
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 24 NOVEMBER 2016 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057

Email: joanne.wildsmith@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Jim Fleming (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Stuart Potter, UK Independence Party

Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 The Hard B2154 Experimental Traffic System (Pages 1 - 12)**

The report by the Director of Transport, Environment and Business Support is to consider the experimental traffic scheme in place at The Hard (under ETROs 16/2015 and 17/2015), with a view to making the current traffic provisions permanent rather than return the area to its previous arrangements.

RECOMMENDED that the experimental traffic scheme, including the one-way system, is made permanent.

4 Experimental Traffic Regulation Order 33 - Bus Lane between Havisham Road and Church Street (Mile End Road) (Pages 13 - 20)

The report by the Director of Transport, Environment and Business Support is to consider the experimental traffic scheme (Experimental Traffic Regulation Order 33/2015) which removed a section of Bus Lane between Havisham Road and Church Street at Mile End Road.

RECOMMENDATION: To retain the lining changes and make permanent Experimental Traffic Regulation Order 33.

5 Orkney Road Parking Bay (TRO 48/2016) (Pages 21 - 28)

The report by the Director of Transport, Environment and Business Support is to consider the consultation responses to the proposed re-siting of a 2-space parking bay within The Heights residents' parking zone (BB).

RECOMMENDED that the parking provision in Orkney Road is reinstated, by way of the 2-space parking bay opposite No.15A as proposed.

6 Changing Pay and Display operating hours and amendments to waiting and loading restrictions (TRO 58/2016) (Pages 29 - 58)

The report by the Director of Transport, Environment and Business Support is to provide the consultation responses to the proposals under TRO 58/2016 to enable informed decisions to be made.

RECOMMENDED that the proposals are approved as advertised:

- (1) White Swan Road proposed loading ban to accompany the 'no waiting' 6pm-8am**
- (2) Isambard Brunel Road proposed change from police bays to Pay & Display**
- (3) Reduce the operating times in 10 off-street locations from 10pm to 9pm**
- (4) Increase the operating times in 56 on-street locations from 6pm to 9pm**

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 24 November 2016

Subject: The Hard B2154 Experimental Traffic System

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

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

To consider the experimental traffic scheme in place at The Hard (under ETROs 16/2015 and 17/2015), with a view to making the current traffic provisions permanent rather than return the area to its previous arrangements.

2. Recommendations

That the experimental traffic scheme, including the one-way system, is made permanent.

3. Background

3.1 In August 2015, the traffic arrangements at The Hard B2154 were reconfigured to facilitate the major redevelopment of The Hard Interchange; accommodating the displaced taxis, buses, coaches and short-term parking. The scheme was achieved in 2 phases via 2 experimental traffic regulation orders, whereby measures are implemented and a 6-month consultation takes place on those measures simultaneously.

3.2 The reconfigured network includes a one-way traffic system, both to manage the traffic whilst the interchange closed and to use the opportunity to alleviate localised congestion at the pinch point outside the Historic Dockyard entrance. The congestion occurred at that point due to the inability of two buses to pass simultaneously at the corner, which the alternative route has addressed.

3.3 The experimental orders in place enabled modifications to be made to the traffic scheme when required. These were made on 3 occasions as a result of feedback and experience of the new scheme, causing the 6-month consultation period to be reset each time to take account of the revisions:

- loading ban installed in Clock Street to prevent congestion caused by short-term parking on the double yellow lines and to enable the larger vehicles to

negotiate the junctions to reach The Hard (consultation period reset to 18 March 2016);

- taxi rank extended on The Hard opposite Victory Road (consultation period extended to 18 March 2016);
- coach drop-off designated at the southern end of Queen Street (consultation period reset to 12 May 2016)

4. Reasons for recommendation

- 4.1** The recommendation seeks to make the current traffic scheme permanent in its entirety. When first introduced for the purpose of facilitating redevelopment of the Hard Interchange, it was intended to be temporary. However, given its success and improvement to the realm it is recommended that this remains as it is.
- 4.2** No formal objections were submitted in response to the experimental traffic scheme. With the minor revisions in place as described above, feedback from stakeholders such as bus companies, Gunwharf Quays and the Historic Dockyard continued to be positive.
- 4.3** Once made permanent, the provisions in place can be amended at any point in the future via a permanent traffic regulation order and associated 21-day consultation.

5. Equality Impact Assessment

- 5.1** A preliminary EIA has been carried out and raised concerns regarding a potential negative impact on residents of Hooper Court using the rear entrance to the residence. As a result of this, modifications have been made to the scheme, including widening of the southern footway on Wickham Street providing improved access for all. Views were sought from residents of Hooper Court on this issue, and supportive feedback was received.

No objections were received during the consultation period of the ETRO. Measures identified to mitigate the potential negative impact on residents of Hooper Court, and no negative impact has been identified on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Implications

- 6.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority

- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 6.3** The procedural provisions for giving permanent effect to an experimental order is set out in regulations 23 and schedule 5 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOPR 1996).

- 6.4** Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:

6.4.1 The following statements were included in the notice of making the experimental order:

- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
- A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
- That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice

6.4.2 The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:

- a) a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
- b) a copy of the order as proposed to be made or as made (as the case may be);
- c) a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
- d) a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;

- e) if the order varies, revokes, applies or suspends another order, a copy of that other order;
- f) if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
- g) where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification

6.5 Where the above has been satisfied regulations 6 (consultation), 7 (notice of proposals) and 8 (objections) do not apply.

7. Director of Finance's comments

7.1 The costs associated with making the experimental traffic scheme permanent are estimated to be approximately £147,000. These costs include the construction costs, road safety audits, internal design fees and the traffic regulation order, as well as the associated ongoing maintenance costs. It is anticipated that this sum would be funded from the existing Hard Interchange capital scheme, as approved by Council on 9 February 2016.

.....
Signed by:
Alan Cufley
Director of Transport, Environment & Business Support

Appendix A - Preliminary EIA
Appendix B - G.A Drawing

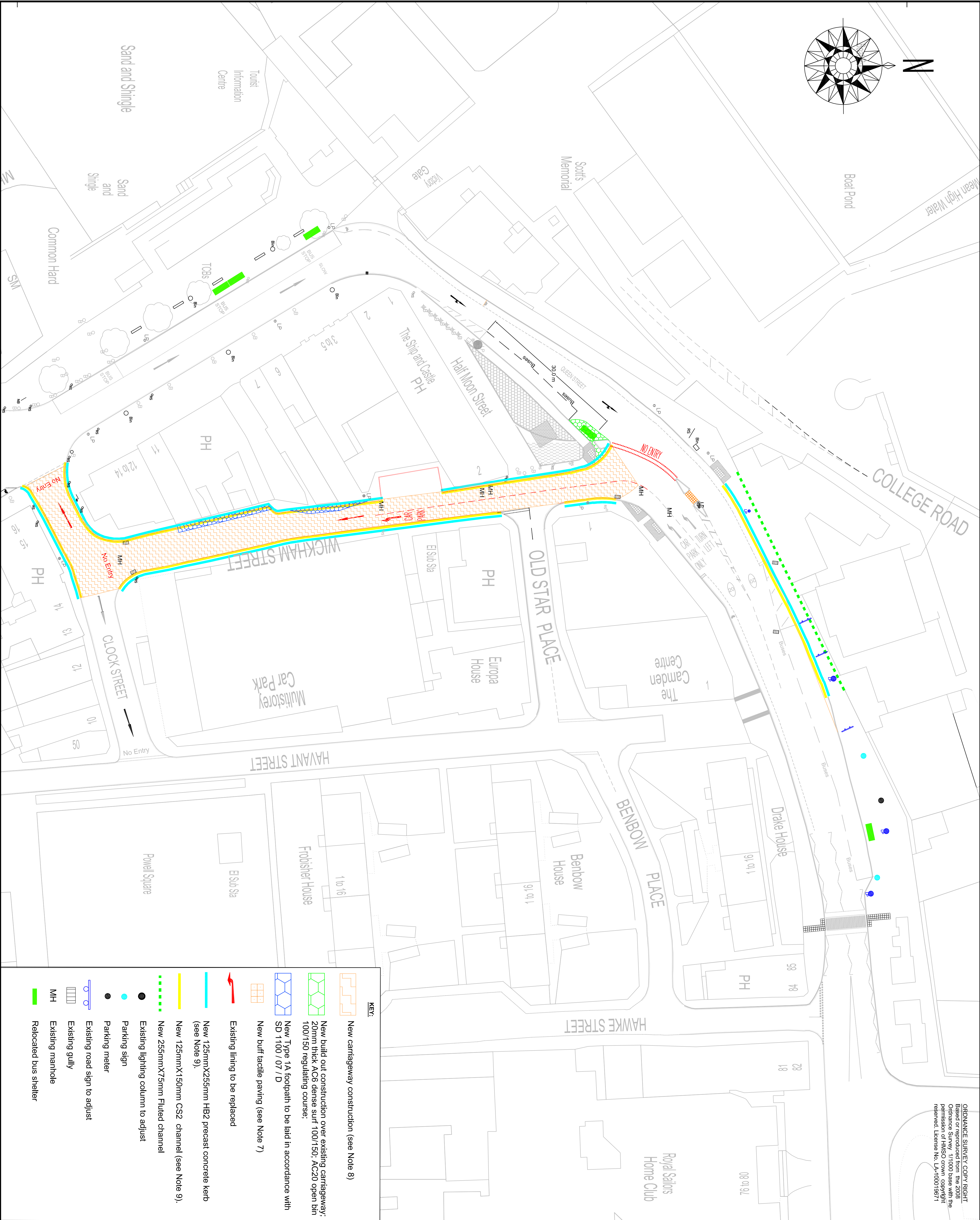
Background list of documents: Section 100D of the Local Government Act 1972

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

.....
Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic & Transportation



ORNANCE SURVEY COPY RIGHT
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Ordnance Survey 1/1000 base with the
permission of HMSO crown copyright
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NOTE: All dimensions to be checked on site prior to

*** DO NOT SCALE FROM THIS DRAWING***
Notify C.A. of any discrepancies before ordering materials.

NOTE:

1. All details are to be checked by the contractor prior to commencement of the works on site.
2. All dimensions are in meters unless otherwise stated.
3. PCC cannot be held responsible for the accuracy of topographical survey.
4. Traffic management to be in accordance with chapter 8 of the traffic signs manual and related codes of practice.
5. Refer to statutory information for underground services location within site extent.
6. All existing road marking (shown with grey colour) are to be retained.
7. Tactile paving flag shall be 400 X 400 X 50 blister paving in accordance with BSEN1339:2003. Composition is 50mm thick tactile; 25mm class(III) mortar to clause 2404 and 100mm sub-base of granular type-1 material to clause 803 or 804
8. Carriageway reconstruction to consist of Thin Surface Course System with 14mm aggregate 40mm thick minimum PSV 65, over Dense Macadam Binder Course with 28mm Aggregate 70mm thick and 20mm aggregate regulating course, over Dense Macadam Base with 40mm aggregate 100mm thick.
9. Estimate includes for the replacement of 25% of kerbs along Wickham St. This may increase if existing kerbs are undermined during excavation works
10. All road marking shall be in accordance with TSRGD-2016
11. All marking shall be in white thermoplastic material unless otherwise stated.
12. Drawing to be printed in colour.

