



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 12 JULY 2018 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Local Democracy Officer 02392 834057
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 Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative
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.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Station Street Parking Bays: TRO 130/2017 (Pages 5 - 12)

Purpose: the report by the Director of Regeneration is to consider the response to changing the layout of the Pay & Display parking bay in Station Street in front of the new development at 8 Surrey Street, as per Planning condition 19 (c) of the Planning Permission granted under ref: 16/00142/FUL.

RECOMMENDED that the proposal under TRO 130/2017 is approved,

changing the existing parallel parking to echelon (angled) parking within the realigned carriageway - as per Planning condition 19(c) of the Planning Permission granted under ref: 16/00142/FUL.

4 Residents' Parking Programme report (Pages 13 - 18)

Purpose: the report by the Director of Regeneration is to provide an update on the current Residents' Parking Programme and provide a fully revised Programme as requested by the Cabinet Member on behalf of the new Council administration.

RECOMMENDED that

(1) The progress on the previously approved Residents' Parking Programme is noted (Sept 2015 - June 2018);

(2) The fully revised Residents' Parking Programme is confirmed and commences with consultation on each area listed in Appendix A.

5 Magdalen Road Crossing Improvements: TRO: 14/2018 (Pages 19 - 28)

Purpose: the report by the Director of Regeneration is to consider responses to the published TRO 14/2018 in respect of a footway extension at the junction of Magdalen Road with Northern Parade and a restriction of parking provision on the southern side and an increase of parking provision on the northern side.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

(1) approves the footway extension on the northern side of Magdalen Road junction with Northern Parade within TRO 14/2018 Section A (Appendix 1).

(2) approves the 9m reduction of prohibition of waiting at any time (double yellow lines) in Magdalen Road on the north side opposite house No.105 within TRO 14/2018 Section B (Appendix 1).

(3) approves the 9m of prohibition of waiting at any time (double yellow lines) in Magdalen Road on the south side outside house Nos.109 and 107 within TRO 14/2018 Section C (Appendix 1).

6 JB Landport Residents Parking Zone (RPZ) review (TRO 16/2018) (Pages 29 - 38)

Purpose: the report by the Director of Regeneration is to report on the Council's proposals under TRO 16/2018 and the public response to it, in relation to the JB Landport residents' parking zone.

RECOMMENDED that The 'Portsmouth City Council (JB Landport) (Residents' Parking Zone Amendments) (No.16) Order 2018' is implemented as advertised, with the following outcome:

- **the free parking period within the JB zone residents' parking bays is reduced from 2 hours to 1 hour;**

- the parking zone's 24-hour operation is reduced to 9am - 6pm

7 Smart City Parking App (Pages 39 - 46)

Purpose: the report by the Director of Regeneration is to consider a proposal for a two year trial of a smart city parking app to help guide drivers to vacant on street pay and display parking spaces.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

- (1) approves a trial of the AppyParking app to take place in Portsmouth subject to an acceptable commercial agreement being finalised between the supplier and the council,**
- (2) delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and City Solicitor to finalise an agreement for the trial,**
- (3) and should a trial proceed authorises the commencement of all necessary procedures to vary the current parking designation orders for on-street pay and display parking to allow charging per minute for those using the app subject to a minimum charge.**

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor 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.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	12 July 2018
Subject:	Station Street parking bays (TRO 130/2017)
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Charles Dickens
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the response to changing the layout of the Pay & Display parking bay in Station Street in front of the new development at 8 Surrey Street, as per Planning condition 19 (c) of the Planning Permission granted under ref: 16/00142/FUL.

Appendix A: Original site plan and adjacent public highway (page 5)
Appendix B: Amended site plan following consultation period (page 6)
Appendix C: The public proposal notice for TRO 130/2017 (page 7)

2. Recommendation

- 2.1 **That the proposal under TRO 130/2017 is approved, changing the existing parallel parking to echelon (angled) parking within the realigned carriageway - as per Planning condition 19(c) of the Planning Permission granted under ref: 16/00142/FUL.**

3. Background

- 3.1 A Pay & Display parking bay exists in a parallel position on the north side of Station Street, west of its junction with Surrey Street. Its operation has been suspended within the site boundary whilst the adjacent land is redeveloped.
- 3.2 Planning permission was granted for the redevelopment of No.8 Surrey Street, stipulating condition 19 (c): to provide six echelon parking spaces onto the site frontage to Station Street. The condition was required to ensure adequate controllable parking provision to support student intake days.
- 3.3 The permission also included a planning obligation secured via a section 106 agreement to produce, agree and operate a travel plan to manage the student intake days. The applicant suggested that the delivery of the travel plan could be achieved with the use of 5 parking bays which had been secured by agreement with the landowner at the Slindon Street car park. PCC advised that the car park was unlikely to be available in the long term and that given the considerable width available

alongside the existing parking bays, that the existing parallel bays could be re-orientated as echelon bays to provide up to 6 spaces that could be secured for use during student intake days for unloading.

- 3.4** This required an amendment to the traffic regulation order, and associated 21-day consultation of statutory bodies and notifying the public, allowing the right to object.
- 3.5** The proposed arrangement consulted upon is shown at appendix A

4. Consultation

- 4.1** The 21-day consultation period took place from 5th - 29th December 2017, and 1 objection was received from Portsmouth Cycle Forum:

Portsmouth Cycle Forum objects to Item A in TRO 2017/130 which proposes the change of parallel Pay and Display parking to parallel or echelon parking close to the junction with Surrey Street.

Station Street has been the focus of traffic calming and cycling measures with the recent introduction on on-carriageway cycle lane markings, improvements to junctions and physical measures. All these have had the aim of slowing traffic, improving sightlines and encouraging cycling to the city centre and to local schools.

It is a well-known fact that the behaviour of drivers when using angled parking bays is frequently not as intended. Whilst they are encouraged to reverse into the bays, more often than not the vehicles are driven forwards. Such behaviour requires the vehicle to be reversed out; a manoeuvre which is carried out with very limited visibility by the driver.

