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# NOTICE OF MEETING

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**TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL**

**WEDNESDAY, 20 SEPTEMBER 2017 AT 10AM**

**THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL**

Telephone enquiries to Jane Di Dino 023 9283 4060

Email: [jane.didino@portsmouthcc.gov.uk](mailto:jane.didino@portsmouthcc.gov.uk)

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

**Members of the public who wish to make a deputation, please see the appropriate agenda item marked with an asterisk.**

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## Membership

Councillor Steve Hastings (Chair)

Councillor Jim Fleming

Councillor Paul Godier

Councillor Lee Hunt

Councillor Ian Lyon

Councillor Tom Wood

## Standing Deputies

Councillor Suzy Horton

Councillor Steve Pitt

Councillor Darren Sanders

Councillor David Tompkins

Councillor Neill Young

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(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](http://www.portsmouth.gov.uk)

## AGENDA

- 1 **Apologies for Absence.**
- 2 **Declarations of Members' Interests**

**3 Minutes of the Previous Meeting. (Pages 3 - 8)**

**RECOMMENDED that the minutes of the meeting held on 20 March 2017 be agreed as a correct record.**

**4 Review of general parking issues in Portsmouth with a view to considering alternative strategies. (Pages 9 - 20)**

*Please note that the review will not consider the location or circumstances of individual residential parking zones, nor will it cover enforcement.*

*Requests to make a public deputation should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting. Email requests are accepted. No person may speak for more than six minutes per deputation. Actual speaking times will depend on the number of deputations received.*

To continue its review, the panel will consider the attached report which examines the outcomes of the July public workshop.

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

## TRAFFIC, ENVIRONMENT & COMMUNITY SAFETY SCRUTINY PANEL

Minutes of the meeting of the Traffic, Environment & Community Safety Scrutiny Panel held on Monday, 20 March 2017 at 3pm at the Civic Offices, Portsmouth.

### Present

Councillors Steve Hastings (in the Chair)  
Frank Jonas  
Tom Wood

**9. Apologies for Absence. (AI 1)**

Councillors Steve Potter and Ian Lyon sent their apologies.

**10. Declarations of Members' Interests (AI 2)**

No interests were declared.

**11. Minutes of the Previous Meeting. (AI 3)**

**RESOLVED** that the minutes of the previous meeting be agreed as a correct record.

**12. Review of general parking issues in Portsmouth with a view to considering alternative strategies. (AI 4)**

Rachel Hudson, Co-ordinator for Portsmouth Friends of the Earth (Pfoe) gave a deputation and circulated 'Walking in Portsmouth: A report summarising the comments of people who live, work or visit Portsmouth.'

Parking is one of few tools available to reduce traffic, obesity and pollution.

Portsmouth Friends of the Earth has a campaign to make the city walkable. The aforementioned report summarised the comments on walking made by the public which included:

- Traffic is seen as a barrier to walking.
- The parking systems need to be reviewed.
- End free parking in the city.
- Improve the bus service.
- Introduce citywide permits.
- Introduce a Park and Stride scheme.
- Have car pool parking.

Fewer cars on the roads would lead to more reliable public transport and more people walking which would be better for the economy and people's health and wellbeing.

In response to questions from the panel, she clarified the following points:

Pavements are generally narrow and used by pedestrians some with walking sticks or pushchairs, people in mobility scooters, joggers etc. The problem for both cyclists and pedestrians is too much traffic on the road. In order to accommodate cyclists as well as pedestrians, the pavements need to be

wide. Shared pavements can work well when all users show respect and consideration to each other. Cyclists should use their bells to warn people that they are approaching from behind.

Pfoe has talked to Councillor Fleming and officers about creating a network of walking routes between key areas including transport hubs, city centres, high street and neighbourhood streets. There could also be a flagship route.

The Park & Stride scheme started with schools asking parents not to drop off their children outside the school gates and could be expanded to encourage everyone to park further from their destination and enjoy a short walk.

#### Action

The Discussion paper: towards a walking strategy for Portsmouth - creating a connected city will be sent to members and published on the website.

Paul Nicholls, Joint Acting Head of Parking and Network Operations at Brighton & Hove City Council explained that:  
Brighton and Portsmouth have many similarities.

He worked in Westminster from 1993-2001 and in Brighton since 2001. He is also a member of the Advisory Board for PATROL (Parking and Traffic Regulation Outside London).