Rev	Date	Revised Details (inserted by)	Approved by
Project			
HW11002			
The Hard			
One Way System			
Drawing title			
General Arrangement			
Date	Nov 2016	Scale	NTS
Portsmouth CITY COUNCIL			
TRANSPORT AND ENVIRONMENT SERVICE			
HEAD OF TRANSPORT AND ENVIRONMENT		Tel No: 023 9283 4495	
SIMON MCKON B101A HW11002		Fax No: 023 9283 4486	
Design/Drawn by	RH	Drawn by	RH
Checked by		Checked by	PR
Revision No.		Revision No.	A
Drawing No.			
HW11002/4001			
SURVEY	DESIGN	WORKING	
FEASIBILITY	TENDER	DRAWING	*
INFORMATION	CONTRACT	ASBUILT	
		A.I.	

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Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Projects

Title of policy, service, function, project or strategy (new or old) :

One-way system, Wickham Street, Portsmouth.

Type of policy, service, function, project or strategy:

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

To make the experimental transport order permanent which will improve the flow of traffic around the The Hard area, and to upgrade the footpath on the southern side of the road for pedestrians.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

The one-way system will make crossing The Hard safer for pedestrians and maintain the smooth running of the buses.
It will permanently increase the volume of traffic using Wickham Street however and therefore there needs to be adequate provision for pedestrians using the area.
Widening the walkway on the southern side of Wickham Street will improve access for residents particularly those with reduced mobility living in Hooper Court whose only step free access is at the back of the property onto Wickham Street. It will also benefit users of the car park who tend cross to the southern side when walking to The Hard/Gunwharf Quays.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy or maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Pregnancy and maternity

☐☒☐

Other excluded groups

☐☒☐

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

☐

yes

☒

No

Q7 - How have you come to this decision?

The decision to make the one-way system permanent has been made following consultation with transport operators and local stakeholders who are supportive of the plans. ETRO went out to public consultation at the end of 2014. We did not receive any negative depositions from this process. Following recent correspondence received from a resident of Hooper Court in October relating to the possibility of the scheme becoming permanent we met two representatives on site to discuss their concerns and suggestions. The modifications to the southern walkway were discussed and supported by the residents.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email: equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Anna Limburn
Pam Turton
Gina Perryman

This EIA has been approved by:

Contact number:

Date:

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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Title of meeting:	Cabinet Meeting for Traffic and Transportation Decision Meeting
Date of meeting:	24 th November 2016
Subject:	ETRO 33 - Bus lane between Havisham Road and Church Street
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	Charles Dickens
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the experimental traffic scheme (Experimental Traffic Regulation Order 33/2015) which removed a section of Bus Lane between Havisham Road and Church Street at Mile End Road.

2. Recommendations

- 2.1. **To retain the lining changes and make permanent Experimental Traffic Regulation Order 33.**

3. Background

- 3.1. A decision was made at Traffic & Transportation Committee in March 2015 to suspend the restrictions on the Mile End Road approach bus lane between Havisham Road and Church Street for a minimum 6 month period through an experimental traffic regulation order (ETRO) and also to shorten the southern end of the bus lane in Mile End Road approach between Havisham Road and Church Road by approximately 20 metres, plus 20 metres lining from the northern end of the bus lane be remove
- 3.2. The decision also included a requirement to monitor the impact of the experimental traffic regulation order, including journey times, accident statistics and usage by cyclists.
- 3.3. The Experimental Order (ETRO 33) was made in May 2015, coming into effect on 1 June 2015, with the final works completed in October 2015.

4. Results of Experimental Traffic Order

- 4.1. The final layout has been in operation since October 2015, and in order to make a reasoned appraisal of the operation of the Experimental Order, manual count surveys

have been commissioned with journey time data having been collected prior to implementation and during the experimental period. Local bus operators have also been consulted on their experience using Mile End Road since the section of bus lane was removed.

- 4.2. The experimental order was subject to an initial 6 month consultation period from the making of the order on 1 June 2015. One representation was received on behalf of the Portsmouth Cycle Forum commenting on the proposal because of their concerns for the safety of cyclists (the full representation is included at appendix A).
- 4.3. Journey times have been monitored between M275 Jct 1 and Park Road. A full week has been selected from May 2015 and May 2016 to provide a comparison of journey times. A comparison of weekday AM & PM peaks has been undertaken across the sample weeks to determine average journey times. Fig.1 below shows the recorded times.

	11-15 May 2015	9-13 May 2016
Weekday AM Peak 08:00-09:00	7m 41s	6m 46s
Weekday PM Peak 17:00-18:00	7m 8s	7m 23s

Fig 1: Journey Times between M275 Jct 1 and Park Road

- 4.4. The results show that the AM peak times have decreased between May 2015 and May 2016. The times during the PM Peak have increased slightly in the same period.
- 4.5. Traffic volume data for vehicles using the M275 has also been gathered for May 2015 and May 2016. The peak hours for journey times in mid-week were 8-9am and 5-6pm, the volumes for these times are shown below on Fig .2.

	11-15 May 2015	9-13 May 2016	Difference
AM flow @ 08:00-09:00	3458	3354	-3%
PM flow @ 17:00-18:00	3679	3618	-1.7%

Fig 2: M275 SB Traffic volumes

- 4.6. The figures show that the volumes of traffic entering the city in May 2016 have reduced slightly compared with the same week the previous year. It could be concluded therefore that the decrease in journey time during the AM Peak is in part due to less vehicles entering the city at this time. The PM Peak however saw an increase in journey time but a small decrease in vehicle numbers. This would suggest that journey times on the route from the M275 through the City Centre to Park Road are effected not only by the volume of vehicles on this route, but by opposing routes. Unfortunately data is not available for routes such as Church Street and Lake Road which interrupt inbound traffic flow but it is likely that an increase in traffic volume on these routes has increased the journey time into the city.
- 4.7. In addition to journey time surveys, 3 manual counts were also carried out to log the number of cyclists that made use of the bus lane prior to implementation of the ETRO and also during the trial once the bus lane restriction had been removed. This count was carried out in response to the deputation received at the initial decision meeting

that raised concerns that cyclists would be put at risk and subsequently be put off using the route.

- 4.8. 12hour counts were carried out in May 2015 and June 2016 and a further AM/PM peak count in September 2016. Fig 3 shows the recorded numbers of cyclists using Lane 1 on Mile End Road (formerly Bus lane).

	11 May 2015	20 June 2016	20 Sept 2016
AM Peak 07.30-09.30	31	37	26
PM Peak 16:00-18:00	12	25	21
Total	43	62	47

Fig .3: Numbers of cyclists recorded using Lane 1 Mile End Rd during manual counts

- 4.9. These results show that whilst there is an uplift in cyclists in June (not unexpected due to the weather generally being better in summer months), the numbers of cyclists before (May '15) and after (Sept '16) the implementation of the order have remained steady with a slight increase in total when considering both AM & PM peaks together. On this evidence, the removal of part of the Mile End Road Bus lane has not impacted the numbers of cyclists using the route.
- 4.10. Casualty data was gathered prior to implementation of ETRO 33 and showed that there had been 5 accidents between Rudmore Roundabout and Church Street since April 2014 (when the lane layout was changed at Mile End Road). None of these were attributed to the layout changes at the end of the Rudmore on-slip that were implemented as part of the Park & Ride scheme.
- 4.11. Between June 2015 and June 2016 there were 3 recorded accidents between Rudmore Roundabout and Church Street Roundabout (this includes both the M275 southbound Flyover and A3 Mile End Road). The first of these involved a single vehicle that suffered a tyre blowout, the second involved a pedestrian attempting to cross the carriageway after climbing over crash barriers and the third was a "shunt" accident that occurred on the M275 flyover when a vehicle struck the rear of another vehicle that was stationary due to heavy traffic.
- 4.12. In comparison, during the previous year (May 2014-June 2015), there were 10 recorded incidents along the same route. The reduction in accidents is significant; whilst these are not necessarily as a direct result of the lining changes and ETRO 33, fears that road safety could be compromised as a result of the changes have not materialised.
- 4.13. One change that will have resulted in a positive impact on road safety is that vehicles travelling from Rudmore Roundabout (along A3 Mile End Road) wishing to turn left at the Church street are no longer forced to merge with traffic (from M275 Southbound) removing potential of conflict. Similarly the lining changes allow drivers from the M275 more time and opportunity to move into the left hand lane (for Church Street) and thus making the manoeuvre easier and safer as the concentration of lane swapping is spread out over a larger area.

5. Reasons for recommendations

- 5.1. Overall, the current layout with Experimental Order in place has had neither a positive nor a detrimental effect on journey times into the city centre from the M275.
- 5.2. One objection was received regarding the order, concerned about the impact on cyclists suggesting that there would be a decrease in the number of cyclists using the route. The evidence gathered shows that the number of cyclists using the route has not diminished and numbers have in fact increased slightly.
- 5.3. Road layout changes invariably take drivers some time to become accustomed to and initially can cause confusion and uncertainty. As such, road layout changes should be implemented only when there is a clear advantage to be gained. As the monitoring has demonstrated, in this case there is not a compelling reason to revert to the previous road layout.

6. Equality Impact Assessment

- 6.1 There is no requirement to complete an 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. Legal implications

- 7.1. It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority
- 7.2. Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3. An experimental order is similar to a permanent traffic regulation order in that it is a legal document which imposes traffic and parking restrictions such as road closures, one-way streets, banned turns, bus/cycle lanes, controlled parking and on-street parking places. Such Orders are made under Sections 9 and 10 of the Road Traffic Regulation Act 1984 and all other enabling powers after consultation with the chief officer of police in accordance with Schedule 9 to the 1984 Act.
- 7.4. Unlike a permanent order an experimental order can stay in force for a maximum of 18 months while its effects are monitored and the Council decides whether or not to make the provisions permanent. There is no public consultation before the experimental traffic order is brought into effect, but from its commencement date there is a 6-month

public consultation that allows representations to be submitted based on experience of the traffic scheme in operation.

8. Director of Finance's comments

- 8.1 The costs of implementing the recommendations within the report and making the Experimental Traffic Regulation Order 33 permanent are estimated to total £1,100. These costs include advertising the permanent TRO in the press as well as the associated officer time. This will be funded from the Off-Street parking reserve.

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

Appendices:

Appendix A - Written Representation from Portsmouth Cycle Forum
Appendix B - Road Layout Plan

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

.....
Signed by:
Councillor
Cabinet Member for Traffic and Transportation

Appendix A - Written Representation from Portsmouth Cycle Forum

ETRO 33/2015: Removal of Bus Lane, Mile End Road

Portsmouth Cycle Forum would like to comment on the ETRO changing the long-established bus lane from Havisham St to Church St roundabout to a general traffic lane.

The initial request for this change suggested it would significantly reduce (even 'halve') car journey times into the city centre. Portsmouth Cycle Forum would like to see the evidence that such a change has happened, either from CCTV or survey. The subjective observation by our members is that traffic queues do not appear to have been reduced on the M275.