We are also concerned that the proposed parking bays are of limited length and could be used by long wheelbase vehicles. These would overhang the buffer zone and encroach into the cycle lane causing cyclists to take avoiding action.

Given that this road has been engineered to improve safety for vulnerable road users we find the introduction of the proposed parking design incompatible with increasing and improving road safety and therefore we object in the strongest terms to this proposal.

5. Reasons for the recommendation

- 5.1** Following the above comments received by the Portsmouth Cycle Forum, the design was reviewed and amended to address some of the concerns raised. The amended plan is represented at Appendix B.
- 5.2** The parking bays shall be marked to comply with the Department for Transport's guidance, which encourages drivers in the adjacent traffic lane to reverse into echelon parking bays. Therefore were vehicles to drive forwards into the bays they would

then reverse out *away* from the oncoming traffic flow and not towards it. Vehicles reversing into the bays would subsequently leave in a forward manner *with* the traffic flow, and not against it.

- 5.3 The hatching in the centre of the road adjacent to the parking spaces will be re-laid with red surfacing and given a solid white line border to deter vehicles travelling west on Station Street from crossing the hatching to access the echelon bays by driving forwards into the spaces. If it becomes apparent that there is a problem with westbound vehicles pulling across the road and into the echelon bays, then PCC would require the developer to build up the hatched area with kerbing and a raised island.
- 5.4 The dimensions of the parking bays are to be 2.4m wide x 5m long. The Manual for Streets allows for a minimum size of 2.4m wide by 4.2m long.
- 5.5 The echelon parking spaces will be orientated at a 57 degree angle, which will result in the provision of 5 parking spaces, one fewer than required by the planning condition. The developer has based their student intake plan upon the provision of 5 spaces and as such on balance the loss of one space is acceptable. A 45 degree angle for echelon parking is recommended by the DfT guidance but this would have resulted in only 4 parking spaces being available. This would not meet the requirements of the student intake plan. The road safety audit team appointed by the developer have examined the proposed design for the 57 degree echelon parking and have stated in writing that they have no concerns.
- 5.6 A buffer zone will be included, increasing the space between the end of the parking bays and the cycle lane.
- 5.7 A similar arrangement can be found at Baffin's Road where echelon parking bays are arranged with a cycle lane passing in front of the bays. Having reviewed the casualty data at Baffin's Road, no accidents have occurred in the past 5years as a result of the arrangement of parking spaces.

6. Equality Impact Assessment

- 6.1 An EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Disabled badge holders will remain exempt from the Pay & Display charges provided the blue badge is clearly displayed in the windscreen. The parking bays will also be marked in excess of the minimum width requirement.

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 proposed traffic regulation order (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 sum of £1800.00 (inc.VAT) was received from the developer, WPC Portsmouth, for the traffic regulation order required under the s287 agreement.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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:

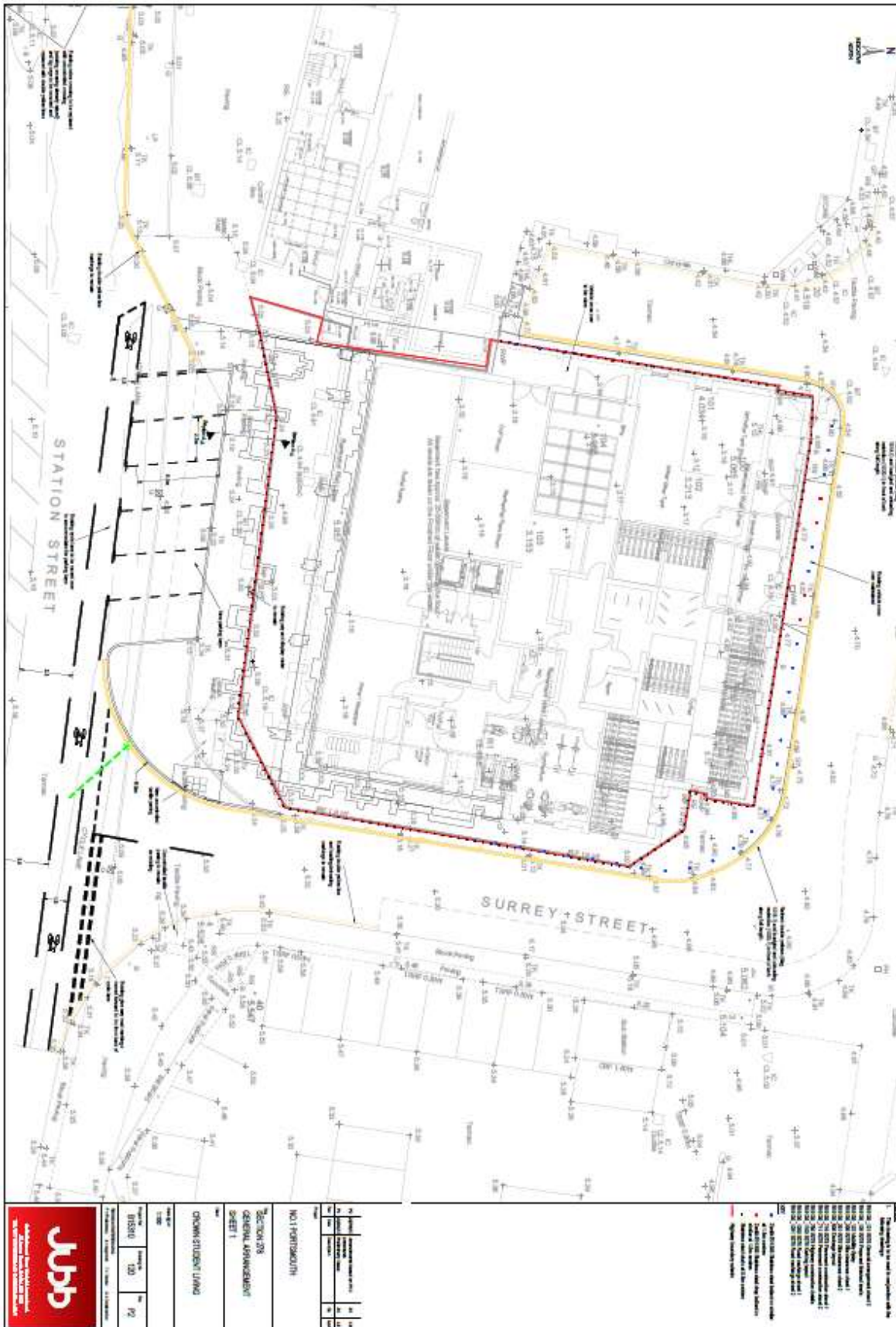
Title of document	Location
1 email	Transport Planning team (Engineers inbox)

