

Agenda item:

Title of meeting: Traffic and Transportation Committee

Date of meeting: 23rd October 2014

Subject: Proposals for new on-street Pay & Display locations:
Traffic Regulation Order No.53/2014

Report by: Head of Transport and Environment

Wards affected: Charles Dickens, Eastney & Craneswater, Fratton, St Jude,
St Thomas

Key decision: ~~Yes~~/No

Full Council decision: ~~Yes~~/No

1. Purpose of report

To consider the responses to the public consultation on proposals for new Pay & Display locations. When objections are received to Traffic Regulation Orders, it is a statutory requirement to consider them and for decisions to be made at a formal committee meeting.

See [Appendix A](#) for summary of consultation responses.

2. Recommendation

That the Order is approved as formally advertised (no changes).

3. Background

Pay & Display facilities are regularly reviewed in the city. Pay & Display ensures on-street spaces have a regular turnover of vehicles so that all visitors have an opportunity to find and enjoy the most sought after spaces in the city.

4. Reasons for recommendation

The proposed changes aim to ensure better use of the kerb space / parking provision and to ensure where possible that the strategies to support the council's park and ride and sustainable transport objectives are met. The proposal to extend the hours of operation within some Pay & Display areas from 22 hours to 24 hours aims to achieve consistency across the city and simplify tariffs for motorists.

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Legal Implications

6.1 The council, as traffic authority for the City of Portsmouth, may by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places

6.2 In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:

- (a) the need for maintaining the free flow of traffic
- (b) the need for maintaining reasonable access to premises and
- (c) the extent to which off-street parking accommodation is available in the neighbourhood

6.3 Where it appears to the council expedient to do so having regard to any objections duly made in respect of the proposals made by the authority it may, if it thinks fit, make an interim order and postpone for further consideration the making of any further order

7. Finance Comments

7.1 It is anticipated that the changes recommended within this report will result in an increase in net operating parking income in future years of £84,400

	On street (£)
Income Dec 2014 - Mar 2015	(10,403)
Set Up Costs	7,195
On-Going Costs	3,735
2014/15 Net Operating Income	528
From 2015/16 Future Years Income	(95,606)
From 2015/16 Future Years Net Operating Income	(84,400)

7.2 The costs associated with implementing these changes are shown in the above table. Set up costs will be met by the existing on-street 2014/15 budget.

7.3 The resources required to enforce this TRO can be met by the existing parking function.

7.4 These proposed changes would help to address the current £420k shortfall in off-street parking income as compared to the budget. Any changes to these recommendations will reduce the services ability to meet its income target.

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Signed by:
Head of Transport & Environment Service

Appendices:
Appendix A - summary of public consultation responses (Page 4).
Appendix B - public notice detailing the proposals (Page 6)

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
4 emails	Transport Planning, 4 th floor, Civic Offices

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

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Signed by:
Cabinet Member for Traffic & Transportation