Observations by Portsmouth Cycle Forum members are that most of the traffic is still using lanes 2 and 3. Traffic turning left into Church St filters into lane 1 about 50m from the roundabout, where the white line changes from solid to broken. This means that traffic is still queuing at busy times. However, some drivers coming from the M275 are crossing over the two solid lines and hatching to get from lane 2 to lane 1. This is a violation of the Highway Code. We observe that drivers are doing this in the knowledge that they can now use what was a bus lane. Some drivers are staying in lane 1 but going straight ahead, where it resumes as a bus lane.

More seriously, drivers exiting southbound from the Rudmore roundabout are entering lane 1, at that point bus lane, because 200m further on the lane becomes general traffic. This lane is not open to general traffic and puts cyclists - legitimate users of the lane - in danger.

The last 50m of lane 1 before Church St roundabout has been general traffic for over 15 years, and throughout this time drivers have moved lanes early, despite the solid white line. This is inevitable because at some point left-turning traffic needs to get into lane 1 and if the traffic in lane 2 is queuing they get stuck behind it. Portsmouth Cycle Forum suggests the following improvements for safety and clarity:

The bus lane should be restored to its pre-ETRO state and extended southwards to continue (in lane 1) to the roundabout traffic signals. Other traffic should stay in lanes 2 and 3 (and the additional lane 4 starting 50m from the traffic lights). There should be a separate phased traffic signal on green allowing buses first while lanes 2, 3 and 4 are on red. The next phase would be green for vehicles in lanes 2 to proceed left or straight ahead, vehicles in lane 3 to proceed straight ahead and vehicles in lane 4 to proceed right or straight ahead. This is similar to Winston Churchill Avenue, where buses and bicycles are only given a green light by sensor.

We anticipate this would go some way to improving the flow of traffic, making it safer and avoiding dangerous manoeuvres.

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Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 24th November 2016

Subject: Orkney Road parking bay (TRO 48/2016)

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

Wards affected: Cosham

Key decision: No

Full Council decision: No

1. Purpose of report

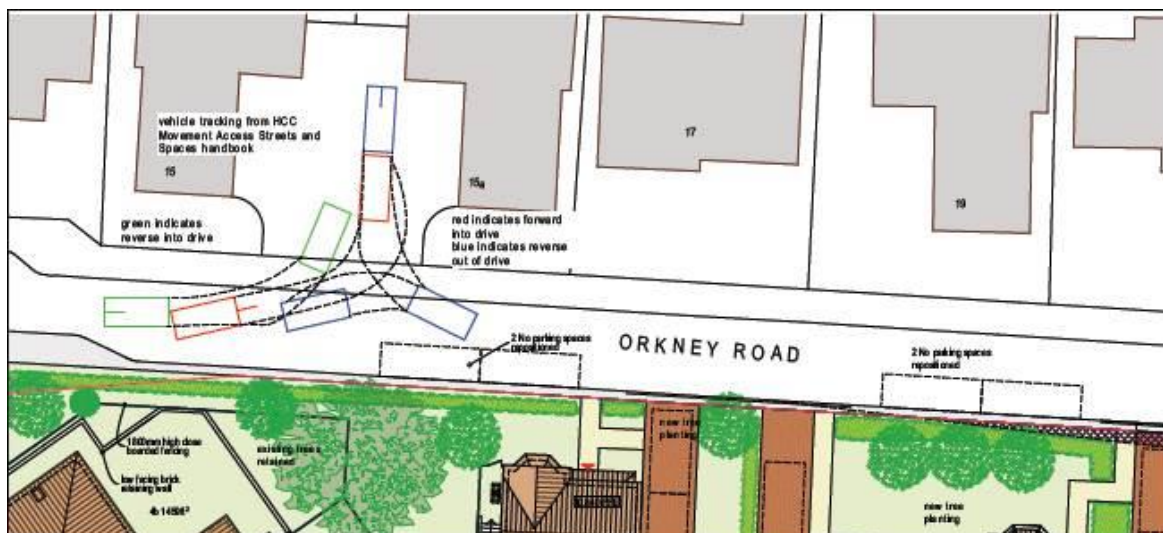
- 1.1. To consider the consultation responses to the proposed re-siting of a 2-space parking bay within The Heights residents' parking zone (BB).

2. Recommendations

- 2.1. That the parking provision in Orkney Road is reinstated, by way of the 2-space parking bay opposite No.15A as proposed.

3. Background

- 3.1 The 2-space parking bay opposite No.23 Orkney Road was removed to accommodate the new vehicular entrance to the former Darby House site and new residential properties. At Planning Committee in June 2015, the plan below was submitted showing that the parking bay could be suitably re-sited opposite No.15A Orkney Road:



- 3.2** The resident of No.15A contacted PCC shortly afterwards to indicate he was unhappy with the proposed re-siting. Therefore it was agreed the parking bay would not be installed at that time, and would only be revisited at a later date should concerns arise following the loss of public on-street parking. Further consultation would then take place at that point.
- 3.3** In June 2016, concerns were received from a number of residents regarding the loss of on-street parking, querying why the 2-space parking bay had not been replaced opposite No.15A. This resulted in the proposal being included in TRO 48/2016, giving an opportunity for the public to comment.

4. Reasons for recommendations

- 4.1** There is very little on-street parking available on this estate: 26 spaces and close to 140 properties. Whilst the majority of properties have ample off-road parking, public parking provision is required for visitors. Generic visitors, i.e. those not parking in relation to a particular property or resident would be unable to use residents' driveways, and nor do all residents wish visitors such as gas service engineers / meter readers, estate agents, health visitors, window cleaners etc., to park on their private property.
- 4.2** 7 residents wrote in support of the proposal, and 5 residents wrote against it. The full responses are shown in Appendix A on pages 4-5.
- 4.2** There is no technical reason for denying the parking bay opposite No.15A, as the same arrangement currently exists opposite No.19.



(Orkney Road)



(Orkney Road)

5. Equality Impact Assessment

- 5.1** An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Implications

- 6.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3** A local authority may by virtue of section 32 of The Road Traffic Regulation Act 1984 (the 1984Act) authorise by order the use of any part of a road within their area as a parking place. However it may not charge for parking in any on-street parking places authorised by this method.
- 6.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1** The implementation costs related to TRO 48/2016 as a whole are estimated to be £600. These costs include advertising the TRO, line marking, signage and grounds works, as well as the associated ongoing maintenance costs. This will be funded from the existing on-street parking revenue budget.
- 7.2** The resources required to enforce this traffic regulation order can be met by the parking function and no other additional revenue costs will be incurred as a results of its implementation.

.....
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
12 emails	Transport Planning

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

.....
Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Appendix A: Public responses to the proposal SUPPORT:

1. Resident, Orkney Road

As the representative for Lower Orkney Road on the Residents' Association at The Heights I support the application for two parking bays to be re-instated opposite number 15a Orkney Road. We have new, extra houses and residents moving in, so more visitors will be putting extra pressure on the present parking bays. We all keep our private vehicles on driveways/forecourts, but our visitors need parking bays, which are already at a premium. The properties in the vicinity will all have ample space to manoeuvre vehicles in and out, without any inconvenience.

My husband, and other residents with whom I have discussed the matter, are all also in favour. I look forward hopefully to this application being approved.

2. Resident, Orkney Road

I fully support the application. I have been dealing with the Darby House development application as Chair of The Heights Residents Association well for over 5 years.

Prior to the new Crayfern homes being built we had 4 parking bays along Orkney Road to the East of No.15. With the arrival of the 4 new Crayfern homes plus the addition of 8 new adult residents in the Old Children's Home now known as 6E Orkney Road.

It is going to create problems along this section of our Estate where we can ill afford to lose 2 on street parking bays we really need more not less! I already have my neighbours digging up all the landscaped front garden to block pave all their frontage to Orkney Road for additional parking. Other Residents have already added additional paved off-street parking.

The owners of 15A Orkney Road have now sold their home. Along with its neighbours it has one of the largest off street parking areas/turning areas to safely access/egress Orkney Road

3. Resident, Orkney Road

We would like to support the application to provide 2 bays for parking opposite No.15a on Orkney Road. These will be a great help as eight more houses have been built and the bays opposite no.23 were removed.

4. Resident, Orkney Road

I live at Orkney road and want to record my support of the changes described in item F 1 as below

F) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACE (BB zone: 1 hour limited waiting for non-permit holders)

1. Orkney Road South side, a 10m length (2 bays) opposite No.15a

5. Resident, Islay Gardens

We support the proposal to reinstate the parking bays opposite 15a Orkney Road

6. Resident, Jura Close

I agree to reinstate the two parking bays on Orkney Road.

7. Resident, Kintyre Road

I concur completely with the application to re-instate 2 parking spaces in Orkney Road, these to be opposite 15A. We have severe problems on the estate with the lack of on street parking; any reduction in the number of parking spaces coupled with the extra 8 houses will only make the situation worse. We now have 142 houses on The Heights and the limited parking which is available needs to be maintained so that residents can enjoy having family and friends visiting.

OBJECTIONS:**8. Resident, Orkney Road**

I live at Skye Close, Cosham, and would like to register my objection to the proposed 2 parking bays opposite 15a in Orkney Road. I feel that the provision of these bays will impede traffic up and down Orkney Road and also make it difficult to see clearly when pulling out of Skye Close onto Orkney Road.

9. Resident, Orkney Road

We strongly object to the repositioning of two car parking bays immediately in front of number 15A Orkney Road. The westernmost car park is immediately opposite the entrance to the driveway of 15A. This position will make it very difficult to reverse into our driveway to enable us to reverse into our garages. Equally, the same applies when reversing out of the driveway. We feel this parking proposal has been drawn up without due consideration for the impact of the existing residents. We also feel the plan is endeavouring to squeeze in the existing four parking bays into a space(s) which is clearly unsuitable for reasons as noted above. Upon reviewing existing parking bays in the Heights estate, there is clearly a number of other more suitable locations to reposition these two parking bays where residences will not be impeded, nor cause any safety hazard for users of the roads. In addition, first hand experience (pre yellow lines) of the impact of parking opposite the driveway of 15 and 15A, proved the driveway was constantly used as a turning point for cars, vans and lorries because of the proximity and size of the driveway. Should these parking bays be allowed to be repositioned, we will be back exactly to the situation before the yellow lines were installed. I should remind you of the reason why the yellow lines were installed in the first place. We do not want to revert back to this nightmare situation. Our driveway and border area were damaged by vehicles using our private property as a turning circle. We would strongly recommend this be taken into account and the parking bays repositioned to a more suitable location, or, removed altogether. Constructive proposal: Reposition the two proposed parking bays from 15A Orkney Road to the left-hand side of Orkney Road as you leave the Heights Estate. There is adequate room and would not have any impact to any residents. During the normal working week there are always a number of Blue Badge holders parked along this part of the road whilst visiting the hospital. As this area is already being used for the purpose of parking, it would make sense to allocate this for the addition parking.

10. Resident, Orkney Road

Objection to the proposed parking bays opposite No. 15A Orkney Road.