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

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



APPENDIX A: Original site plan subject to consultation.





Appendix B: Amended plans following comments received during consultation.



Appendix C: The public proposal notice for TRO 130/2017

**THE PORTSMOUTH CITY COUNCIL (STATION STREET) (AMENDMENT)
(NO.130) ORDER 2017**

5 December 2017: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act, to effect:

A) PAY & DISPLAY:

CHANGE FROM PARALLEL PARKING BAYS TO ECHELON PARKING BAYS

1. Station Street

North side, the 18m length west of Surrey Street junction

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2017'. A copy of the draft order, a plan and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to support or 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 130/2017** by **29 December 2017** stating the grounds of support or 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.

Pam Turton, Assistant Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

(End of report)

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Title of meeting:	Cabinet Member for Traffic and Transportation
Date of meeting:	12 th July 2018
Subject:	Revised Residents' Parking Programme and Update
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to provide an update on the current Residents' Parking Programme and provide a fully revised Programme as requested by the Cabinet Member on behalf of the new Council administration.

Appendix A: Residents' Parking Programme 2018 onwards (page 4)

2. Recommendations

It is recommended that:

- 2.1 **The progress on the previously approved Residents' Parking Programme is noted (Sept 2015 - June 2018);**
- 2.2 **The fully revised Residents' Parking Programme is confirmed and commences with consultation on each area listed in Appendix A;**

3. Background

- 3.1 Following a change in Council administration in May 2018, a fully revised Residents' Parking Programme was requested, reflecting the new administration's priorities.
- 3.2 This new Programme supercedes the previous approaches and Traffic & Transportation decisions relating to the Residents' Parking Programme, making the following key changes to the 2015 Programme:
- 3.2.1 Inclusion of two areas of Southsea where parking zones were removed in 2015 (former MB and MC parking zones) as first priority locations for survey. Ward councillors canvassing residents ahead of the local elections in May 2018 reported that a number of residents indicated support for permit parking.

- 3.2.2** In order to expedite the process, the non-binding informal survey will not be undertaken separately. The public will be fully consulted as part of the statutory consultation via a traffic regulation order.
- 3.2.3** The area of Baffins/Copnor east of Copnor Road between Copnor Bridge and Burrfields Road (HC) is restored to the Residents' Parking Programme at the request of Baffins ward councillors; the area having appeared on a previous Programme that was discontinued in 2012.
- 3.2.4** The 2017 review of KC West Southsea is to be revisited following concerns regarding non-implementation of the original proposal and the support for it. Concerns have been directed to the Council administration and officers.
- 3.3** A progress update report will be brought to Traffic & Transportation following completion of consultation on the potential MD Kings area parking zone, confirming the next priorities in the Residents' Parking Programme.
- 3.4** This report does not determine where new parking zones will be implemented or how existing zones will be amended: each area will be subject to its own consultation. A subsequent report to the Cabinet Member for Traffic and Transportation will be required following each consultation.

4. Reasons for recommendations

- 4.1** Parking continues to be a key concern throughout Portsmouth. Publishing the Residents' Parking Programme gives residents a main point of reference, certainty over timeframes and the areas' priority status, and helps to manage residents' expectations by outlining the progress to be made.
- 4.2** New parking zones and the review of existing parking zones are prioritised as per the Programme table at Appendix A, taking into account:
- (i) the new Council administration's priorities;
 - (ii) available resources and funding;
 - (iii) requests recorded from residents directly or via their ward councillors;
 - (iv) mitigating measures against parking displacement (i.e. where recorded interest in permit parking is currently minimal, but the previous impact of Residents' Parking Zones has been significant on adjacent areas);
 - (v) feedback and petitions from residents of existing parking zones, requesting changes.

6. Equality impact assessment

- 6.1** An EIA is not required at this stage as the report does not put forward any proposals and therefore the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Each subsequent new proposal will be subject to public consultation and a separate report that assesses any impact on the Equalities Groups.

7. Legal implications

7.1 As the recommendations do not propose any further action at this stage there are no legal implications. Any alterations or additions to the existing traffic regulations orders will require approval in the usual way.

7. Director of Finance's comments

7.1 The financial implications of approving this revised programme are currently unknown. However more detail about the financial impact of the programme will be known as the extent, operation and impact of the individual Parking Zone schemes becomes clearer.

7.2 Each individual scheme will be introduced under a Traffic Regulation Order which will be required to be approved at the Traffic and Transport Portfolio decision meeting. A financial appraisal detailing the financial impact of the scheme will be presented with each report, before the scheme is implemented.

