

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 15 July 2015

Subject: Parking zones to be retained and/or amended in light of the consultation response to reintroducing a charge for the first Resident permit

Report by: Director of Transport, Environment & Business Support

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

Following consideration of the consultation responses (on re-introducing a charge for the first Resident permit), to set out which parking zones are to be retained unchanged or amended to improve their effectiveness / efficiency.

2. Recommendations:

2.1 That the following parking zones are retained without any changes:

- 2.1.1 BB The Heights
- 2.1.2 BE Portsmouth Road
- 2.1.3 FA Old Commercial Road
- 2.1.4 HB Coniston Avenue

2.2 That operation of the following parking zones is proposed to be amended. This will require public consultation via Traffic Regulation Orders and a subsequent public decision meeting for each zone before changes can be implemented. (Suggested proposals outlined in Appendix A).

- 2.2.1 AB Wymering
- 2.2.2 BA Park Grove
- 2.2.3 BC East Cosham
- 2.2.4 BD Windsor Road
- 2.2.5 FB Whale Island Way
- 2.2.6 FC Landport North
- 2.2.7 FE Buckler's Court
- 2.2.8 FF Rudmore Court
- 2.2.9 GB Alverstone

- 2.2.10 HA Baffins**
- 2.2.11 JA Portsea**
- 2.2.12 JB Landport**
- 2.2.13 JC Hyde Park Road**
- 2.2.14 JE Fratton West**
- 2.2.15 JF Garnier Street**
- 2.2.16 KA Old Portsmouth**
- 2.2.17 KB Hambrook**
- 2.2.18 KC West Southsea**
- 2.2.19 KD Castle Road**
- 2.2.20 LA North Southsea**
- 2.2.21 LB Somerstown**
- 2.2.22 MA Beatrice & Leopold**
- 2.2.23 NA Priorsdean**

3. Background

3.1 In 2012 a substantial Review was undertaken to examine Residents' Parking in Portsmouth and identify opportunities for improvement. The Review combined contributions and information from a number of sources, including:

- Residents, businesses and visitors to Portsmouth City (Citywide survey)
- Portsmouth Parking Champions (Non-PCC volunteers)
- Atkins (External consultants)
- Portsmouth City Council officers (Community Engagement, Access & Equalities, Legal, Finance, Parking Operations, Transport Planning)
- Other Local Authorities in the South of England and nationally.

The Review aimed to address significant issues:

- Displacement parking from schemes implemented towards the end of the 2010-2012 Residents' Parking Programme: the number of vehicles displaced into adjacent roads began to be highlighted as a real problem by residents living outside a zone boundary;
- The effectiveness of parking zones, in particular the ability to enforce and meet the expectations of residents;

The Review concluded that a charge for the first Resident permit was required to sustain Residents' Parking, and that 24-hour parking zones were resource-intensive in terms of enforcement and largely ineffective.

3.2 At the Full Council meeting on the 9 December 2014 it was agreed within the setting of the budget for 2015/16 that measures would be introduced to provide additional parking income, in line with the current council policy of where possible and practical levying charges for services that offset the running costs of those services.

3.3 The March/April 2015 consultation "Have Your Say - Residents' Parking" (delivered door-to-door and encouraging online responses) asked residents whether or not they would like to keep their zones, in light of the £30 charge for a first permit. It indicated that the remaining zones (the zones residents would like to keep) would be reviewed to ensure they operate as effectively and efficiently as possible.

3.3.1 Once fraudulent entries were identified and removed (multiple entries at similar times from one computer based outside of Portsmouth) the remaining responses amount to 3713. This represents 39% of residents who currently hold a free first Resident permit and are therefore affected the most.

3.3.2 The comments most regularly given were:

- cost-related, that £30 is too high or that the 2nd and 3rd permit charges should be increased instead
- insufficient enforcement of parking zones
- reduce the length of the free parking period
- that the zone is required
- that the zone makes no difference (it has no effect on the number of commercial vehicles parking in the roads)

4. Reasons for recommendations

4.1 The recommendation to retain the operation of zones **BB The Heights**, **BE Portsmouth Road**, **FA Old Commercial Road** and **HB Coniston Avenue** is made in light of the responses from residents to the consultation on re-introducing a charge for the first Resident permit.

Consultation responses (*See Appendix A for further details*):

BB The Heights	91% keep - 9% remove
BE Portsmouth Road	100% keep - 0% remove
FA Old Commercial Road	100% keep - 0 % remove
HB Coniston Avenue	100% keep - 0 % remove

4.2 The recommendation to retain and amend the operation of the 23 parking zones is made in light of the responses from residents to the consultation on re-introducing a charge for the first Resident permit. It aims to address the parking issues highlighted by residents whilst reducing the potential for any displacement into adjacent areas.