After having the building developers site entrance opposite our home for the past year, we have continuously experienced the road block that parking opposite our joint driveway causes.

It has been consistently observed that traffic uses the dropped curb, meant as access to our driveway, as an extension of the road, rather than a pavement as it is intended. If parking bays are instated opposite 15A, this will only exuberate this issue.

The plans showing diagrams of how access to/from the joint driveway indicate that we would need to reverse off of the driveway and be facing the opposite direction to our intended route. Therefore we would have to reverse down the road into Skye Close to turn around, or drive further into the estate to find somewhere suitable to turn around. This is completely unacceptable to force particular driving practices upon residents.

Every house within this estate has its own off-road parking, fitting a minimum of 2 cars, in addition to their garage(s). It could be suggested that visitors use their hosts facilities in the unlikely event that there is not any available parking bays at that particular time. The vast majority of the time, the parking bays are used by taxi's or those who don't wish to pay for hospital parking. There are still 6 remaining parking bays along Orkney Road, as well as the parking bays also available in the adjoining roads.

In addition, there will shortly be new homeowners at 15A, who may well be completely oblivious to the proposed parking bays opposite their home. It is felt that their views should also be considered, if anything other than courtesy.

It should also be noted that those residents whom approve the notion of additional parking, are not directly affected by the plans opposite 15A. Therefore these residents benefit from additional parking, without any detrimental effects to their property and lifestyle. Perhaps those residents whom are adamant additional parking is necessary within the Cosham Heights estate, could propose their properties as new parking sites.

11. Resident, Orkney Road

I have recently moved in to Orkney Road and have noticed a proposal to put parking spaces on Orkney Road opposite number 15A, which is directly outside my living room window and my front door. I wish to strongly object to this proposal for the following reasons:

- 1) The new properties built by Crayfern homes have ample parking spaces for the residents and visitors, therefore extra parking is entirely unnecessary.
- 2) I believe the person who has requested additional parking spaces lives at the opposite end of the road, and therefore the look of these spaces would have no effect on his/her property, whereas it would on my own.
- 3) I am concerned the houses opposite my own would be unable to access their driveways easily, and it would take a lot of manoeuvring to get on to their driveways. If it were to snow, or the roads became icy it is highly likely the cars would slip off their driveways, as they are steeper than they look, in to any vehicles parked there and cause substantial damage.
- 4) Emergency services would be unable to get down the road, which I believe from talking to other residents in the area, has happened previously when someone was having a heart attack.
- 5) The footpath where you are proposing to put the parking bays is 19.5 inches wide, not wide enough to stand on let alone open a car door and get out of the car, which would result in people standing on my land beyond the footpath which is unacceptable.

6) Judging by the plans I have seen, it would be extremely difficult for us to get on and off of our own driveway, and in adverse weather there is a substantial risk of colliding with one of the cars in the parked bay.

12. Resident, Orkney Road

Please note that I would like to object to the application.

(End of report)



Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	24 November 2016
Subject:	Changing Pay & Display operating hours and amendments to waiting and loading restrictions (TRO 58/2016)
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	St Thomas, St Jude, Charles Dickens, Cosham, Nelson, Eastney & Craneswater, Fratton
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To provide the consultation responses to the proposals under TRO 58/2016 to enable informed decisions to be made.

Appendix A (pages 4-6): Notice of proposals

Appendix B (pages 7-22): Public response to proposals (72 objections; 1 support)

2. Recommendations

- 2.1 That the proposals are approved as advertised:

- 2.1.1 White Swan Road proposed loading ban to accompany the 'no waiting' 6pm-8am
- 2.1.2 Isambard Brunel Road proposed change from police bays to Pay & Display
- 2.1.3 Reduce the operating times in 10 off-street locations from 10pm to 9pm
- 2.1.4 Increase the operating times in 56 on-street locations from 6pm to 9pm

3. Background

- 3.1 In 2008 the decision was taken that on-street Pay & Display would cease operation at 6pm to support people living, working, visiting and operating in the city.
- 3.2 Off-street locations were not changed, and therefore to bring the operation of both on- and off-street Pay & Display in line it has been proposed for the majority of off-street locations to operate until 9pm (currently 10pm) and the majority of on-street locations also to operate until 9pm (currently 6pm).
- 3.3 To save duplication of costs, previously-identified proposals to amend parking restrictions in White Swan Road and Isambard Brunel Road have been included in the same traffic order, as they relate to Pay & Display locations.

- 3.4** Formal 21-day consultation on the proposals took place from 13 September - 4 October 2016. The proposal notice is available to view on the council's website here:
<https://www.portsmouth.gov.uk/ext/documents-external/tro%2058%202016%20pd%20times%20changes.pdf>
and the draft order, plan and statement of reasons remain on deposit in the main Civic Offices reception, available to view during normal open hours.

4. Reasons for recommendations

- 4.1** White Swan Road: loading ban proposed to support the 'no waiting' restriction in operation between 6pm - 8am, and reduce pockets of congestion caused by vehicles stopping on the single yellow line. Pay & Display operates outside of those times, and remains unaffected. No objections.

Isambard Brunel Road: parking provision for police vehicles is newly-available in the adjacent Isambard Brunel surface car park. Long-term parking by police vehicles has taken place on Isambard Brunel Road between the court entrance and Alec Rose Lane for many years and can be converted to Pay & Display once the police vehicles have vacated it. The bay near the Winston Churchill Avenue roundabout reinforced the police vehicles' exemption on double yellow lines and will be removed. No objections.

- 4.2** The proposals relating to Pay & Display operating times have been put forward to achieve consistency between the on- and off-street parking locations, and to support the evening economy.
- 4.3** The public responses are reproduced in full at Appendix B (pages 7 - 21). 72 objections were received and 1 support.

- 4.3.1** The main reasons given for objecting to the proposed changes to operating hours are:

- Increased congestion in neighbouring residential areas, which visitors would choose ahead of using Pay & Display (some locations have RPZs with free parking periods, some locations are unrestricted);
- Residents being the most affected group in many of the locations, having to pay for up to 3 hours' parking on return from work, or park elsewhere;
- Visitors and business customers being deterred from using local amenities, public space or commercial enterprises.

5. Equality Impact Assessment

- 5.1** There is no change to the exemptions for Blue Badge holders from the changes recommended within this report, with the exception of White Swan Road. There is no specific parking provision for Blue Badge holders on White Swan Road, however vehicles waiting between 6pm and 8am are causing an obstruction, due to the change in road layout required by the night time economy. By implementing a loading ban, this existing obstruction issue is being addressed. The Blue Badge entitlement to park on single and double yellow lines is caveated by the requirement not to cause an obstruction, which parking on White Swan Road does. As such, the proposed no

loading ban on White Swan Road will not remove an entitlement which is currently in place. Alternative provision is available in the vicinity, including Dorothy Dymond Street (and the car park); Alec Rose Lane and King Henry I Street.

- 5.2** An equality impact assessment is not required as the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

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. It may also provide off-street parking places on similar terms.
- 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** Under sections 32 to 35 of the Road Traffic Regulation Act 1984 (the 1984 Act) local authorities may provide off-street parking places and may by order make provisions as to the conditions on which it may be used, and any charges which are to apply, including the provision of Pay & Display facilities, and the times and days on which such restrictions and/or charges are to apply. Any variations to such orders other than a variation of charges, must be made by traffic order in the same way as the original order.
- 6.4** A local authority can by order under section 45 of the 1984 Act designate parking places on the highway (on-street parking), for vehicles or vehicles of any specified class in the order, and may charge for such parking as prescribed under section 46. Such Orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order and may specify that such charges or restrictions are to apply at specified times only. Any variations to such orders must be made by traffic order in the same way as the original order.
- 6.4** A proposed traffic order must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any 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 any comments received from the public and/or the statutory consultees during the consultation period.

7. Director of Finance's comments

- 7.1 The implementation costs related to section B) of TRO 58/2016 are estimated to be £300. These costs include advertising the TRO, line marking, signage and grounds works, as well as the associated ongoing maintenance costs. This will be funded from the existing on-street parking revenue budget.
- 7.2 The implementation costs related to sections C) and D) of TRO 58/2016 are estimated to be £600. These costs include advertising the TRO, line marking, signage and grounds works, as well as the associated ongoing maintenance costs. This will be funded from the existing on-street parking revenue budget. Note: TRO 85/2016 will propose that an existing 48 meters of pay & display in Alec Rose Lane be changed to police bays therefore it is estimated that there will be no overall increase in pay & display.
- 7.3 The implementation costs related to sections E) and F) of TRO 58/2016 are estimated to be £2,500. These costs include advertising the TRO and signage works. This will be funded from the existing on-street parking revenue budget. The consequence of the proposed changes to operating times for on-street are not anticipated to significantly impact on the approved budgets, and any additional income will accrue to the existing on-street revenue budget for reinvestment in parking related improvements in the city. It is estimated that there will be no material effect on season ticket income.
- 7.4 The resources required to enforce this traffic regulation order can be met by the parking function and no other additional revenue costs will be incurred as a results of its implementation.

.....
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
Preliminary EIA	Parking team
73 emails	Transport Planning team

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

.....
Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Appendix A: Notice of proposals

13 September 2016

THE PORTSMOUTH CITY COUNCIL (VARIOUS PARKING PLACES) (AMENDMENTS) (NO.58) ORDER 2016

Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 32, 35, and 45 of the Road Traffic Regulation Act 1984. The effect would be to achieve consistent operating times between the on- and off- street locations, and to support the evening economy, as detailed below:

A) ORDERS TO BE AMENDED

1. The Portsmouth City Council (Consolidated) (Off-Street Parking Places) (No.18) Order 2015
2. The Portsmouth City Council (Consolidated) (On-Street Parking and Restrictions on Waiting and Loading) (No.6) Order 2015

B) NO LOADING 6PM - 8AM

1. White Swan Road

South side, the existing 71m length adjacent to the University building

C) CHANGE FROM DOUBLE YELLOW LINES AND POLICE BAYS TO: PAY & DISPLAY 8AM - 9PM

1. Isambard Brunel Road

The west side, the 50m length adjacent to Isambard Brunel surface car park

D) REMOVAL OF POLICE BAYS

1. Isambard Brunel Road

The west side, the 10m length south of the police station car park entrance

E) CHANGES TO OPERATING TIMES: OFF-STREET

Affected Parking Places	Current operating times	Proposed operating times
Broad Street Southsea Common D Day Seafront, Canoe Lake (March to October) Pyramids Seafront, Overflow	8am - 10pm	8am - 9pm
Clarence Street Wootton Street	7am - 10pm	7am - 9pm
Stubbington Avenue	7am-3pm 6pm - 10pm	7am - 3pm 6pm - 9pm
London Road	8am - 6pm	8am - 9pm

F) CHANGES TO OPERATING TIMES: ON-STREET

Affected Parking Places	Current operating times	Proposed operating times
Guildhall Walk	8am - 5pm	8am - 6pm
Queen Street (south side, both sections)	9am - 5pm	8am - 9pm

CHANGES TO OPERATING TIMES: ON-STREET continued

Affected Parking Places		Current operating times	Proposed operating times
Anglesea Road	Arundel Street	8am - 6pm	8am - 9pm
Avenue De Caen	Bellevue Terrace		
Bridport Street	Broad Street		
Burnaby Road	Cambridge Road		
Cascades Approach	Canal Walk		
Clarence Esplanade	Clarence Parade		
College Street	Duisburg Way		
Eastney Esplanade (March to October)			
East Surrey Street	Elm Grove		
Fratton Road	Grand Parade		
Greetham Street	Heathfield Road		
Henderson Road (March to October)	Jack Cockerill Way		
Jubilee Terrace			
High Street, Old Portsmouth	Kings Road		
Kings Terrace	Kingston Crescent		
Lake Road	Landport Terrace		
Landport View	London Road		
Long Curtain Road	Lower Church Path		
Museum Road	Nancy Road		
Paradise Street	Pembroke Road		
Pier Road	Portland Road		
Queen Street (north side by The Hard)			
St George's Road	St James's Road		
Selbourne Terrace	Slindon Street		
South Parade	Southsea Esplanade		
Southsea Terrace	Station Street (north side)		
Trimmer's Court	Upper Arundel Street		
Victoria Avenue	Western Parade		

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2016'. A copy of the draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 58/2016** by **4 October 2016** stating the grounds of objection.