Appendix A: Summary of public consultation responses

<p><u>Objection to Queen Street proposal</u></p> <p>Local residents are not allowed exemptions to the 3-hour limited waiting, as it would be detrimental to the businesses who rely on short-term parking for customers. What will Pay & Display do for local businesses?</p> <p>Residents have to fight for parking, being surrounded by students, Gunwharf Quays, delivery & service vehicles, and Admiralty Quarter residents (who take our spots rather than pay to use their car park).</p> <p>Pay & Display will push visitors into the side streets, hoping to get away with parking for longer than 1 hour, taking residents' spaces.</p> <p>The money raised from new Pay & Display will not offset the bad temperament of local residents. The Council has always favoured students before residents and it's about time we were given value for money on our Council Tax. Please allow residents to park on Queen Street.</p>	<p><u>Officer comments</u></p> <p>Queen Street is not part of the adjacent residents' parking zones, and has to accommodate a variety of local needs. Similar set-ups exist in other areas, such as Fratton and Cosham, whereby permit holders are not exempt from the Pay & Display. This is to ensure customers have access to local shops, businesses and amenities throughout the day. Allowing long-term parking by permit holders could have a negative impact on the local economy.</p> <p>Targeted enforcement of parking restrictions can encourage drivers to take them seriously and consider the variety of needs in the area.</p> <p>The 2-hour free parking period within the JA and JD Portsea zones was reduced to 1 hour at the request of residents, to regain priority over parking in the area.</p>
<p><u>Objection to Queen Street proposal: Ward Councillor (Charles Dickens)</u></p> <p>I agree with the resident's comments above. We are in a residents' parking zone here, and some permit costs apply to park outside residents' homes.</p> <p>Queen Street has 1-hour parking anyway, apart from the unrestricted section outside Sarah Robinson House.</p> <p>Why should residents pay for permits and then pay to use Pay & Display when unable to park near their homes? Residents will be forced to park as far away as The Hard, which is unacceptable.</p> <p>The proposal will cause a great deal of congestion in the side streets, meaning residents have nowhere to park.</p> <p>Support local residents as well as businesses.</p>	<p><u>Officer Comments</u></p> <p>See comments above.</p> <p>Queen Street does not fall within a parking zone; it has a variety of parking facilities to accommodate the variety of local needs.</p>



<p><u>Objection to Portland Road proposal:</u> <u>Parent of pupil at Portsmouth High School</u></p> <p>This proposal will have a significant impact on parents' ability to park at the beginning/end of the school day. Currently, parents can park briefly in Portland Road to take their children to and from school, staying only for a short period. They will not want to pay for such a brief stay and will look for alternative parking. There are very spaces, with the number of parents parking near the school to see their children safely across the road. Vehicles are already parked on double yellow lines as there are no parking spaces available. This proposal will lead to traffic safety issues and could cause an accident. Replacing the 1-hour limited waiting with parking fees would achieve very little.</p>	<p><u>Officer comments</u></p> <p>Portland Road is close to the amenities of Palmerston Road precinct and Osborne etc, and many visitors will welcome the opportunity to park for longer than 1 hour.</p> <p>Unfortunately, short-term parking by parents dropping off and/or collecting children causes traffic problems in the vicinity of almost all schools in Portsmouth. The road safety team works to encourage alternative forms of transport, and to educate schools and parents about considerate parking and the impact on others.</p> <p>The message is given that if parents have to bring the car then they should park a short distance away and walk, highlighting the benefits of parking up 2- 5 minutes away and walking the rest of the way.</p>
<p><u>Query on Nancy Road proposal:</u> <u>Business owner in Fratton Road</u></p> <p>It is unclear if Resident and Business permit holders would be exempt from the proposed Pay & Display in Nancy Road. Our van has a permit for GA Zone, and we put things in it as and when necessary - the alternative would be to unload on the double yellow lines in Nancy Road. The 77-metre area in Nancy Road should be "permit holder exempt".</p>	<p><u>Officer comments</u></p> <p>GA permit holders are exempt from Pay & Display facilities within the zone, and the parking bays in Nancy Road would therefore remain available to permit holders.</p> <p>It is possible to load / unload in Pay & Display areas as well as on double yellow lines.</p>

Appendix B: Public notice detailing the proposals

Dated: 8th September 2014

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (PAY & DISPLAY AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.53) ORDER 2014

Notice is hereby given that the Portsmouth City Council proposes to make the above Order under Sections 1 – 49 of the Road Traffic Regulation Act 1984. The effect would be as detailed below.

Persons wishing either to object to or support these proposals may do so by sending their representations in writing to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO 53/2014** by the **29th September 2014** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

- As per PCC policy, Disabled Badge holders would be exempt from the Pay & Display charges, provided the Blue Badge is clearly displayed in the windscreen of the vehicle during the stay.
- Properties on Bellevue Terrace would be eligible to apply for Meter Exemption permits at the annual charge (currently £25.00).