7.3 Any additional costs as a result of introducing these schemes will be met from the On Street Budget and any income generated will be remitted back to the Off Street Parking Reserve. Whilst this has no effect on the City Council's Cash Limited budget it will affect the amount of money remitted to the reserve.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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
Traffic & Transportation report, September 2016: Residents' Parking Update	Portsmouth City Council website
Traffic & Transportation report, November 2015: MB and MC parking zones	Portsmouth City Council website

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

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

APPENDIX A: Residents' Parking Programme 2018 onwards

Zone code	Zone name	Progress / Further detail
Progress: Sept 2015 - June 2018		
AA	Newbolt Road	Review complete
AC	Farmlea Road	Review complete
JD	Portsea North	Review complete
GA	Fratton	Review complete
FD	Bevis Road	Review complete
FG	Stamshaw South	Review complete
MB	Orchard Road	Review complete: further action proposed
MC	Bramble Road	Review complete: further action proposed
BF	Park Lane	New zone introduced
KA	Old Portsmouth	Review complete
BC	East Cosham (St Colman's Ave and Walberton Ave identified for removal from BC zone)	Survey complete; no further action
KC	West Southsea	Review complete: public unsatisfied with outcome. 2 nd review proposed
New Programme: August 2018 onwards		
JB	Landport	Review due to complete in June/July 2018
*(FH)	Twyford Ave (north of Northern Parade)	Survey underway; respond by 16 th July 2018
(Former) MB	Orchard Road area	(revised boundary to include Heidelberg Rd, Fernhurst Rd, Chestnut Ave)
(Former) MC	Bramble Road area	(revised boundary to include Jubilee Rd, Bath Rd, Henley Rd)
*(MD)	Kings area (north and south of Albert Road)	(Grove Rd South / St Ronan's Rd boundary: takes in Cavendish Rd area)
*(HC)	Keswick Ave area	(Burrfields Rd / Copnor Bridge boundary)
*(ME)	Haslemere Road area	(Frensham / St Augustine - Winter Rd boundary)
*(GB)	Alverstone Rd area	(Extend GB zone by Fratton Park)
*(MF)	Craneswater area	(Granada Rd / Cromwell Rd boundary)
KC	West Southsea	
LA	North Southsea	
LB	Somerstown	
KB	Hambrook	
KD	Castle Road	
*(NB)	Broom Square area	
*(KE)	Pembroke Park	
JF	Garnier Street	
JE	Fratton West	

HA	Baffins Road	
MA	Beatrice Leopold	
JC	Hyde Park Road	
*(FI)	Doyle Court service road (London Road)	
AB	Wymering	
BC	East Cosham	
BD	Windsor Road	
FB	W. Island Way	
FC	Landport North	
FE	Buckler's Court	
FF	Rudmore Court	
GB	Alverstone Road	Extension proposed as listed above
JA	Portsea	
NA	Priorsdean	
BA	Park Grove	
*potential new zone codes in brackets		

Agenda Item 5



Title of meeting: Cabinet Meeting for Traffic and Transportation Decision Meeting
Date of meeting: 12th July 2018
Subject: Magdalen Road Crossing Improvements: TRO: 14/2018
Report by: Tristan Samuels, Director of Regeneration
Wards affected: Hilsea
Key decision: No
Full Council decision: No

1. Purpose of report

- 1.1. To consider responses to the published TRO 14/2018 in respect of a footway extension at the junction of Magdalen Road with Northern Parade and a restriction of parking provision on the southern side and an increase of parking provision on the northern side.

2. Recommendations

- 2.1. It is recommended that the Cabinet Member for Traffic and Transportation:
 - (1) approves the footway extension on the northern side of Magdalen Road junction with Northern Parade within TRO 14/2018 Section A (Appendix 1).
 - (2) approves the 9m reduction of prohibition of waiting at any time (double yellow lines) in Magdalen Road on the north side opposite house No.105 within TRO 14/2018 Section B (Appendix 1).
 - (3) approves the 9m of prohibition of waiting at any time (double yellow lines) in Magdalen Road on the south side outside house Nos.109 and 107 within TRO 14/2018 Section C (Appendix 1).

3. Background

- 3.1. Following requests from the Northern Parade Primary School community and Local Ward Members outlining the difficulties faced by pedestrians crossing Magdalen Road at the junction with Northern Parade an informal consultation followed by a TRO consultation was undertaken with residents on the introduction of crossing point improvements.

- 3.2. The existing junction between Northern Parade and Magdalen Road presents a large area of carriageway for pedestrians to cross. The layout provides traffic the opportunity to enter Magdalen Road at relatively high speed.
- 3.3. There are direct road safety implications caused by the junction layout. Pedestrians are required to cross a wide carriageway with an approach from an arterial road (Northern Parade). The length of time required to cross makes it difficult to find an opportunity clear of traffic approaching from Northern Parade..
- 3.4. Although reducing since 2012, child pedestrian casualties in Portsmouth remain a priority group for the delivery of improvements for safety and accessibility. During the five year period 2012 to 2016 there has been an average of 26 injury collisions per year (6 serious) in the City. Drivers failing to look, pedestrians failing to look and crossing from behind parked vehicles are the key contributory trends.
- 3.5. Ensuring school routes are clear of parked vehicles to provide good visibility is key to maximising the benefits of the safety measures provided. Establishing the wider pavement will improve the view for pedestrians crossing and slow down vehicles approaching from Northern Parade.

4. Consultation

- 4.1 In addition to the publication and on street notices of TRO 14/2018, 127 households within the affected roads were sent letters in January 2018 to detail the proposed changes.
- 4.2 A total of 6 responses were received: 4 (67%) in support and 2 (33%) not in support of the crossing improvement.
- 4.3 One of the two objections referenced a loss of parking as the reason. The scheme does not reduce parking within Magdalen Road.

5. Reasons for recommendations

- 5.1. Implementing the widened pavement on the northern side will create an improved crossing point for pedestrians and wheelchair users. This will narrow the carriageway and slow down vehicles entering Magdalen Rd.
- 5.2. The improved crossing point will:
 - Reduce the risk of road traffic collisions by providing a clear place to cross
 - Increase pedestrian confidence in the infrastructure - potentially encouraging more walking to school
 - Improve accessibility for all pedestrians
 - Slow traffic entering Magdalen Road

6. Equality Impact Assessment

- 6.1. The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away for disabled people and the scheme will improve accessibility for all road users, including those using wheelchairs and pushchairs.