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

Alan Cufley, Director of Transport Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public responses to the proposal

1. Resident, Portsmouth

Parking charges were introduced to reduce congestion. Not just to raise revenue.

We should encourage people to visit these areas at less busy times.

It generates business and allows people to visit at times convenient to them.

Many of these areas are not busy or congested at these extended times and I feel are unjustifiable.

2. Resident, Castle Close (KD zone)

I object to the proposed time changes to parking.

This will cause issues to those parking overnight and are not able to get a permit: £3.50 a day!

3. Resident, Stanley Street (KC zone)

I am extremely concerned at the plans to extend parking payment in Southsea from 18.00 to 21.00

I live in Stanley Street. It is difficult enough to park near the house. If the parking charges are

increased as outlined it will make evening visitors look for no fee parking away from the common -

and make it even more difficult for residents to park near their house.

4. Resident, Portsmouth

I would like to object to this change in free parking times on Clarence Esplanade.

We should be encouraging people to visit this area at times of lower usage.

5. Resident, Lennox Road South (KC zone)

I object in the strongest terms to the proposal to extend parking restrictions in old Portsmouth and

Southsea from 6pm to 9pm. This will heavily penalise those who have no privileged parking facilities in those roads, many of which are residential and for whose dwellers the working day naturally concludes around 6pm. To force these people either to pay for metered parking or to

purchase residents' permits to cover the additional 3 hours would be highly pejorative to bona fide council taxpayers.

6. Resident, Battery Row (KA zone)

I refer to the above change in parking restrictions, to which I STRONGLY OBJECT! Restrictions and the recent introduction of charges for first resident permit are bad enough! This change, if approved, will affect me and other residents who have frequent visitors. Please reconsider.

7. Resident, Clarence Parade (KC zone)

I do not feel that extending the evening cut off time from 6pm to 9pm is either warranted or beneficial.

The proposal seems more about additional revenue for the council rather than to ease parking, which is never really an issue unless there is an event on. Moreover I would suggest that this will have a detrimental impact on local businesses, particularly our thriving restaurant trade and put people off from visiting.

As a local resident it saddens me to think that my council is not working to encourage visitors to the area and is making it harder and more expensive for residents to invite guests for an evening out. I trust that my objection to these proposals will be taken into consideration.

8. Resident, Jubilee Terrace

I have a KB permit for the zone behind me, which has a handful of spaces and a lot of double yellow lines due to the narrow roads. If I come home from work after 6pm there are always spaces on Jubilee Terrace I can use until 8am the next day. Your proposal means I would have to pay over £3 every day for spaces to remain empty or try and squeeze into the KB zone probably a long way from home. Other residents would do the same, and visitors to the only business here - a small Italian restaurant. PCC hasn't thought about its residents!

9. Business, Clarence Esplanade

I would like to object to the proposed changes in the parking regulations on Clarence Esplanade. The current regulations mean parking needs to be paid until 6pm and this is proposed to be extended until 9pm.

Our business located with Southsea Tennis Club has built a successful side of our business as a venue for weddings, and other private events in the evenings. Usually these start at 7pm.

Part of the appeal of our venue is that the organisers can park overnight with any equipment they brought, and also teetotal guests can drive and park very close to the venue. Likewise we have full accessibility for disabled customers and people with prams, and this will adversely affect those customers too.

I believe that lengthening the parking regulations will harm our business and we will see less bookings as it will be less attractive to customers. I would expect that some customers would prefer to use a hotel with a carpark to make access easier.

From my observations there is little use of the parking on Clarence Esplanade in the evenings and so this is clearly not to control its use, and is just to increase revenue. Of which there won't be much from that street, but might well discourage people from using the seafront in the evening - which is exactly what this town doesn't need. And is contrary to the Seafront Strategy the council has been trying to implement.

10. Resident, Portsmouth

I am writing to you to formally register my objection to Portsmouth City Council's proposed extension of parking restrictions on the grounds that it will discourage visitors to the City and have a detrimental effect on its booming night time economy.

11. The Pyramids Centre, Clarence Esplanade

I would like to take this opportunity to raise my concerns with the proposal to extend the chargeable parking on Clarence Esplanade from its current finish time of 6pm to a suggested new time of 9pm. As a venue based upon Clarence Esplanade that only recently had its funding removed in relation to car parking next to the site this extension will further damage our business. A large number of centre users, including gym members, swimmers and people attending shows utilise the free parking after 6pm. The removal of this will put an additional cost on to these groups and more than likely prevent them from participating in these activities, leading to a direct loss of income for the site and a reduction in the local communities health & wellbeing.

12. Resident, Southsea

I object whole heartedly to this proposal. From a residents perspective, the parking in Southsea is at a terrible state as it is. With the parking restrictions extended to 2100 at multiple strategic locations within the city, we will see other residential parking areas become swamped and ultimately find nowhere to park (without receiving a fine!). Please consider the people that live in the City, rather than concentrating on purely a commercial requirement.

13. Residents, Broad Street (KA zone)

Broad Street should be removed from the list of streets where the chargeable period for on-street parking is to be extended from 6pm to 9pm under the above order. The proposed change will have a serious immediate and long-term adverse effect in respect of the hospitality businesses in the vicinity - not to mention the tenants and visitors to the 'Hotwalls Studios'.

14. Resident, Portsmouth

The Council have given one of the reasons for this order as "supporting the evening economy" but most of the areas covered by the order are highly populated residential areas where parking is already at breaking point. Areas like Canal Walk and Greetham Street, where there is no residents parking scheme in place, is already very limited as to where local residents can park and extending the pay and display until 9pm will only create more hardship for the local residents (mostly in Council properties) that simply have nowhere else to park.

Also extending the pay and display areas in Southsea and Old Portsmouth will also impact on the resident zones in these areas. Anyone popping down to the seafront to walk their dogs or have a stroll for an hour or so will not pay to park but will take up valuable spaces in the residents zones, which are already fit to burst with many permit holders struggling to find a space when returning from work.

If the Council want the operation times to be consistent across the city then why not have the pay and display parking finish at 6pm and help to alleviate the problems people have parking, city wide, when returning home late at night. This would also help the "evening economy" of Portsmouth business by encouraging people to come and spend time and money in Portsmouth and Southsea. The Council seem to be full of ideas to make life more difficult for the motorists of Portsmouth but reluctant to come up with any solutions to solve the parking problems of the residents.

15. Resident, Portsmouth

The reason I wish to object is that it will penalise local people rather than alleviating high traffic in the city during the daytime. My objection is especially aimed at the areas where the ticket time will be changed from 8 am to 9pm instead of 6pm.

To expand on my objection:

1. Many local small businesses need to travel around the city after normal working hours to continue with deliveries, other activities. Many areas have limited residential parking and these people are reliant on spaces closer to areas of business that are mainly pay and display.
2. It is unfair to penalise people who live in the city and wish to have visitors.

I understand that it is possible for some to purchase visitors permits but for those who require regular visits from family etc. to help them, this is an unfair levy. Disabled people for example who need support from family, who probably work during the day and then have to go to their relative to cook their dinner - clean for them - help them pay their bills etc. are forced to park in residential areas sometimes with only 2 hours at their disposal so have to abandon their relative having not completed their work. Many of these disabled accessible homes are in areas of business which are surrounded by pay and display parking areas and this being extended until 9pm will only penalise residents, not people coming into the city.

The examples I have given are just to give an idea. There are many other reasons why this will impact locals unfairly. I hope that the council will reconsider this move and adjust in order to safeguard residents rights to live and work in the city.

16. Resident, Western Parade (KC zone)

I would like to object to this extension of parking times changes for Western Parade.

The council introduced the £30 fee for the 1st permit to cover the cost of residents parking schemes. Now you plan to extend the time to 2100 to gain even more income revenue from on street parking. Does this now mean you will scrap the £30 1st Charge?

17. Resident, Portsmouth

I have lived in Portsmouth all my life and plan to stay in Portsmouth till the day I pass away. My reason for this objection is simple, your ruining family traditions just to gain more revenue.

For as far back as I can remember my family meets up on Southsea seafront early evenings in the summer to spend time on the common and fair. I also take pleasure in taking my children to throw stones in the water whilst looking at the boats.

I believe it's fair to charge up to 6pm so that visitors to the area that are coming down for the day pay their way but after 6pm visitors are leaving the area and the only people your effecting are the people of southsea that want to enjoy the last bit of sun of the day after a busy day at work.

Many other southcoast towns have free parking after 6pm, this just seems a bit unfair and another way for you to gain extra money at the residents of portsmouths expense. Can you not increase the hourly rate by 20/50p so that you dont have to charge until 9pm and still gain extra revenue.

18. Resident, Portsmouth

I am writing this note of objection to the plans to increase the times to charge for parking around Southsea Common from 18.00 (currently) to 21.00. I am of the view that this is victimising those who are considerate and mindful to avoid peak times when they wish to travel by car to enjoy the surroundings of the common.

I personally park between 6pm and 9pm 5 times a week to partake in fitness both with a fitness company and at my own leisure; the change to times will cost me an additional £36.00 every 4 weeks which is more than the price of my membership.

As a single parent, I would certainly not be able to afford this increase and would not be able to continue with my fitness routine at the common if these changes were imposed which is fundamental to my overall health & wellbeing. This discourages people to get out and get active which I know is a problem in our society, and this seems and unnecessary cost that risks deterring people from getting out.

If I was to find places to park in nearby residential areas, this is likely to cause upset/effects to residents, unless most are permit only anyway?? If that is the case, this leaves evening users of the common held to ransom to pay the parking fee or don't use it which I think is unfair.

Even Southampton main city centre with attractions such as bars, restaurants and coffee shops is free after 6pm!!! I object to making people pay to use the environment they live in.

19. Resident, Portsmouth

Isn't it enough to already be charged to park everywhere in Southsea and along the seafront without additional charges being applied to evening parking as well? This will affect many small clubs/fitness groups who run hourly evening classes and members will now with these prosed changes incur extra charges.