#### Residential Parking Zones

Half the city of Brighton is controlled by residential parking zones (RPZ).

When a zone is created, displacement parking is created in neighbouring areas.

Five of the nineteen zones have waiting lists. It is hoped that this will be reduced to three soon by improving alternative modes of transport, the creation of car-free developments where residents would not be entitled to any parking permits and increasing the capacity of the city car clubs.

Permits are issued for 110% of the spaces available and are only for vehicles up to 2.5m height and 6m long.

Permits cost £135. There is a 50% discount for cars that have low emissions.

Larger zones are more effective.

#### Public Transport.

Brighton has the highest bus use outside London. Free passes are issued to the elderly and people with disabilities.

#### A Typical Street

Parking bays are continuous and do not have individually marked bays as these were not enforceable and most people park sensibly. One side of the road is for permit holders only. The other side is for both permit holders and

people using pay & display. At one end of the street there is a parking area for motorbikes and at the other end one for bicycles.

#### Outside Shops

There are exclusive pay and display bays for shoppers but overall there are ten times as many shared bays as exclusive pay and display bays.

#### Echelon Parking

There is echelon parking on one side of wide roads, into which drivers reverse and on the other side there is parallel parking.

#### Off Street Parking

Directing drivers to off street parking is a challenge. There are websites and apps which help you plan your journey.

#### Electric Charging Points

There are charging points in every council car park and have been recently upgraded to 3-pin. These points are not in individual bays.

#### Students.

The council is working with the university to dissuade students from bringing cars with them. Their car must be registered at their house in Brighton to be eligible to apply for a parking permit.

In response to questions, he clarified the following points:

#### Public Transport.

The free bus passes can be used from 09:00.

#### Displacement

The council has been successful in preventing displacement of parking problems when a parking zone is introduced. When a majority of residents in an area request a parking zone, the potential impact on the wider area is considered. Residents in these neighbouring areas are offered a full scheme or a light touch scheme. In the latter, there is a mixed use of permit holders and people who use the pay & display meters all day except for 2 hours a day when it is for permit holders only. The times vary according to the area. The light touch schemes have become more and more popular, particularly in areas where there are fewer parking issues. The enforcement costs are the same as in a permit only full scheme.

#### Permits

There is a maximum of one permit per person and initially one per household. Once all households have a permit, applications for a second one are considered.

#### Variable message signs

These are situated in the city centre and are based on historical data.

#### Online parking information.

Real time information is provided on parking availability

### Residents' parking zones.

On average, three RPZs are created a year.

The smallest residents parking zone comprises approximately 300 residents and the largest has 8,000 households. There is a higher turn around in larger areas.

Most London boroughs have no waiting lists. However, Brighton council prefers to give people a reasonable chance of getting a space. The waiting lists were introduced in Brighton in 2001.

Virtual permits will be introduced shortly.

Scooters will read number plates as the cars enter the car parks. If there is no record that a parking charge has been paid, a CEO would be dispatched to investigate.

### Automatic Number Plate Recognition (ANPR).

This is being rolled out following an initial trial.

### Pay by Phone.

This was introduced in 2013 and now accounts for 50% of all transactions. The Civil Enforcement Officer checks that a parking charge has been paid using their hand held machine. Drivers can also pay by card, apple and other methods. There are fewer parking meters that accept cash. There are currently 800 and the aim is to reduce this to 150.

### Park & Ride

The unofficial site is a free car park close to bus stops.

### Pricing Strategy and Occupancy Rates

Members review fees and charges every year based on occupancy rates. The aim is to maintain 85-90% in all streets so that the casual parker can find a space when needed. Some streets are 100% full. In these cases, it is recommended that members increase the charges to encourage a higher turnover of spaces which is better for traders.

Members are currently considering raising the price of permits when there is a long waiting list.

Alan Cufley, Director of Traffic, Environment and Business Support informed members that Portsmouth City Council uses ANPR readers.

Charles Burns, Secretary Portsmouth & South East Hampshire, Federation of Small Businesses informed members that:

The Federation of Small Businesses (FSB) has more than 170,000 members in the UK including 19,000 members in the Portsmouth travel to work area. It is not possible to say what particular branches they are in. 50% of small businesses employ fewer than 50 staff.

He circulated an extract from the FSB's website which explained that the FSB supported the parking bill that was going through Parliament which gives government the power to force councils to consult before increasing parking charges. This extract will be published on the panel's website page.