7. Legal implications

- 7.1 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."
- 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 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.
- 7.6 Where a TRO is made the local authority must within 14 days publish a notice that the order has been made in a local newspaper. The notice must include amongst other things, where and when the order is available for inspection and that within six weeks following the making of the order that an application can be made to the High Court to question the validity of the order or any its provisions.
- 7.7 The local authority must take appropriate steps to ensure that adequate publicity about the order is given and must notify any person who has objected to the order (where such objection has not been withdrawn) that the order has been

made. The notice of making the order must include the reasons why the objection was rejected.

7.8 In selecting a contractor to carry out the works, the Council is required to undertake a procurement process in accordance with the City Council’s Contract Procedure Rules, at Part 3A of the constitution. The Council is also required to comply with the Public Contracts Regulations 2015 and applicable EU law.

8. Director of Finance's comments

8.1. This project is under the umbrella of the Local Transport Plan - Safer Routes to School as approved at Full Council 14th February 2017 and the costs are within the 2017/18 detailed budget as approved by the Finance Director.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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
NIL	

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

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

Appendices:

- Appendix 1: TRO Notice 14/2018
- Appendix 2: Consultation responses
- Appendix 3: Plan of proposed design

Appendix 1: TRO Notice 14/2018

THE PORTSMOUTH CITY COUNCIL (MAGDALEN ROAD) (FOOTWAY ALTERATIONS AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.14) ORDER 2018

25 January 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act, to effect:

A) FOOTWAY EXTENSION (TO REDUCE ROAD CROSSING WIDTH FOR PEDESTRIANS)

1. Magdalen Road

North side, the junction of Magdalen Road and Northern Parade, opposite Nos. 107 and 109

B) REDUCTION OF PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

1. Magdalen Road

North side, a 9m length opposite No.105

C) PROHIBITION OF WAITING AT ANY TIME (double yellow lines)

1. Magdalen Road

South side, a 9m extension outside Nos. 109 and 107

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. A copy of the draft order, a plan and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to support or 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 14/2018** by **16 February 2018** stating the grounds of support or 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.

Pam Turton, Assistant Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix 2: Consultation responses

Yes, I would support school crossing improvements	No, I would not support school crossing improvements	Comments
	1	<p>I thoroughly object to the proposed plan.</p> <p>The chief reasons this junction is so dangerous is that traffic can sweep across Northern Parade at considerable speed from the southern approach and that traffic can swing around from the Northern approach virtually blind. I have seen recently a PC world Knowledge team delivery lorry go on two wheels from the south terrifying the older passenger, I would estimate it was traveling at close to 50MPH.</p> <p>Since the totally ridiculous introduction of an eastern direction One way system Taxi's have used our road as a high speed cut through to the east of the city often tearing don the road above 45 mph and higher. The most appalling part of the decision to make the road east bound apart from providing a high speed cut through is that egress from Magdalen Road on to London Road is totally blind and total guess work to exit is required. I have my self have been a passenger when a cyclist was nearly seriously dismounted in front of a bus. Many other occasions have taught me this is one of the most dangerous ill considered situations ever delivered by the city traffic team. I urge you to actually try this eastern exist from the road to see how extremely dangerous it is. Further the distance of the yellow lines from the exit have never been adjusted to increase the view of the oncoming traffic. The solution has always been in mind to use the Meredith Road as the eastbound access and change Magdalen to the west bound route.</p> <p>The best solutions for the HWI - 1046 project are as follows.</p> <p>1. Cheapest and most effective for all safety options including pedestrian crossing. Make Meredith Road east bound and Magdalen Road west bound. Markings do not need to change road signage simply needs rotating. Cars exiting Magdalen will be slowed to exit so the width issue is removed. Add school exit type railings at the rounded corners of the pavement encouraging the pedestrians to move inside the road to move to a narrower</p>



point and the problems for all are resolved using the Magdalen Road as the exit to the east of the city also allows far better vision of the traffic on London Road.

2 Second most effective solution. If 1 is not considered, the points regarding the speed into Magdalen Road needs to be seriously understood due to the sweeping nature of the entrance way. Changing the kerb profile is only addressing the northern approach to the junction speed. You must instead consider creating a reflective bollarded and signed island in the middle of the road entrance thereby creating a mid point for Pedestrians and also choking the access to the road from the high speed southern approach thereby slowing this traffic and potentially protecting the speed for the entirety of the road. You still need to create a larger distance of yellow lines and remove parking in London Road to increase the safety there.

3. Remain with your current plan but also create a narrow projection from the south side of the road to choke the speed of cars entering from the south. Again you need to consider the use or guiding railings to steer pedestrians further inside the road to a narrower part for ease of crossing.

At no pint should you remove any parking unless you plan to give waiver to parking fines for the residents as we are already 30 - 40 cars over subscribed for the road, I must have now paid 20 fines since living in this road over a 14 year period.

If you want to discuss reply to let me know. If there are any places on a committee to help with your planning then please consider me as I do have ideas and solutions backed with considerable research to evaluate out comes and predict ideal various solutions.

I am a resident of Magdalen Road and received your letter and fully agree with the proposal to narrow and more so the slowing down of cars entering into the road but feel the proposal, if possible, would be better on the other (South) side as from my own experience entering Magdalen Road from the Hilsea side you are naturally forced to slowly enter due to the angle but there is limited visibility if someone was crossing the road just inside. From what I have witnessed it's the cars entering from the South/Tipner side that cut the corner and enter too quickly and this proposal wouldn't stop this. If the entrance was more of a right angle you would be forced to slowly enter and achieve the safer crossing; however this will add the problem of the garage access on this side. Would a raised crossing/ speed bump just inside the entrance achieve the result.