As a council surely you should be encouraging people to attend evening classes to keep fit and healthy not penalise them with parking costs.

Like many Portsmouth residents, I attend several classes on a weekly basis and evenings are ideal due to childcare. With additional parking costs this could seriously limit some people to how many classes they can attend and surely this is against all the fitness and health campaigns the city funds.

Also forgive me if I have missed it but we have been asked to give reason for our objection but I cannot see any justification for putting these additional charges in place except '...to support the evening economy'. Surely this is entirely counter productive!

20. Resident, Mulberry Lane

I object to the proposal in TRO58/2016 to extend on street and off street parking times to 9.00PM (2100hrs). It will completely decimate businesses which operate in the evening, such as Pubs, Cafes, and Restaurants. It will also adversely affect Hotels, B and Bs, and Boarding Houses when visitors find they have to pay to park between 6PM and 9PM.

The proposal in TRO58/2016 will reduce the GDP of Portsmouth and adversely affect business growth. This not what Portsmouth needs. The proposal is purely to raise income, but in the short and long term will have exactly the opposite effect, as people will desert the city in the evening. It will not solve parking problems. The proposal should be abandoned.

21. Portsmouth employee and visitor

I object to the increase in parking fees to 9pm it seems so unfair, I often drive & park to visit relatives & also use the common for fitness training so it will makes it an expensive time also it is unfair for any visitors to the city as will restrict the time that they can visit & wonder around if wanting to eat out etc so local businesses will suffer, why does the increase have to happen?

22. Visitor

I am writing to state my objection to TRO 58/2016. Increasing the time for free parking to 2100 from 1800 would only serve to discourage me from coming into Southsea.

23. Visitor

As a local but outside of Portsmouth visitor to the Southsea area, I would ask that the changes to the parking times is not adopted, I believe that many visitors in the early evening are supporting local businesses, pubs and restaurants etc and the car park fee is likely to reduce the number visiting.

24. Resident, Portsmouth

I would like to make you aware of my disapproval and disappointment to hear that portsmouth city council would like to increase the time they charge for parking around southsea common (from 6pm to 9pm).

I am part of a fitness group called British Military Fitness and we meet at 7pm a few times a week. We all pay between £30 -£35 per month for this to keep fit. Many of us cannot afford to pay additional charges for parking and all we want to do is meet to keep fit and healthy. This may result in many members parking in nearby residential areas which could have detrimental effects on the residents. They may find it harder to park their cars after a days work. Please reconsider your decision to increase the chargeable parking hours. The common is a lovely place for people to meet in the evenings and it would be a great shame for this to be affected.

25. Resident, Elizabeth Gardens

I would like to formally state my objection to the proposed parking charge operating times in Southsea. As a resident I see this as further profiteering. Having already changed the way meters are managing part hours it now costs me £3.10 for parking just over an hour which is simply poor value. If you want to extend the hours you should at least reduce the rate or offer some dispensation for local residents.

This is a very cynical and negative development which I object to very strongly.

26. Resident, Lovett Road

I OBJECT TO THIS DAFT IDEA.

Parking charges were introduced to reduce congestion. Not just to raise revenue.

We should encourage people to visit these areas at less busy times. It generates business and allows people to visit at times convenient to them. Many of these areas are not busy or congested at these extended times and I feel are unjustifiable.

27. Resident, Southsea

I would like to formally state my objection to changing numerous Portsmouth and Southsea on street parking times from 6pm to 9pm. My rationale is below:

- 1) The tourists are gone, the working day is over and the 6pm time allows for local residents to park.
- 2) Along the seafront more people can enjoy the surrounding areas, extending the time is unnecessary and will impact the amount of people popping by to watch the sea/sunset.
- 3) Free car parking is already limited in the city, there is barely any left so to do this will impede quick errands, popping to friends or popping to the shops. Local business could suffer & more people will park on double yellows 'just quickly'. This could cause issues on the roads, increasing road obstructions.

There are other ways to generate money for the city - for example, actually utilise the speed cameras in the city. Please kindly update me on this matter as it is discussed. This is vital to the enjoyment of our city.

28. Resident, Portsmouth

I am writing to object to the proposed changes to parking charges on the seafront and by Southsea Common. I think that having to pay to park there in the evenings will prevent many people from accessing these areas and will also cause problems in the nearby residential areas.

I also think that the city council has a moral obligation to encourage the residents of Portsmouth to use these areas for fitness and active leisure activities. It is well known that there is a problem with the health and fitness levels of the population of Portsmouth. Having to pay to use their Common and sea front will not help!

29. Residents, South Parade (KC zone)

We should like to express our concerns about some aspects of the Order. We understand, and support to some extent, the general principles, however there is a side-effect which I am not sure has been taken into account.

This concerns the use of Visitors' Parking Permits. For example in our street, South Parade, we currently use the 12-hour permits (cost £1) for visitors staying all day, to cover the paid period 0800 to 1800 (with two hours to spare). It would appear that the proposed new payment hours (0800-2100) mean that we would have to use 24-hour permits instead, costing £1.90, a 90% cost increase.

We should be interested to hear the thought processes and justification behind this decision, and should like to lodge an objection if the proposals progress with no changes

30. Resident, Southsea

I am writing in order to express my concern at proposed changes to the parking charge timetable in the vicinity of Southsea Common. As a member of HM Armed Forces I and many other members of the local community benefit hugely from the British Military Fitness classes run from 1900 on Southsea Common. Classes run from 1900 - 2000 on 3 evenings per week and cost the individual approximately £30 per month. Should proposed charges be implemented the average attendee would be expected to pay an additional £20 per month to park their car in the area in order to

participate in these classes. I am concerned that this proposal will drastically cut the number of attendees, many of whom benefit enormously from this unique type of fitness training on offer. This comes at a time when the government is actively trying to reduce obesity levels and other health problems within the population through regular participation in exercise. The aim as you know is to cut hospital admissions and reduce the burden on the health service as a whole.

As a Southsea resident I can assure you car parking in the area of the common near Queens Hotel is not at a premium. There are always plenty of spaces before and after 1900 where residents can park cars and fitness classes do not impact upon that freedom. As such I would ask you to reconsider the proposal to charge individuals up to 2100 to park cars in this area. Should you decide that parking charges must be introduced regardless of these legitimate concerns may I request special dispensation for fitness class participants through a permit scheme or free parking whilst classes are taking place.

31. Resident, Southsea

I write to confirm my objection of the proposed alterations to the on street parking pay and display times. Presently the on street parking pay and display provision terminates at 6pm. The proposed changes will see this terminate at 9pm, with the reason being to support the evening economy. I find this surprising as the 6pm termination of on street parking charges is much more supportive of the evening economy allowing members of the public to attend the Southsea sea front, the common and the town's restaurant, shops and nightlife without paying for parking. The proposed changes will directly impact on people's ability to park for free, with free parking only commencing at 9pm, which is likely to see more people parking in the residential permit streets and impacting on residents whilst also reducing the footfall through the town and its surrounding amenities.

Most people using the common and seafront between 6-9pm are families, dog walkers and exercise enthusiasts who would not ordinarily be in the area after 9-10pm therefore will be negatively impacted by the changes.

32. Resident, Southsea

I was extremely surprised to hear of these changes and have huge objections/concerns around these proposals. These changes cannot possibly be in the interest of the local area with regards to both tourism or the local community. This can only discourage people from visiting in the evenings, whether that be for a seafront stroll, a meal out or just an evening spent at the seaside. The knock on effect for residents will also be huge and will then force yet more locals to have to pay for residents parking just to park anywhere close to their houses. There has been no consideration for local businesses who will be affected by these changes; local restaurants, bars, ice cream places, cafes etc.

I have also witnessed many organised outdoor fitness classes down at Southsea Common / Seafront, just parking for an hour 2 or 3 times a week could cost over £20 a month, an additional cost many people could not sustain. Even those parking up to go for a run along the front would be paying similar. In this day and age, surely this is something the council should be encouraging, not actively putting barriers in the way.

It seems there has been no thought put in for local residents as well as visitors, the parking changes are extremely high for a day at the beach as it is, even in colder months, with no discount for residents so this is just isolating more people. These proposals will likely reduce people visiting local outlets in the evenings, less people exercising and a pressure on parking areas outside of the pay and display.

I would be interested to know the reasons behind this proposal and what positive impact it will have on the local community as I cannot see how, other than making more money from parking charges for the council, this is possibly in anyone's interest.

33. Visitor

I'm writing to object to the alterations to the parking hours announced for southsea which includes Duisburg way all the way through along the A288. It's completely unnecessary and will negatively affect those wishing to use and enjoy the common of an evening.

34. Location not given

I'm a member of BMF and we have been informed of the new parking that may be going ahead I feel this is a lot as in the winter months nothing really happens in Southsea. And this will our an extra £8 a week on to my monthly charge which I feel is un far as I'm trying to stay healthy with these charge could stop me from being able to go

35. Visitor

Having heard about the intention to change parking times this evening at my exercise class, I would like to oppose this. I regularly visit this area in the evenings (at least 3 evenings a week, plus mornings when possible) to take part in exercise classes on the seafront.

By changing the parking times I will not be able to attend the classes anywhere near as often due to the extra cost. This will have a negative effect on my health and wellbeing, along with a lot of other people at the same time. Not a very positive message to be giving out to the public when health and wellbeing is such a key topic for the UK at this moment in time.

36. Resident, Southsea

I strongly object to the free parking after 6 pm being moved to later along the seafront and other areas of Southsea. This will affect visiting our fine waterfront city, and will affect restaurants in the area when visitor and residents of Portsmouth decide not to pay additional parking charges, and go elsewhere

37. Business, Southsea Common

I would like to oppose the changes that you are looking to put in place around the city of Portsmouth and especially Southsea. I am an Ex Royal Marine and manage the leading outdoor fitness provider, British Military Fitness. BMF already pay the council for using the Common. Parking is currently free after 6pm on the road just opposite the Queens Hotel, meaning our members can leave there cars there safely and free of charge after that time, our class starts at 7pm, that's on a Monday, Wednesday and Thursday. Changing the parking times will affect the business, my staff members and the clients. I really hope we can work together to solve this. BMF Portsmouth currently has 160 members, this is great for Southsea Common and the surrounding areas. To ask our members to pay for parking and then also paying for a membership will obviously affect people joining and our retention. Fitness is something which the council holds in high regard and I want to continue to grow this hugely successful business. We do offer all council workers a discount on our memberships!

38. Business, Southsea Common

I am the Regional Manager South for British Military Fitness. I am writing to you today to raise my concerns in regards to the proposed extending hours of parking at Southsea Common.

We have been in Portsmouth since 3rd April 2006, we 6 run classes and 160 have members that attend per week on Southsea Common. All of our instructors are ex or currently serving members of HM forces. Over the years we have made a huge positive impact on people lives, helping them to be healthier while we have built a really supportive community of people. It's been a struggle at times but we are well established in the city now.