.....  
He gave a summary of some of the comments received by members in response to a survey he had conducted:

- There was concern about the number of trade vehicles in residential areas.
- There was support for using the Park & Ride for parking commercial vehicles overnight. However, the question was raised of how drivers would get to the site if they are not on the bus route.
- It might be possible to use supermarket car parks for commercial vehicle overnight parking.
- Tradesmen need to park their vans outside the house/ site where they are working; often in several different RPZs a day. A scratch card tradesmen's permit for would not be practical.
- Many contractors use sub-contractors. Sometimes they have to collect permits from the Civic Offices.
- Vehicles registered in Portsmouth should have Portsmouth tax disc.

Mr Burns explained that he had been self-employed in the city for about 40 years. Charles. His trade van was used in the city's first car club which operated for 17 months. In response to questions, he clarified the following points:

Pool car could be used to ferry commercial drivers who park their vehicles in the Park & Ride overnight and live in the same area. However, self-employed people do not tend to work 9-5pm. A car share system could be developed working with Uber as that company was originally set up for car sharing and this idea is being developed in the US.

The Cango service was trailed outside Petersfield and is now operated by Stagecoach

Many FSB members are 'white van men'.

If a tradesman works across the city, a city wide permit would be useful.

Alan Cufley, Director of Traffic, Environment and Business Support informed members that virtual residential parking permits are used.

#### Actions

It was agreed that the following documents be sent to the panel:

- A full summary of the survey results.
- Details of the possibility of virtual work permits being issued.

The meeting concluded at 4:15pm.

Chair

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# Agenda Item 4

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**Title of meeting:** Traffic, Environment & Community Safety Scrutiny Panel  
**Subject:** Parking Research Results  
**Date of meeting:** Wednesday 20 September 2017  
**Report by:** Market Research Officer  
**Wards affected:** All Wards

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## 1. Requested by

Traffic, Environmental & Community Safety Scrutiny Panel

## 2. Purpose

To gain solutions to parking problems within the city with members of the general public who live in the city.

## 3. Information Requested

Feedback from local residents regarding problems and potential solutions to parking in Portsmouth. This was to focus on commercial vehicles, parking zones, HMOs, planning and students, as well as discussing the alternatives to using a car in the city.

.....  
Signed by (Director)

## Appendices:

PARKING REVIEW - GROUP RESEARCH

## 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

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## **PARKING REVIEW - GROUP RESEARCH**

**Kelly Dubock, September 2017**

### **1.0 BACKGROUND**

- 1.1 Parking in the City
- 1.2 Panel Formation

### **2.0 Research**

- 2.1 How it worked

### **3.0 Process**

- 3.1 Group Selection and Final Attendee Numbers
- 3.2 Group Topics

### **4.0 Results**

- 4.1 Key Outcomes
- 4.2 Feedback - Overview
- 4.3 Table feedback - Commercial Vehicles
- 4.4 Table feedback - HMOs/Planning/Students
- 4.5 Table feedback - Resident Parking Zones
- 4.6 Table feedback - Reducing the need for parking - alternatives

### **5.0 Recommendations and next steps**

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## **1.0 BACKGROUND**

Portsmouth is a densely populated vibrant city with over 210,000 people living within the city boundaries. The ONS projects this figure to increase over the coming years to around 215,000 by 2020, making Portsmouth the most densely populated area outside of London.

Large areas of the city's housing is made up of Edwardian and Victorian terraced properties that do not have off-road parking available. Parking on the street generally equates to 1 space per property, but many households have 2 or more vehicles.

The city has a growing University population, with a transient population of around 25,000 students (UoP) each year. The University also employs around 2,500 full-time equivalent staff.

The City also attracts a large number of visitors to its world class attractions and major events, such as The Great South Run and Victorious, which serve to increase the demand for the limited supply of parking within the city.

### **1.1 PARKING IN THE CITY**

Increasingly, residents are finding it harder to park, with some residents reporting that they do not move their cars during certain periods, particularly in the evenings when most people are at home.

Around 19% of the city's streets are within permit zones - in some areas this has caused enhanced parking problems due to displacement, i.e. some of those living close to the boundary of a permit zone are parking in a non-permit zone to avoid charges.

With this in mind Portsmouth City Council tasked the Traffic, Environment & Community Safety Scrutiny Panel in 2016.

### **1.2 PANEL FORMATION**

The Traffic, Environment & Community Safety Scrutiny Panel began a review of parking in the city on 28 September 2016.