1



1		<p>As residents affected by these improvements, we are delighted that this is going ahead. Living at the top of this road we witness too often the dangers young mums and small children are exposed to. We regularly see cars turning into the road (at speed) whilst parents are walking children to and from school - if things stay the same it will be just a matter of time before there is a fatal accident at this junction. We have witnessed and been involved with ourselves, some very near misses.</p> <p>I work from home and overlook the junction all day. Not only is it an extremely wide opening for pushchairs, wheelchairs and the elderly to cross, cars use the wide opening as a means to turn around in the mouth of the one-way road and more recently we have seen an increasing number of cars ignoring the no left turn sign and turning left into Magdalen Road from Hartley Road, travelling the wrong way up Magdalen in order to turn out of the road. With limited parking spaces in the road this has led to some aggressive behaviour and driving. Perhaps the signage at Hartley Road / Magdalen Road could also be revisited? We are also interested to see if this reduces the speed with which cars travel down Magdalen Road – as this has become another concern as vehicles (including large lorries) use the road as a short cut to London Road – this has also significantly increased the sheer volume of vehicles using Magdalen Road.</p> <p>Whilst the loss of parking spaces is a concern – this is of very little significance in order to provide a safer route for pedestrians.</p> <p>We fully support this proposal and look forward to the improvements. Please do not hesitate to contact us if you would like to discuss further.</p>
1		<p>Thank you for the letter informing of the proposal to widen the pavement on the northern side of Magdalen Road to assist pedestrians.</p> <p>My husband and I live at ----- and we both support the improvement proposal.</p>
	1	<p>Further to a recent letter concerning the above I wish to object to your proposals due to the fact that as parking is at a premium as it is we cannot afford to lose another 2 parking spaces. Unless your goodselves and Portsmouth city council in general decide to change the regulations regarding the measurements for having a dropped kerb in which case the owner's can then park outside their own properties and not push the traffic further down the road.</p>



Portsmouth CITY COUNCIL

I am in full support of the proposal for the aims stated.

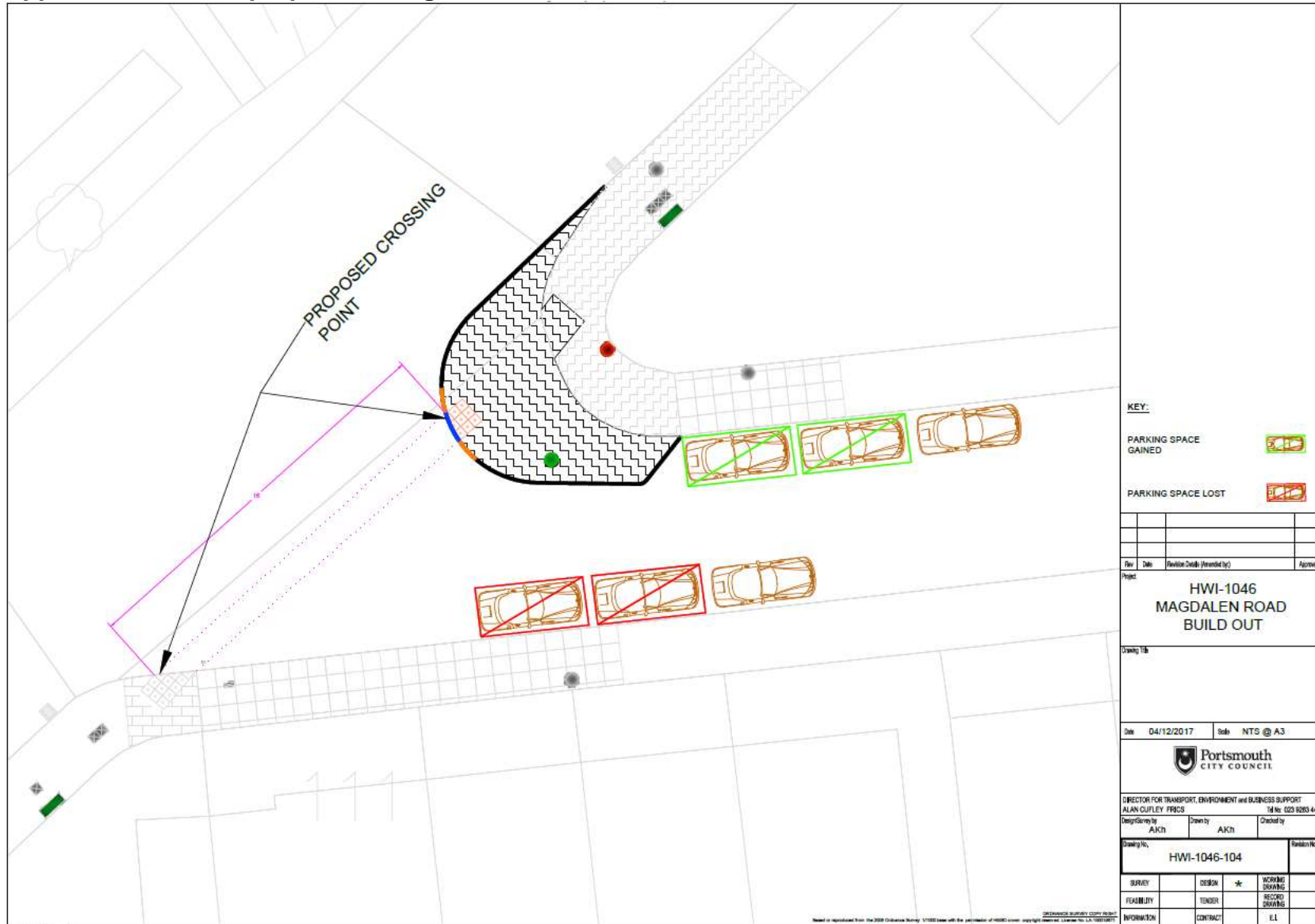
I had submitted this an option when the road was made one way due to the anticipated increased speed.

Thankyou this is needed.

1		
4	2	Totals

Appendix 3: Plan of proposed design

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Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 12th July 2018

Subject: Review of JB Landport residents' parking zone (TRO 16/2018)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Charles Dickens

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To report on the Council's proposals under TRO 16/2018 and the public response to it, in relation to the JB Landport residents' parking zone.