We pay a large licence fee to the council of several thousand pounds for the use of the Common and as we've become more successful the fee has increased. I am extremely worried that your proposal to increase the period that you have to pay for parking around the common will have a

devastating impact on us as a business. As I'm sure you can understand our concerns. Our classes start at 19.00 meaning that our members are able to park after the charging period ends at 18.00. If the time period were extend to 21.00, our members would have to pay an additional £1.80 extra per visit. Our members train with us on average 3 - 4 times per week, based on the parking charges this would add an additional cost of £21 - £28 per month meaning doubling the cost of exercising, I'm sure you can see why this would have a negative impact for us as well as our members.

We already pay to use the park, our members are all local people and council tax payers. I feel this change will unfairly penalise them for doing something positive, not to mention the potential for our instructors to lose their jobs if you go ahead with this change. I truly hope you will reconsider your proposal.

39. Resident, Southsea

I would like to protest most strongly with the proposed implementation of the extended on street parking hours from 0800 - 1800 to 0800 - 2100 in areas of our city. Of most concern are the roads in Old Portsmouth and along the sea front along Eastney Esplanade, Clarence Esplanade and Parade etc

I am sure it will mean fewer people and tourists visiting the areas in the evening and a subsequent loss in trade of the many pubs, restaurants etc . We should be encouraging more visitors to the great potentials we have in this great city of ours.

In the summer months many people and families enjoy an evening swim at Eastney and Southsea beaches. They will deterred from doing this. We should be encouraging people to keep fit and improve their overall physical fitness. Extending the car paring charging hours does not support this policy.

The proposed extension of parking charges until 2100 will have a detrimental effect on the number of visitors visiting us. Other councils who have imposed longer hours for on street parking have lost business. Some councils have abolished charges altogether and experienced greater growth in visitor numbers and revenues.

I trust you will be able to bring these observations to the notice of our councillors, city engineers etc when the proposals are discussed.

40. Resident, Southsea

I am writing to express my concerns at the proposal to extend the restrictions on parking around the Southsea and Seafront areas by 3 hours. I am at a loss to understand in what way this can possibly support the evening economy. Surely this would have exactly the opposite effect of deterring anyone from going out if they have to add parking charges to an already expensive evening. I wish to register my objection to this plan.

41. Resident, Portsmouth

I wish to oppose the proposal to introduce parking charges on the seafront after 1800. We live in the "great waterfront city" and as such the waterfront should be accessible to all. I frequently use the seafront in the evenings to swim, jog and use the cafes and local businesses. I enjoy the seafront and and im always pleased to see so many families, responsible dog walkers and joggers on the seafront in the evenings in all weathers.

I personally would stop visiting the sea front if i had to pay for parking in the future. You cannot take this fantastic feature away from residents and visitors by imposing more charges.

42. Resident, Portsmouth

I am emailing ref TRO 58/2016 wishing to object the proposal of changing the free parking hours within the city, a need I find laughable just another source of income for you, when money is wasted on unnecessary bus links then the bus drivers don't even use the lanes.

But we can't make use of our city without paying over priced parking and now for longer periods of time, even with the lack of parking places in the first place

43. Business, Southsea seafront

I putting into email that I strongly oppose to the changes proposed for Southsea as I believe this will have an effect on my business as I already pay PCC to use their land and then expecting my clients to pay in the evenings to park is outrageous!! We run classes on the Seafront from 1900hrs to 2000hrs three nights a week . The morning classes I understand they have to pay but evenings no not acceptable. Not only will this affect me but other businesses in the locale as well, not only that families who bring their kids/ grandparents etc in the evenings will stop coming to Southsea and the Great waterfront city will have a seafront , common , beach etc hardly being used. To me that is not Great !!!!

44. Resident, Portsmouth

I wish to object to the proposal to change the current parking charge times from 8am to 6pm, to 8am to 9pm. The current times makes it possible to park in the Old Portsmouth area for an hour or two in the evening. I do so frequently in Victoria Avenue, to attend classes at the Holiday Inn Health Club. Having to pay parking charges every time I attend for a half hour swim or a class would make it doubtful if I would continue my membership. I looked into the parking restrictions carefully when I first considered joining, as it can be difficult in that area. Now the goal posts are being moved.

Also, there would be many businesses in the area that would suffer as a result of these changes. People are going to think twice about going to many pubs and restaurants in the affected areas if they are now going to have to pay to park on top of the costs of the drink or meal. I would stop going to the Still & West for example. Already one of the main car parks in that area has gone. Not to mention the inconvenience to residents in the affected streets and their visitors.

45. Bowling Club, Old Portsmouth

I write on behalf of Pembroke Gardens Bowling Club with reference to TRO 58. The Club operates from premises in Pembroke Road and is a bowling club registered as a Community Amateur Sports Club.

Earlier this year we were successful in applying for parking permits for the use of members and, more importantly visiting players, travelling by car to Pembroke Road to play in inter-club bowling matches. The permits are being used primarily for afternoon games played by our women's team and our men's afternoon triples team.

We play most of the men's league games in the evening starting at 6 pm. The present parking operating times mean that visiting players are not required to pay for parking for these evening games running from April to August each year. As the granting of parking permits is seen as a concession the number of permits made available to the Club is limited. If the operating times are extended up to 9 pm then all of our evening games would require members and visitors to pay for parking. If the Club was unable to agree a further supply of parking permits the full cost of parking for a match would be prohibitive and would undoubtedly deter visiting players from coming to Pembroke Gardens Bowling Club. I believe that we are the only bowling club in the whole of Portsmouth affected by parking charges and the imposition of such charges would have a severe adverse effect on our viability.

46. Resident, Southsea

Having just seen the proposed changes to parking in many Southsea streets I feel I must write to express my concern and dismay.

Extending charging times from 6pm to 9pm will surely dissuade many local people from making the effort to go out in the evening, when bearing these prohibitive costs. I do not understand the reason for the change other than the obvious one of raising additional revenue for the council's coffers. Like many I really feel strongly that this is a retrograde step which will impact upon business revenues in the south of the city, leading to stagnation and even closures.

It is so frustrating trying to find parking spots when going out and, coupled with the additional costs being proposed, many of us will no longer make the effort, to the detriment of local venues including restaurants and pubs. I would urge you to reconsider.

47. Business, Portsmouth

I am writing to you to formally register my objection to the Council's proposed extension of parking restrictions on the grounds that it will discourage visitors to the City and have a detrimental effect on its night time economy and stop people using the areas in question. This is a daft idea and will be strongly objected to if allowed to proceed by The Peoples Plan for Southsea and its 3,731 members.

48. Resident, Napier Road

I've been notified that the parking restrictions in certain roads of Southsea are going to be extended... Extending the times in the other roads will only encourage MORE people to use our road to go to the theatre etc... And there for I STRONGLY OPPOSE these changes... if we had the residency parking like we should do then I would completely agree with the plans.
GIVE NAPIER ROAD RESIDENCY PARKING!!!

49. Resident, Southsea

As a resident of Southsea I wish to express strong opposition to the scheme of extending the parking hours in the evening until 9pm. I object to this and can see no grounds for it.

50. Resident, Portsmouth

I would like to express my objection to the increase in operating times where operative times are being increased from 6pm to 9pm.

I can see no sensible argument for such a change other than to increase revenues. This is not in the interest of us constituents who may wish to take advantage of quite periods to park in many of these areas to enjoy our wonderful city. To restrict and penalise people in such away is simply distasteful and an abuse of our servants.

51. Resident, Southsea

I am a Southsea resident and I would like to register my objection to these unjustified changes to the parking restrictions in the listed roads.

52. Resident, Napier Road

I extremely object to parking restriction times being extended up to 9pm instead of 6pm in Portsmouth.

53. Location not given

I am objecting to the proposed changes to parking restriction times as outlined in TRO 58/2016.

54. Central Southsea Ward Councillor

I have seen the extra parking charges notice proposing to hike costs for Portsmouth residents and visitors by way of increasing chargeable hours an extra 3 hours until 9pm.

These increased times for charging have nothing to do with regulating and controlling parking, but everything to do with getting more money out of people.

The Conservative-run Council is hiking up charges for everything and hugely so. One of the first things they did was put charges up for traders on the seafront and nearby businesses from £257 to a whopping £1,157 and now they are making life even harder for residents living in the south and central part of our city by increasing the cost of parking here; residents have no choice but to use on-street parking. It is highway robbery.

Local businesses including restaurants and pubs already struggle to trade paying more and more in taxes and charges. This hike is just a grab for money in the southern half of Portsmouth.

55. Resident, Clarence Parade (KC zone)

My views specifically relate to Clarence Parade and Ave De Caen and from my point of view as a resident permit holder for the KC zone.

I would object to increasing the time from 8am to 9pm as this is a 13 hour restriction, beyond the half day visitor permit duration and so would mean the cost to me for visitors would double (a half day permit covers 12 hours). A possible solution could be 8:30am - 8:30pm, or 9am to 9pm, or perhaps increasing the half day permits to allow for 13 hours. I do not object in principle to extending the restriction into the evening, providing KC permit holders are still exempt. But 13 hours means a nearly doubling of cost which is an unreasonable increase.

I would request that the KC zone exclusion also extends into Ave De Caen as this road is often empty but Clarence Parade fills up and residents or visitors can struggle to find available parking, especially in the evenings when returning from work. Being further away from residence it would obviously be the last choice for residents or their visitors and anyone who did park here in the evenings would likely move when they go to work the next morning freeing up the spaces for day trip visitors.

56. Resident, Queen Street

Let me get this straight? You replace the 1 hour's waiting with paid parking where we live, operating until 6pm. We explain that residents have to pay for an hour on return from work - we didn't before because of the 1 hour free. You changed it to operate 9-5pm to help residents, even though we had to pay until the 'legal process' was complete. NOW you want to extend it until 9pm?!!! Do you not care about your residents at all? Who can afford to pay £3 A DAY when they get home from work to use the parking spaces where they live! The parking zone spaces are a good walk away and always full! Nice one PCC. Do not introduce this change.

57. Resident, Nettlecombe Avenue

I OBJECT to the parking restriction times being extended from 6pm to 9pm. We pay more per hour than other local councils to park without now extending the hours we need to pay.

58. Location not given

I object to the proposed changes to fee operation times. The grounds for this is that no clear justification has been made as to this reducing any Portsmouth issue for the 3 extra hours

59. Location not given

I object profoundly!

60. Resident, Portsmouth

I object to the above proposed changes on the following grounds:

1. While the proposal may say that "The effect would be to achieve consistent operating times between the on- and off- street locations" I am unaware of any evidence that this is a matter of sufficient importance to warrant a change in the status quo, given the inconvenience to most people who park in these areas.
2. While the proposal may say that it is "to support the evening economy" I am unaware of any evidence that it will do so. In my opinion it will, in fact, further deter people from using the areas.
3. I believe that one unstated reason for these proposed changes is that there is a possible revenue benefit to the City Council, and I object to that in principle.

61. Resident, Portsmouth

I would like to register my objections to the new proposed extended parking times, I think unnecessary unless major problems for residential houses in the local vicinity who cannot park.

