – Limited Wait
  – Unrestricted

Off-Street Parking Provision: City centre and harbour area

- Just under 7000 (2013) off street spaces in the city centre and harbour area
  - City centre: 54 spaces/1000m^2 retail space
  - Harbour: 77 spaces/1000m^2 retail space
- Excessive demand for parking in specific city centre/harbour car parks (e.g., GQ) and under utilisation of others (e.g., IB MSCP)
- PCC responsible for only 26% of parking spaces in the city centre
- Competitive pricing by private car park operators
  - High use of public off street car parks by commuters

Off-Street Parking Provision: City centre and harbour area

- Significant Private Non Residential (PNR) parking at key employers within the Western Corridor, e.g., the Naval Base
- Supply of city centre parking for commuters
  - recent sale of city centre parking e.g., Zurich, Greetham Street
  - Alternative sources of parking, e.g., NCP season tickets, and other PCC commercial offers not managed by T&T

Off street parking provision: Seafront

- Around 1200 off street spaces (2013), along with significant on-street parking
- Key role to play in supporting the visitor and tourist economy, as well as IoW commuter traffic
- Spaces are well used at weekends and during seasonal peaks
- Competition with free visitor parking provision within proximate RPZs

Off street parking provision: District Centres

- 140 off-street spaces (2013) in Cosham, North End and Fratton, as well as uncontrolled and paid on-street spaces

- Designed to provide cost effective and convenient short term parking for shoppers, leisure users and business travellers to support the vitality and viability of District Centres

- Differential pricing structure, and ‘free to park periods’ to help support District Centres

Park and Ride

- Opened in April 2014 at Junction One of the M275

- 660 space facility,

- Open;
  - 06:30 –20:00 Monday to Friday,
  - 07.30-20:00 Saturdays and
  - 08:30-18:45 Sundays.

Park and Ride

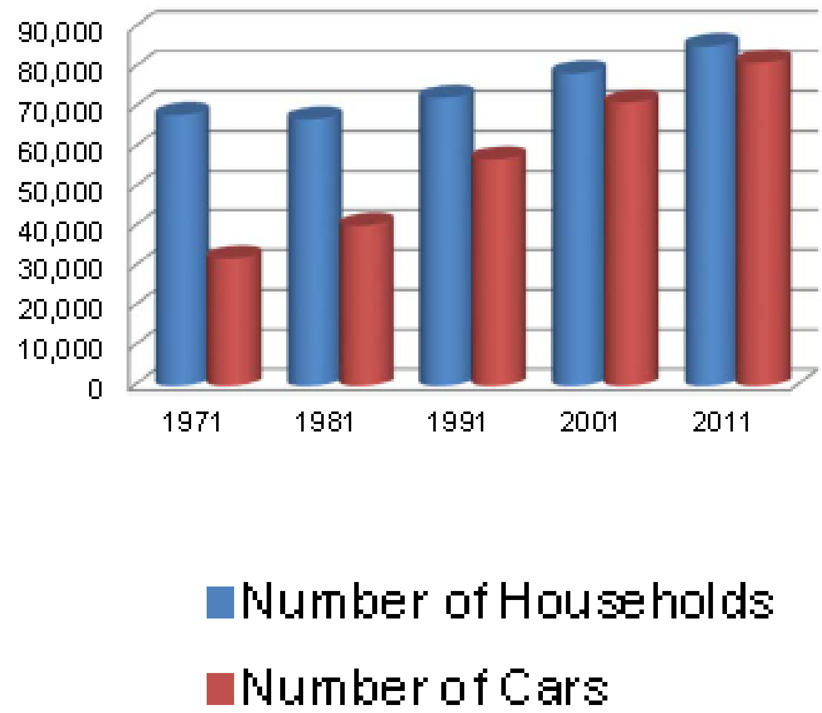
- Objectives:
  - provide parking outside Portsmouth City Centre (with good public transport access into the centre) to support the planned regeneration of the City;
  - relocate a proportion of commuter parking away from the City Centre to the Park & Ride site;
  - attract leisure and shopping users, to address current shortfalls in parking supply and associated congestion in the City Centre and Harbour Area, particularly on Saturdays;
  - provide public transport benefits to ‘walk-in’ local residents
  - be cost effective and financially sustainable for the Council.

P&R: Current usage trends

	Average use (vehicles)
Weekday (Excluding holidays) Apr 2014 to present	195
Saturday (all year) Apr 2014 to present	528
Sunday (all year) Apr 2014 to present	295
School holiday weekdays - Apr 2014 to present	377
Bank Holidays - Apr 2014 to present	566
Busiest University Open day 2015 (3rd Oct)	879
Victorian Festival of Christmas 2015 (Sunday)	835
Great South Run 2015	705

On-street Parking: Residential

- Significant pressure for parking on residential streets:
  - density of housing stock
  - limited off street parking availability
  - restricted highway capacity
  - Residents' use of commercial vehicles; parking the vehicles where they live
  - Residential households having two or more cars
  - Commercial Vehicles
  - Recent trend for conversion of housing stock to Houses of Multiple Occupancy (HMOs)



Residents’ Parking Zones

- First introduced in 1999; currently 32 zones
  - 19% of residential roads
  - 11,000 spaces
  - 15,000 permits issued
- Reintroduction of first Resident permit charge (£30)
  - Second permits: £60
  - Where space allows a third and subsequent permits: £120
- In light of the £30 charge, residents were given the opportunity to say whether or not they wished their parking zone to continue (April 2015)
- Over the next few years, 23 parking zones will be reviewed to ensure they operate in the most effective and efficient manner

Residents’ Parking Zones

- Zones are effective where parking issues are caused by external influences (non-residents) such as:
  - close proximity to a ferry port, other transport hub or hospital
  - tourists, shoppers and other visitors
  - commuters (leaving vehicles whilst using nearby railways, bus exchanges etc.)
  - local employees (travelling to the area by private vehicle)
  - use of residential streets by vehicles associated with businesses (garage repairs, car sales etc.)

Residential Disabled Bays

- Installed in response to residents' requests outside or close to where they live, if the following criteria are met:
  - Blue Badge
  - Vehicle must be registered/kept at the address
  - No usable off-street parking available.
- Charge of £51
- Blue Badge spaces can be used by any Blue Badge holder

On Street: Pay and Display

- The Highway Authority has full ownership and discretion over the use of on street P&D parking
- 3285 on street parking bays (2013)
- Prime Parking is available at 3 locations across the city.
  - Facilitates short term parking at highly desirable places

On Street Parking Provision: Limited Wait

- Currently 755 limited wait spaces within the city
  - Enables free waiting for a prescribed amount of time (as per the TRO)
  - Usually used to support local business and shops, enabling a quick turnover of vehicles (e.g., Milton Road)

Parking Enforcement

- "We enforce because we should, not because we can“
- Team of 32 full time, and 4 part time CEOs
- Enforcement team works in accordance with the DfT’s TMA 2004 Parking Policy, and the PCC Parking Enforcement Guidelines
- Service Priorities:
  - Road safety
  - Keeping arterial routes clear
  - Revenue protection
  - Continuous improvement of parking provisions for residents and visitors to the city of Portsmouth