Appendix A (pages 7-8): Notice of proposals
Appendix B (pages 9-10): Public response to the formal proposals

2. Recommendations

It is recommended that:

- 2.1 **The 'Portsmouth City Council (JB Landport) (Residents' Parking Zone Amendments) (No.16) Order 2018' is implemented as advertised, with the following outcome:**

- the free parking period within the JB zone residents' parking bays is reduced from 2 hours to 1 hour;
- the parking zone's 24-hour operation is reduced to 9am - 6pm

3. Background

- 3.1 Following the decision to reintroduce a charge for the first Resident permit (£30) to enable parking zones to be self-financing, residents living within all zones were asked in 2015 whether or not they would prefer to keep their parking zone or for it to be removed.

- 3.2** Among the comments received to the 2015 survey, those repeated most often were:
- cost-related, that £30 is too high or that the 2nd and 3rd permit charges should be increased instead (*2nd and 3rd permit charges were increased in 2016/2017*)
 - insufficient enforcement of parking zones
 - reduce the length of the free parking period
- 3.3** Residents of JB Landport zone voted 88% in favour and 12% against keeping their parking zone, which is the next zone on the Programme to be reviewed.
- 3.4** Within the unprompted comments received with the 2015 survey, 42% of those who wanted to keep the parking zone indicated that the length of free parking time for non-permit holders should be reduced. This request was therefore included in the proposal under TRO 16/2018 when the JB zone was reviewed.
- 3.5** As reported to Traffic & Transportation in 2015, parking zones with a longer free parking period for non-permit holders are inefficient to enforce and resource-intensive because 2-3 hours has to be allowed for each vehicle from when it is first observed by an enforcement officer. Within shift patterns a limited number of vehicles can be observed and recorded, before a second visit is made and Penalty Charge Notices (PCNs) can be issued to vehicles parked in contravention of the restrictions. Between return visits, more vehicles may have arrived in the area, avoiding the first observation visit.
- 3.6** It should be noted that JB Landport zone and these proposals relate to parking on the public highway only. There are a number of private and Council-owned parking areas within Landport, which remain unaffected by the proposals under TRO 16/2018.

4. Reasons for recommendations

- 4.1** The proposal to reduce the free parking time for non-permit holders responds to residents' requests, and also the Council's aim of improving the efficiency of the parking zones in terms of enforcement and providing a more effective service. This is particularly relevant now that all permits are paid for and enforcing the number of controlled parking zones in the city continues to be a challenge within current resources.
- 4.1.1** A higher turnover of vehicles allowed by a reduced free parking period will also contribute to parking spaces being more readily available for residents and their visitors.
- 4.1.2** Parking provisions such as on-street Pay & Display, limited waiting and car parks exist in the vicinity for shoppers and visitors to the commercial centre. In conjunction with encouraged use of public and sustainable transport, parking space in the residential roads is prioritised in favour of residents and their visitors.

- 4.2** The proposal to reduce the zone's operating time from 24 hours to 9am-6pm has similar aims outlined above. Restricted parking will continue to operate when it is needed, to deter:
- long-term use of the residential areas by Portsmouth International Port patrons;
 - all-day parking by local employees;
 - parking within the residential area by shoppers and visitors to Commercial Road and to commercial premises in the wider vicinity.
- 4.2.1** The proposed amended operating time also means that residents will not need to use visitor permits after 5pm in the evening and before 10am when demand for parking by others is light and space is more readily available.
- 4.2.2** The demand for enforcement after 5pm, and the need to schedule overnight enforcement visits are therefore also removed.
- 4.3** As established in 2015, the aim of proposing operational changes to the parking zones is to ensure they are manageable and efficient to enforce, thereby reducing enforcement costs and providing a more effective scheme for residents and businesses that seeks to more adequately meet their expectations.
- 4.3.1** With over 30 parking zones in place, covering more than 400 roads in the city, the enforcement demands are already considerable. In order for enforcement to be practicable and for a reasonable level of effective enforcement to be maintained, changes are required to the existing parking zones.
- 4.3.2** Enforcement of parking zones necessarily has a lower priority than other restrictions in place for road safety and traffic management reasons; for example outside schools during peak times and in busy commercial areas. This makes it more important for the time spent within parking zones to be effective.
- 5. Consultation**
- 5.1** The 21-day statutory Traffic Regulation Order (TRO) consultation took place from 10th - 31st May 2018. In addition to yellow notices displayed on-street and statutory publication in *The News*, copies of the Council's proposal were delivered to all properties (nearly 700) within the JB Landport parking zone.
- 5.1.1** These measures aimed to raise awareness of the proposal among those most likely to be affected. Landport Housing Office also received a copy of the proposal notice, which is located within the parking zone and likely to be residents' first port of call.
- 5.1.2** The proposal notice invited comments, and the Council has a legal obligation to consider any objections before proceeding to implement its proposals (or otherwise).
- 5.2** 5 responses were received to the Council's proposals. These are reproduced at Appendix B.

5.2.1 While these figures are low, they remain consistent with the response levels from this parking zone. Everyone had an equal opportunity to comment on the proposal.

In 2015:

35 residents indicated they would like the parking zone to remain in place

5 residents indicated they would prefer the parking zone to be removed

1 resident did not indicate either way

5 of the **12** residents who wanted to keep the zone and made unprompted comments, and requested the free parking time to be reduced

In 2018:

4 residents are in favour of changing the parking zone's operation

1 charity would prefer the free parking time to remain at 2 hours

6. Equality impact assessment

6.1 An EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Disabled badge holders would remain exempt from the 1-hour waiting limit.

7. Legal implications

7.1 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."

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 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

7.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.

7.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If

objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.

7.6 Where a TRO is made the local authority must within 14 days publish a notice that the order has been made in a local newspaper. The notice must include amongst other things, where and when the order is available for inspection and that within six weeks following the making of the order that an application can be made to the High Court to question the validity of the order or any its provisions.