The cross-party panel comprises:

- Cllr Steve Hastings (Chair)
- Cllr Jim Fleming
- Cllr Paul Godier
- Cllr Lee Hunt
- Cllr Ian Lyon
- Cllr Tom Wood

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Objectives of the inquiry:

1. To understand and evaluate the current parking situation in the city which would include:

- The legislative background.
- The management of supply and demand for parking, both on and off street.
- Parking Permits.
- Parking of commercial vehicles in residential streets.

2. To investigate how effectively other local authorities deal with parking issues.

3. To identify and evaluate possible long-term solutions.

## **2.0 RESEARCH**

The scrutiny committee has undertaken to fulfil their objectives in a number of different ways, ranging from talking to professionals in the area of parking and traffic, inviting other council to demonstrate learnings and ideas they have been able to implement as well as using the experience of council officers so they could build a picture.

However, Portsmouth has a number of unique features and therefore all the members of the committee believed it to be important to understand the feelings on the subject from Portsmouth residents.

Over the years residents have been asked for their opinions on parking, often at a much localised level. It was therefore important that any further work was useful, covered new ground but also that those who participated could see a larger picture, i.e. that the parking problems they might be experiencing may be different in another location.

The scrutiny panel requested a piece of research/consultation in order to further investigate the problems faced by residents but also to explore any possible resident solutions.

### **2.1 HOW IT WORKED**

As already discussed, parking within the city of Portsmouth can be contentious in some areas. It was therefore important to ensure that any research enabled proactive and useful discussion.

The scrutiny panel was particularly keen to hear from residents and their ideas for improving parking within the city. With this in mind a focus group or workshop allowing a discussion of ideas was decided to be a good starting point.

To inform and get the best information or feedback it was necessary to plan the workshop to focus on a number of key areas. To allow residents to inform these key areas an online forum asking individuals to comment on parking problems and solutions was set-up. This online forum also had the added advantage of providing one of the main recruitment platforms for the workshop.

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In addition to the online forum, residents were notified by Flagship about the workshop.

They were invited to submit their comments or their desire to participate in the workshop by phone. This option was taken up by a number of individuals.

The online forum highlighted many different areas and solutions but four areas were mentioned time and time again and were for many residents the cause of many issues related to parking in the city.

These four areas, along with a 5th (looking at reducing the need for parking) formed the basis of the workshops.

Six tables of residents discussed a topic. All had the opportunity to make comments on all topics covered in the session.

Discussions identified a number of key areas which will allow for focus quantitative research to take place and giving all residents the chance to tell PCC how they feel about these suggestions and ideas.

### **3.0 PROCESS**

Prior to the workshop, an online forum ran for a number of weeks giving residents the opportunity to make comments about the parking in their areas, as well as giving them the opportunity to register an interest in participating in the focus group/workshop on Tuesday 25th July, 2017.

Seven hundred and ninety-one residents responded to the forum board with 318 of those indicating an interest to attend the group at the end of July.

#### **3.1 GROUP SELECTION AND FINAL ATTENDEE NUMBERS**

To allow a broad range of responses, data was divided by ward and selection within each group was based on a 'random' selection process. This was to ensure that geographically all areas of the city were given a voice but also to ensure that biased was minimised in the selection process.

In total the following individuals attended:

- 28 x residents (30 confirmed attendance but 2 failed to attend)
- 6 x Councillors
- 5 x PCC Officers (to facilitate the group discussions on each table and record conversations).

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### 3.2 GROUP TOPICS

Using the feedback from the online forum we were able to identify the top 5 areas for discussion at the group. These included:

- Commercial vehicles
- On-street parking
- HMO/Planning/Students
- Parking Zones & Permits
- Reducing the need for parking

Each topic was covered in-depth by one table of residents, although all had the chance to comment towards the end of session on anything discussed at another table. This allowed targeted and focused discussion but also gave the opportunity for any innovative ideas to be brought to the forefront also.

### 4.0 RESULTS

A wide and varied discussion occurred and was recorded. It is important to preserve anonymity of those involved but the following information highlights the key findings and also the areas covered by each group based on the topics selected from the comments submitted to the online focus group.

#### 4.1 KEY OUTCOMES

Following extensive discussion the participants agreed the most important ideas that should be explored in more depth. These ideas do not exclude others but were deemed to potentially be the most effective way of approaching parking in the city initially.

