



Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 15 July 2015

Subject: Parking zones proposed to be removed or reduced in size and 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 it is proposed to remove entirely or reduce in size and amend. The zones remaining as they are and/or with changes are considered within a separate report.

2. Recommendations:

2.1 That proposals are put forward under a formal Traffic Regulation Order (includes public consultation) to remove the following parking zones:

2.1.1 AA Newbolt Road (Paulsgrove)

2.1.2 AC Farmlea Road (Paulsgrove)

2.1.3 JD Portsea North (Portsea)

2.2 That proposals are put forward under a formal Traffic Regulation Order (includes public consultation) to reduce in size and amend the operation of the following parking zones:

2.2.1 GA Fratton

- Permit Holders Only 11am-1pm in:
Selbourne Terr, Claremont Rd, Kingsdown Pl, Walmer Rd (to Guildford Rd junction), Ariel Rd, Thorncroft Rd, Cornwall Rd, Purbrook Rd, Lincoln Rd.
- Remove residents' parking restriction from rest of GA.

2.2.2 FD Bevis Road

- Permit Holders Only 1pm-3pm in:
Mills Rd, Bevis Rd, Bevis Rd North, Seagrove Rd, Croft Rd and Stamshaw Rd (between Seagrove Rd and Pitcroft Rd)
- Remove residents' parking restriction from rest of FD.
- Combine remaining FD roads with remaining FG roads.

- 2.2.3 FG Stamshaw South** - Permit Holders Only 1pm-3pm in:
Lower Derby Rd and link road (west of Twyford Ave),
Stanley Rd, Simpson Rd, Twyford Ave (south of Lower
Derby Rd to roundabout)
- Remove residents' parking restrictions from rest of FG.
- Combine remaining FG roads with remaining FD roads.

See paragraph 4.4 for details of how the above would be achieved.

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: 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 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" 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 zones residents want to keep would be reviewed to ensure they operate as effectively and efficiently as possible.

3.3.1 Whilst over 4000 responses were received, it was found that some results had been fraudulently entered on SurveyMonkey (the online survey host) via a computer outside of Portsmouth (identified through its IP address). 15 'remove my zone' answers had been added to each road in the MB zone and 8 'remove my zone' answers had been added to each road in the LB zone. Once these responses were identified and removed, the remaining responses amount to 3713.

3.3.2 3713 responses to the consultation represents 39% of residents who hold a free first Resident permit and are therefore affected the most.

3.3.3 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)

The most common complaint from residents within zones is vehicles parking without the relevant permit or for longer than allowed - without penalty (although when drivers have paid for parking via RingGo a permit is not visible to the public). Zones with a free parking period for non-permit holders are inefficient to enforce because 1-3 hours is allowed for each vehicle from when it is first observed. Within shift patterns it is inefficient to observe and record, then return to issue Penalty Notices to vehicles parked longer than permitted.

4. Reasons for recommendations

4.1 The recommendation to propose the removal of **AA Newbolt Road**, **AC Farmlea Road** and **JD Portsea North** 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):

AA Newbolt Road	50% keep - 50% remove
AC Farmlea Road	32% keep - 68% remove
JD Portsea North	18% keep - 82 % remove

4.2 The recommendation to propose a reduction in size of **GA Fratton** zone and amend the operating times in a smaller zone near the station 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 living nearest Fratton station whilst reducing the potential for any displacement parking into roads further north.

GA Fratton:	37% keep (near station)	63% remove (further north)
See Appendix A for further details.		

4.3 The recommendation to propose a reduction in size of **FD Bevis Road** and **FG Stamshaw South** zones, combine the remaining area into one smaller zone with different operating times 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 living nearest Portsmouth International Port and businesses in Kingston Crescent whilst reducing potential displacement parking into roads further north by allowing parking after 3pm.

FD Bevis Road	46% keep (towards southern end)	54% remove (towards northern end)
FG Stamshaw South	53% keep (towards southern end)	47% remove (towards northern end)

See Appendix A for further details.

4.4 Proposals to remove residents' parking restrictions from some roads and amend them in others can be put forward for public consultation under a Traffic Regulation Order. This gives residents 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 displacement impact on surrounding areas

This type of parking zone is used by local authorities in other parts of England; in Brighton and Tonbridge for example.

5. Legal Service's Comments

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.

6. 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.

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.

7.3 The amount of civil enforcement officers employed by the City Council will remain unaffected, but the amount of enforcement time required for these schemes will be reduced enabling the enforcement team to cover more parking zones on a regular basis as well as other areas in the city.

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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
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