62. Location not given

I am writing to you to formally register my objection to Portsmouth City Council's proposed extension of parking restrictions on the grounds that it will discourage visitors to the City and have a detrimental effect on its night time economy.

63. Location not given

I am writing to you to formally register my objection to Portsmouth City Council's proposed extension of parking restrictions on the grounds that it will discourage visitors to the City's and have a detrimental effect on its booming night time economy.

64. Location not given

I'm emailing to express my ground to object proposed plans for increasing parking charges from 6pm to 9pm. I find it out of order and disgusting, to charge for parking at an off peak time and would like you to reconsider your decision.

62. Location not given

I wish to whole heartedly object to the above proposal. 100s of us meet on the common each week to take part in fitness training. I can barely afford the monthly costs. If I have to pay for parking after 6pm then I will have to cancel fitness training, as will many others. This isn't right. Please reconsider.

65. Resident, Portsmouth

I am writing to object to the proposed parking charges for the Southsea common area. I use the common for fitness purposes and attend regular classes. Health and fitness is crucial in the current climate, with obesity a growing problem - particularly in the Portsmouth area. Unfortunately I do not live close enough to walk or cycle to the common so I have to drive. Parking charges would make it too expensive for me to afford attending. In my opinion, you need to consider the wider impact of implementing charges.

66. Resident, Portsmouth

This email is to object proposals to changes to operating times for paid parking along the sea front. Myself and my friends use the parking to go to exercise classes and for runs along the seafront of an evening. The seafront and the common are amazing spaces within the city for locals to get outdoors in the fresh air and exercise, away from traffic and in the evenings it is slightly cooler than running in the heat of the day and there are fewer people around meaning there is more space.

67. Resident, Portsmouth

This is one of the best benefits to living in Portsmouth and being able to park by the common after 6pm for free is a huge advantage. I would like to object to these proposals on the grounds I don't think they will do the local businesses any good at all.

I currently partake in BMF on the Southsea Common but to keep doing this with the new parking regulations will cost me an additional £50 a month, that is more than I pay for my BMF membership and would not make my exercise worthwhile. I have talked to a few others as well at BMF and they have all said the same it would probably stop them coming.

I know people can car share etc but out of town people can't and they don't have any other way of getting there, so it would stop them coming. A lot of people come from out of town to use the restaurants and bars in Southsea, but to add parking to their costs will stop them coming and go elsewhere.

I can understand if the new parking regulations were going to assist the residents but they don't.

68. Resident, Portsmouth

I would like to wholeheartedly oppose the change in free parking times at Southsea Common there is a huge lack of parking in that area as it is. The general public don't have much option but to park on the roadside for short periods of time during social activities.

In short the reduced free parking is a terrible idea giving less opportunity for locals to take part in this beautiful area of the city.

69. Resident, Portsmouth

I strongly object to you bringing parking times in line to 9pm, I cannot see any justification for the change. This is clearly going to cost local people more money, and means I can no longer go to the seafront without paying after 6pm. Surely you are getting enough from us all without raising more this way? To park for a day is £12, my goodness this is not London, it is a poor city as you very well know. The council must think people of Portsmouth are made of money. This is a charge to far in my opinion and I plan to bring this to the attention of as many people as I can to raise this as an issue. Tell me this is not about raising more money please?

70. Location not given

Has the impact on residents outside these changed zones been taken into account, in the sense that those who had previously parked their cars here shortly after 6pm on returning from work and then left for work before 0800 the next day will now be forced to park in other residential streets without these charges?

Putting up charges and restrictions in one area merely forces the problem elsewhere; this piecemeal approach to parking in Portsmouth does little to support the evening economy (can you explain exactly how it DOES support the evening economy?) - I have some ideas on this but I'd have liked to have seen the justification articulated if not on the notices then on the actual TRO published on the Council website, which is where you direct those who wish to know more.

Some of my points remain unanswered:

- What benefits to the evening economy (a key part of the justification for the change) will accrue as a result of the changes, and how will such changes be measured (the implementation of this TRO has a cost, we need to know it delivers the benefits)
- You do not answer the question 'what is the likely increase in revenue from parking' - surely this must have formed part of the thinking and should have been documented one way or the other

- You do not answer the question on the impact on residents outside the changed RPZs; surely this must have been considered and documented
- The justification for this change was not included in the TRO

If you happen to have the answers to the questions I raised (above, in the list) and could provide them then that would be great. If you don't, or you cannot provide them for some reason, please can you also say?

PCC response:

The reasons for the change are:

A previous administration in 2008 changed the On Street parking to finish at various times in the evening, mainly at 10pm to 6pm. This was against the advice of officers as the Off Street was not changed.

The principle of parking tariffs in the city are that they should be as simple and consistent as practicable. In 2008 . Off Street charges across the city were standardised to three zones. Blue Zone (Seafront), Red Zone (City Centre and Old Portsmouth) and Yellow Zone (Districts). On street charges were changed to reflect and mirror the Off Street charge. This was done to ensure uniformity across the parking estate and ensure that a simpler and more transparent system of charges were in place.

Discussions with officers and the cabinet member for T&T took place with a view to reversing the previous administrations decisions and to again have a system in place whereby the On Street charges mirrored the Off Street charges. It was decided to reduce costs of change to do it at the same time as the change in red zone parking tariffs.

By changing the tariffs after 6pm it is anticipated it will support the night economy across the city in having the same rules for On & Off street as is current across the city for the daytime economy. We are estimating an overall increase in revenue of around £56,000, although this figure could have a high level of inaccuracy. The Off Street revenue account will see a fall in income, the On Street account see a rise. On Street surplus will accrue to the councils Parking Reserve. The Parking Reserve account can only be used for Travel and Transport projects, it is not a part of the councils overall budget.

For your information, something you may find useful I have attached for you the latest Parking Annual Report <https://www.portsmouth.gov.uk/ext/documents-external/par-parking-service--annual-report--2015-16.pdf>

Further comment: I know of one business that has said they will lose out a lot as a result of the 9pm change, and a councillor who is also concerned that this might detrimentally impact the 'scene' at night. I've looked at the reply, and TBH perhaps I'm missing it somewhere, but I don't see how it "Benefits the evening economy" other than all charges now being the same. Is there anything other than "All charges being the same" that benefits the evening economy (by which I mean more revenue in shops, pubs, clubs, restaurants and so on)?

71. Resident, Portsmouth

I wish to object to the above planning application which proposes extending parking charges from 6pm to 9pm. This measure would mainly cost local residents who I believe should be encouraged to visit these areas at less busy times.

It generates business for local companies and allows people to visit at times convenient to them. Many of these areas are not busy or congested at these extended times and I feel extending the charging periods cannot be justified.

72. Location not given (received outside 21-day consultation period)

I have seen some sites encouraging people to object to the extension of parking restrictions to 21:00. I am writing in supporting the scheme.

All the roads named are in the vicinity of 'entertainment' areas and it will encourage the use of: public transport, walking and cycling. Popping out in a car for a quick drink or staying for one after work because parking is free is wrong. The extended charging will help to stop the just over the limit driver, the additional expense will make people think twice about using their car, it is beneficial to road safety.

73. Location not given (received outside 21-day consultation period)

Please reconsider your plan to extend parking charges from 1800 until 2100.

This is the period of the day that many drivers visit the city to support children/youth activities (e.g. cub scouts Old Portsmouth), sports events (e.g. Southsea Tennis Club, Portsmouth Sailing Club) and to spend money in bars and restaurants.

I believe that this extension of parking restrictions will have a critical impact on many small businesses, clubs and organisations.

Surely the priority should be to ENCOURAGE visitors to the city during non-business hours?

(End of report)

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Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Parking Policy Change

Title of policy, service, function, project or strategy (new or old) :

Changing Pay and Display operating hours and amendments to loading and waiting restrictions (TRO 58/2016)

Type of policy, service, function, project or strategy:

- ☐ Existing
- ☐ New / proposed
- ☒ Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

There are four aspects to this order:

Introduction of a loading ban on White Swan Road to accompany the 'no waiting' 6pm-8am
Proposed change from police bays to Pay & Display on Isambard Brunel Road
Reduce the operating times in 10 off-street locations from 10pm to 9pm
Increase the operating times in 56 on-street locations from 6pm to 9pm

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

White Swan -
The introduction of a loading ban on White Swan Road to accompany the 'no waiting' 6pm-8am could potentially have an impact upon disability groups.

Currently loading on White Swan Road predominantly used by students living in the adjacent Halls of Residence) during the hours of 6pm - 8am is causing a localised congestion and a road safety risk for individuals attempting to cross at this location to reach the theatre.

Blue Badge holders are permitted to park on single and double yellow lines where this does not cause an obstruction. Given the obstruction that waiting and loading causes at White Swan Road, parking by Blue Badge holders would not be permitted to park within this location.

The loading ban sought for White Swan Road will clarify restrictions to all road users, and ensure that no waiting or parking occurs in along this road, mitigating the road safety and congestion issues experienced in this location.

Alternative parking provision is available in the local area, including: Dorothy Dymond Street, Alec Rose Lane, and King Henry I Street. For those Blue Badge holders seeking to access the New Theatre Royal, Dorothy Dymond Street is closer than White Swan Road with fewer road crossings.

Isambard Brunel Road -
Proposed change from police bays to Pay & Display on Isambard Brunel Road
Reduce the operating times in 10 off-street locations from 10pm to 9pm
Increase the operating times in 56 on-street locations from 6pm to 9pm

The proposed changes to Isambard Brunel Road do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups. There is no change to the exemptions for Blue Badge holders.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

☐ yes ☒ No

Q7 - How have you come to this decision?

TRO 58 is recommended in order to achieve consistency between on and off street parking locations and to support the evening economy. Overall, TRO 58 does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

White Swan Road

The potential negative impacts associated with the implementation of a loading ban on White Swan Road is mitigated by the following factors:

- parking on White Swan Road would not be permitted due to the obstruction it causes
- alternative parking provision is available in the local area
- for those wishing to access the New Theatre Royal the alternative parking provision is closer than White Swan Road

Portsmouth City Council have data on the number of contraventions occurring during the night economy times (18.00-07.00). White Swan road in the past year has had 121 contraventions that have

led to a Penalty Charge Notice being issued. The current TRO only allows a PCN to be issued once 5 minutes observation has elapsed, and thus there are many "drive aways". Exchange Road has similar restrictions and there are more opportunities to be in contravention with only 69 Penalty Charge Notices being issued.

From the data and from anecdotal evidence of Civil Enforcement Officers, Portsmouth City Council are aware that people are more likely to take a chance in White Swan Road than they are in Exchange Road. However Portsmouth City Council are also aware that where dual restrictions apply, (White Swan Road and Exchange Road have dual restrictions) the number of contraventions will be higher due to a mis-understanding of the restrictions. The safety issues in White Swan Road are significantly more abundant than in Exchange Road due to the footfall. A significant number of the contraventions are by those living in or visiting the adjacent student halls (CEO anecdotal evidence).

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Michael Robinson - Parking Manager
Martin Lavers - Assistant Director of Infrastructure
Gina Perryman - Access and Equality Advisor

This EIA has been approved by: Alan Cufley

Contact number: 02392 834450

Date: 16/11/16

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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