Consultation responses (*See Appendix A for further details*):

AB Wymering	76% keep - 24% remove
BA Park Grove	80% keep - 20% remove
BC East Cosham	61% keep - 39% remove
BD Windsor Road	88% keep - 12% remove
FB Whale Island Way	50% keep - 50% remove
FC Landport North	88% keep - 12% remove



FE Buckler's Court	93% keep - 7% remove
FF Rudmore Court	80% keep - 20% remove
GB Alverstone	67% keep - 33% remove
HA Baffins	57% keep - 43% remove
JA Portsea	95% keep - 5% remove
JB Landport	88% keep - 12% remove
JC Hyde Park Road	75% keep - 25% remove
JE Garnier Street	67% keep - 33% remove
JF Fratton West	100% keep - 0% remove
KA Old Portsmouth	97% keep - 3% remove
KB Hambrook	97% keep - 3% remove
KC West Southsea	86% keep - 14% remove
KD Castle Road	90% keep - 10% remove
LA North Southsea	76% keep - 24% remove
LB Somerstown	69% keep - 31% remove
MA Beatrice & Leopold	94% keep - 6% remove
NA Priorsdean	89% keep - 11% remove

4.4 A priority programme will be developed to propose the amendments to each zone. This will require public consultation via a Traffic Regulation Order, giving residents and businesses the opportunity to comment on the proposals and influence any decisions subsequently taken.

4.5 Key to the Review of Residents' Parking was identifying ways to improve the operation of parking zones to enable efficient enforcement, whilst addressing the causes of the parking problems (long-term parking by non-residents, for example).

Instead of 24-hour parking zones, designated time-blocks for "permit holders only" can be more effective in terms of:

- preventing long-term parking of vehicles by non-residents
- enabling more efficient and effective enforcement
- reducing the need for residents to purchase visitor scratch cards
- reducing the impact of vehicles displaced into adjacent areas

4.6.1 The most frequent comment from residents living within parking zones is about vehicles that are not penalised when parking without the relevant permit or for longer than allowed (although when drivers have paid for parking electronically a permit is not visible to the public).

4.6.2 The aim of proposing operational changes to the parking zones is to ensure they are manageable and efficient to enforce, thereby providing a more effective scheme for residents and businesses that seeks to more adequately meet their expectations.

4.6.3 Parking zones with a longer free parking period for non-permit holders are inefficient to enforce and resource-intensive because 2-3 hours has to be allowed for each vehicle from when it is first observed by an enforcement officer.

Within shift patterns a limited number of vehicles can be observed and recorded, before a second visit is made and Penalty Charge Notices (PCNs) can be issued to vehicles parked in contravention of the restrictions. Between return visits, more vehicles may have arrived in the area, avoiding the first observation visit.

- 4.6.4** With over 30 parking zones in place, covering more than 400 roads in the city, the enforcement demands are already considerable. In order for enforcement to be practicable and for a reasonable level of effective enforcement to be maintained, changes are required to the existing parking zones. These changes also aim to reduce travel time and fuel usage for the Enforcement teams.
- 4.6.5** Enforcement of parking zones necessarily has a lower priority than other restrictions in place for road safety and traffic management reasons; for example outside schools during peak times and in busy commercial areas. This makes it more important for the time spent within parking zones to be effective.
- 4.6.6** If residents are interested in how often parking restrictions in their street are enforced, data and details are available from the Parking Team. Requests can be made by emailing parking@portsmouthcc.gov.uk with the street name, and data will be provided within 10 working days. The data will show how many visits (or enforcement cycles if a limited wait element exists) a particular street has received in the past 6 months and how many Penalty Charge Notices (PCNs) have been issued. Enforcement of all parking restrictions in Portsmouth is based on concentrating resources in areas of low compliance.

5. Equality impact assessment (EIA)

There is no requirement to complete a full EIA as there are no issues arising from this report that relate to the Equalities Groups: Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, other socially excluded groups.

6. Legal Service's Comments

- 6.1** A proposed TRO must be advertised and the public given a 3-week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period.

7. Director of Finance's Comments

- 7.1** The introduction of charges for all residents and other parking permits will mean that the costs of implementing and operating schemes will be mainly funded from the income generated.

7.2 The costs of the proposed amendments will be met from the annual budget that is set aside for this purpose. Any changes in income levels will be monitored and reported as required.

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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
December 2014 Budget Full Cabinet report	PCC website, Democratic Services
January 2015 Traffic & Transportation report	As above
July 2015 Traffic & Transportation report	As above
Survey results: Have Your Say Residents' Parking May 2015	Transport Planning, Civic Offices Portsmouth City Council website
Appendix A: RPZ results, overview and recommendations	PCC website, Democratic Services
Appendix B: Plan showing all RPZs	PCC website, Democratic Services

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

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Signed by:
Cllr Ken Ellcome, Cabinet Member for Traffic & Transportation