Top 3 ideas agreed by the focus group participants:

1. Move commercial vehicles from residential roads to other sites in the city
2. Limit the number of HMOs - better liaison with planning and parking.
3. Make resident parking citywide

#### 4.2 FEEDBACK - OVERVIEW

Each table discussed a specific topic with a PCC officer there to make notes and ensure the conversation kept moving. Their role was primarily as an observer but all had a discussion guide to enable them to help the group if conversation stalled. In this instance this was unnecessary.

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**4.3 TABLE FEEDBACK - COMMERCIAL VEHICLES**

- Taxi firms with 5 plus vehicles operating in a residential area. Taxi drivers turn up park their cars then go out in taxis. At end of shift come back park taxi and take their cars - so never any spaces for other residents.
- Suggested 1 car per business registered at an address. Then £500 a year for any additional vehicles.
- Compounds needed for commercial vehicles - available land should be sought. A possible idea raised was that a shared car could transport workers from the compound to their homes.
- In school holidays why can cars not park on the zig zags? Also open up school car parks at weekends and school holidays.
- Many council related vehicles parking in residential areas (Colas/Mountjoy)
- Residential permits are now digitised so if a vehicle has been parked in a residential area for a long time, cannot see whether it has a permit by looking
- Rules need to be enforced and need more traffic wardens patrolling.
- Suggestion to use the company car parks in Hilsea (near to train station) so that people can park then get the train into the city to work.
- Use the park and ride car park for parking overnight.

**4.4 TABLE FEEDBACK - ON-STREET PARKING**

- Issues with parking near visitor venues such as Kings Theatre.
- Many trading estates are left empty overnight.
- Issues with second car ownership and motorbikes taking up a whole parking space.
- Use school car parks to park in the evening.
- Grass verges are often used to park.
- Extend the park and ride to Fratton for match days.
- Subsidised trains for match days.
- One way systems to remove bottle necks in city.
- For new developments parking should be created underneath building.
- Knock down some rows of houses to create more parking spaces. Instead build tower blocks with underground parking.
- Close off individual roads so that only people with permits can park in these. (Using an automated barrier system)
- A lot of properties are having kerbs lowered so they can create a parking space in their front garden - means that they can two cars on the road and a third on driveway which can be an issue.

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**4.5 TABLE FEEDBACK - HMOs/PLANNING/STUDENTS**

- No consideration on parking when planning decisions are made.
- Students do not need a car all of the time. Look at car sharing schemes such as Zipcar. It would be useful to obtain figures on the number of cars registered that are parking in the city compared to the number of on street spaces. Also ask university for student car ownership figures.
- Look at Boris bike schemes to encourage more cycling.
- Need better and more reliable public transport.
- Better policing of school run with parents parking on zig zags outside of schools.
- Suggested marking out parking bays in unrestricted zones so that people park properly and do not take up two spaces.
- Possibility of using car parks such as B&Q for people to park their cars overnight.
- Need better liaison with planning department on HMOs - when residents object on parking grounds this is not taken into account. This possibly is because of the planning legislation so cannot be taken into account.
- Houses that have garages often do not use them for their cars - used for storage instead.

Comments from other tables:

- Marking out bays in residential streets is a good idea as often people park in the middle of two spaces to save a space for another family member It was pointed out that this may prove difficult as what would be classed as a standard size space. It was pointed out that when disabled car parking spaces are marked out on roads any size car can fit in these so why not do the same for all spaces - 1 space per house.
- Stop planners allowing HMOs
- Waiting lists for permits - certain number of permits for a RPZ and if none available then no new developments can be granted planning permission.
- For some developments it is in their contract that they are not permitted to allow cars - how is this policed?

**4.6 TABLE FEEDBACK - RESIDENT PARKING ZONES**

- In these zones the residents have better parking however it becomes an issue when they have visitors. Also disadvantages other nearby roads that do not have RPZ as additional cars will park there instead or buying a second/third permit.
- Commercial vehicles will park outside of the RPZ so they don't need to buy a permit. Suggest that car parks are opened up at night so commercial vehicles can park there (8am-8pm)
- Should either be a city wide RPZ or none.
- Suggested RPZ have 23 hours parking with a one hour slot between 5-6pm where cannot park - allows others to park in the zone when coming home from work - this should be based on demand.
- Increased cost for 2nd/3rd/4th car registered to every address.
- Congestion charge for travelling into the city.