A) PAY & DISPLAY

<u>Location</u>	<u>Operation and Tariff</u>
1. Bellevue Terrace Southeast side, the 29m length south-west of its junction with Hambrook Street	7 days / 24 hours (Tariff as per part A3 of this notice)
2. Henderson Road West side, the 67m length opposite the Community Centre	7 days / 24 hours (Tariff as per part A3 of this notice)
3. South Parade North side, the 25m length east of Kirkstall Road	7 days / 8am - 6pm Up to 1 hour £1.60 Up to 2 hours £2.80 Up to 3 hours £3.90 Up to 4 hours £4.80 Up to 6 hours £6.50 Up to 8 hours £8.50 Over 8 hours £12.00

B) CHANGE FROM NO WAITING AT ANY TIME TO: PAY & DISPLAY

<u>Location</u>	<u>Operation & Tariff</u>
1. Lake Road South side, a 50m length between the junction of Spicer Street and Cornmill Street roundabout	As per part D1 of this notice



C) CHANGE FROM RESIDENTS' PARKING PLACES TO: PAY & DISPLAY

<u>Location</u>	<u>Operation and Tariff</u>
1. Nancy Road East side, the 77m length adjacent to Nancy Road car park	7 days / 8am - 6pm Up to 1 hour £1.10 Up to 2 hours £2.00 Up to 3 hours £3.00 Up to 4 hours £4.00 Up to 6 hours £6.20 Up to 8 hours £8.20 Over 8 hours £10.00

D) CHANGE FROM LIMITED WAITING TO: PAY & DISPLAY

<u>Location</u>	<u>Operation and Tariff</u>
1. Dugald Drummond Street East side, the existing 22m length north of its junction with Isambard Brunel Road	7 days / 24 hours Up to 1 hour £1.60 Up to 2 hours £2.60 Up to 3 hours £3.50 Up to 4 hours £4.50 Up to 5 hours £8.00 Over 5 hours £12.00
2. Gunwharf Road	
a) East side, the existing 29m of echelon parking west of King Charles Street	7 days / 24 Hours Tariff as per part D1 of this notice
b) South side, the existing 8m length west of King Charles Street	
3. Portland Road West side, the existing 65m length south of its junction with Kent Road	As per part A3 of this notice
4. Queen Street	
a) South side, the existing 62m length outside Carter House (east of Hanover St)	As per part D1 of this notice
b) South side, the existing 80m length between St James's Street and Lion Terrace	As per part D1 of this notice

E) CHANGE FROM NO WAITING AT ANY TIME TO: COACHES ONLY PAY & DISPLAY

<u>Location</u>	<u>Operation & Tariff</u>
1. Clarence Esplanade Bus Areas	
a) Southeast side, a 20m length alongside the public conveniences	7 days / 8am - 6pm £1 per hour up to £4, then £5 all day
b) Northeast side, an approximate 30m length opposite the bus stop shelters	

F) CHANGE FROM 22-HOUR CHARGING TO 24-HOUR CHARGING IN EXISTING P&D

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|-----------------------------------|-----------------------|
| 1. Alec Rose Lane | 8. St Michael's Road |
| 2. Bishop Crispian Way | 9. St Paul's Road |
| 3. Charles Dickens Street | 10. St Vincent Street |
| 4. Exchange Road (east side only) | 11. Stanhope Road |
| 5. Hampshire Terrace | 12. Station Street |
| 6. Melbourne Place | 13. Waltham Street |
| 7. St George's Square | |

G) REASONS FOR ORDER

The reason for these changes is to make better use of kerb space / parking provision and to ensure where possible that the strategies to support the council's park and ride and sustainable transport objectives are met. The proposal to extend the hours of operation within some Pay & Display areas from 22 hours to 24 hours aims to achieve consistency across the city and simplify tariffs for motorists.

A copy of the draft Order and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours, and a copy of this Public Notice can be found on the City Council's website - visit www.portsmouth.gov.uk and search "traffic regulation orders 2014"

SIMON MOON, Head of Transport and Environment
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

(End of Report)