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- Make the park and ride more beneficial for commuters and extend to Gunwharf. Also open later into the evening.
- Cars not registered to Portsmouth addresses parked in residential streets - how are these managed?
- No new developments should be granted planning permission unless have dedicated parking.

Comments from other tables:

- Agreement that RPZ needs a holistic approach - all or nothing.
- Main issues with parking are at the end of the day when people come home from work (4-7pm).
- Perhaps have restrictions at a certain time of the day.
- New 24/7 gym opened in Cosham. People are parking in the 2 hour parking zone to go to gym, meaning residents cannot park. Cllr Fleming said that this is being closely monitored and will see more traffic wardens in this area.
- The 2 hours parking zone near properties in Fratton is just enough time for people to park there to watch football at Fratton Park - suggestion that in these areas the time limit is reduced to 1 hour.

**4.7 TABLE FEEDBACK - REDUCING THE NEED FOR PARKING - ALTERNATIVES**

- Encourage employers with multiple vans to supply places for them to park.
- 3rd car in a household to pay £510 for permit.
- RPZ - either scrap or make the whole of Portsea Island a RPZ.
- Park and Ride should be extended to other areas such as Southsea.
- More dedicated bus lanes.
- Congestion charge for driving into town.
- Reduced fare for people going to Fratton Park on match days.
- Encourage people to walk shorter journeys.
- Underground parking for new developments.

Comments from other tables:

- Later running of public transport
- Making more use of buses - more cost effective. Often cheaper to get a taxi to Gunwharf instead of using bus/train.
- Only allow electric vehicles in the city - a radical idea but might be needed.
- Culture of walking is needed - need a cultural shift. E.g. mothers walking children to school instead of driving.
- Investigate walking tunnels as they have in other countries.
- Help promote a public transport day by offering free public transport for the day.

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## **5.0 RECOMMENDATIONS AND NEXT STEPS**

Some interesting ideas and opinions were voiced during the workshop. Participants highlighted some key areas that warrant further work. Ideally, any further work would be undertaken in two stages. In the first instance any additional information about feasibility and legality of implementation should be explored by council officers.

In addition to the three key areas, councillors should identify any further areas that they would like to explore further.

Once this initial stage of work has been completed, this information should be used to develop the second stage of work in the form of a quantitative piece of research (questionnaire).

A questionnaire focusing on the key areas identified at the group, which all residents could respond to, would allow the committee to explore the acceptance of any changes or ideas with a wider audience. Supplementing this survey with additional ideas/changes would also be useful.

Although it is recommended that the questionnaire is primarily online, options to allow alternative access should also be made available, i.e. printed copies available in council offices, printed copies available on request, or perhaps inclusion in the winter issue of flagship (Nov/Dec - if the timings are appropriate). As well as potentially the promotion of the wider questionnaire in Flagship (timings allowing), website, social media, partner organisation communications and WOM would all play a part encouraging people to respond to the questionnaire.

Ideally any questionnaire should run for 6-8 weeks to allow for maximum participation across the city. The longer period of 8 weeks should be undertaken should the questionnaire run over the Christmas period.

## **National Highways and Transport Network 2016 MORI survey.**

### **Summary of the responses received regarding parking.**

#### Concerns

- Difficult to find a parking space near home.
- Dustbins put in the road to reserve parking.
- Disabled owners parking near their reserved spot to reserve a parking space for another car
- Parking on pavements.
- Businesses using residential streets and some leaving cars parked for months.
- Parking at the junctions blocking access and visibility.
- Visitors to events, commercial drivers and workers from nearby businesses parking in residential roads.
- Untaxed and abandoned cars.
- Too many trees in some roads taking up potential parking spaces.
- The bus service being too expensive and becoming hourly after 8pm.
- Perceived lack of enforcement regarding illegal parking at bus stops and double yellow lines.
- Blue badge holders parking on double yellow lines causing an obstruction.

#### Possible Solutions

- Reward households that only have one car.
- Residents-only parking zones.
- Encourage cycling by reviewing the cycle lanes and providing more bicycle racks.
- Fewer yellow lines.
- Ban commercial vehicles from parking in residential roads.
- Stop building flats that don't have adequate parking.
- Build more off-road parking everywhere.
- Remove parking restrictions between 7pm and 8am.
- Provide free allocated parking bays.
- Private school pupils to be dropped off at the Park & Ride and dedicated school buses take them to school.

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