7.7 The local authority must take appropriate steps to ensure that adequate publicity about the order is given and must notify any person who has objected to the order (where such objection has not been withdrawn) that the order has been made.

8. Director of Finance's comments

8.1 It is anticipated that the reduced need for residents, of the JB parking zone, to provide their visitors with permits, between the hours of 6pm and 9am will reduce permit income by around £1,800 per annum.

8.2 There will also be the one-off, financial impact from implementing both of the above proposals. It is expected that the costs for the Traffic Regulation Order and the amendments required to signage for the JB parking zone will total less than £5,500

8.3 The Costs of this order will be funded from On Street Parking and will result in a reduced contribution to the Parking Reserve.

.....
Signed by:
Tristan Samuels
Director of Regeneration

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
Traffic & Transportation report, September 2016: Residents' Parking Update	Portsmouth City Council website
Traffic & Transportation report, July 2015: Review of Residents' Parking Zones	Portsmouth City Council website

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

rejected by on
.....

Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic and Transportation

APPENDIX A: Notice of proposals

THE PORTSMOUTH CITY COUNCIL (JB LANDPORT) (RESIDENTS' PARKING ZONE AMENDMENTS) (NO.16) ORDER 2018

10 May 2018: Notice is hereby given that the Portsmouth City Council proposes to make the above order under sections 45 and 53 of the Road Traffic Regulation Act 1984, as amended, with the effect of reducing the operating time of the JB zone and reducing the free parking period available to non-permit holders.

SEND YOUR COMMENTS ON THIS PROPOSAL TO:

engineers@portsmouthcc.gov.uk

A) CHANGE TO PARKING ZONE OPERATING TIME

FROM: 24 hours a day

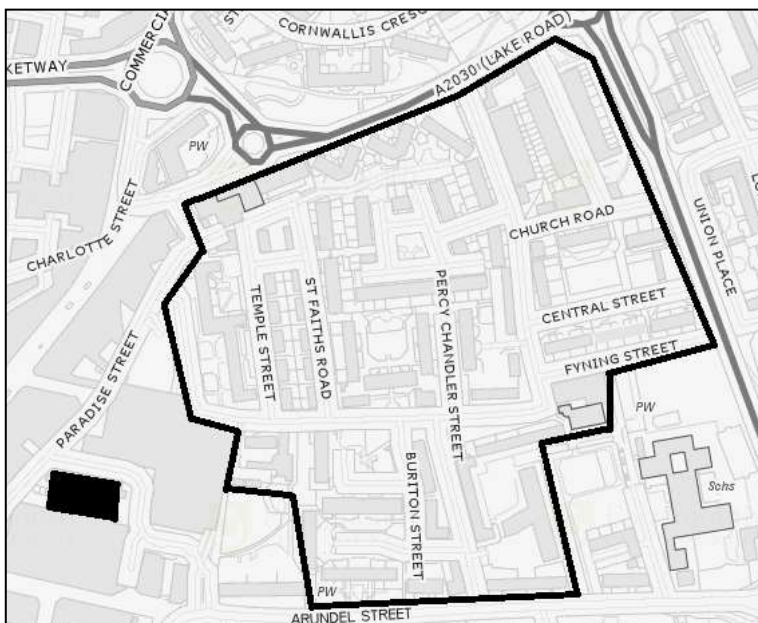
TO: 9am - 6pm

B) CHANGE TO PARKING ZONE FREE PARKING PERIOD

FROM: 2 hours (no return to zone within 4 hours)

TO: 1 hour (no return to zone within 2 hours)

JB LANDPORT ZONE BOUNDARY:



JB zone covers parking on public roads only.

It does not apply to any rented or private parking spaces.

The proposal aims to improve the effectiveness of the parking zone for residents, given the parking provisions and alternative modes of transport available to shoppers and other visitors.

To view this notice on Portsmouth City Council's website www.portsmouth.gov.uk - search 'traffic regulation orders 2018'. A copy of the draft order is 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 letter to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **TRO 16/2018** by **31 May 2018** stating the grounds of objection.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposal requires approval at a public decision meeting, representations are included in the associated published report but are anonymised.

Pam Turton, Assistant Director of Transport, Environment and Business Support
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

APPENDIX B: Public response to formal proposals

1. I am a resident in the JB parking zone and am very happy to see it will be changing to one hour, can I ask when this will happen please?



2. I prefer to reduce the time for visitors from 2 hours to 1. At the weekends, especially during Sale season and leading up to Christmas, it is almost impossible sometimes to find a space anywhere near Drummond Road where I live. It's currently a frustration I have to pay for a permit, yet still can't park near my house.

Evenings are generally free anyhow as most people park in JB zone to go shopping in town, so reducing the 24-hour operation will make no difference to the current situation. This would not be an improvement for residents at all.

Reducing the time visitors can stay I feel would encourage more people to use either public transport, or the local car parks, increasing revenue in those areas.

3. I have no objection about changing JB zone parking permit timetable. As a resident of this zone I must say thank you so much for these changes. I do question the type of driver who parks their car in a public road but like it's their own driveway. It takes less than a minute to park a car properly, but some drivers park in two car length spaces. Can anything be done?

Thank you again, after the new change looks like we residents can park our car daytime also.

Officer comments

Whilst it sometimes appears that drivers have parked inconsiderately, it is usually the result of different-sized vehicles parking throughout the day. For example, when a motorcycle parks at the end of a bay and a car parks next to it, it looks like the car has left a gap and not parked to the end of the bay when the motorcycle leaves.

4. We have no objections to these amendments as described in the letter received but we fail to see how this will improve the situation. We have lived here 10 years and parking has been a nightmare for our visitors/repair workers. What we would like, having spent a fair bit of money over the years, is the option (as we don't have a car and often rely on family for childcare) to buy an annual visitor permit for the same price (£35) as a parking permit - this would at least be something as we pay more for our visitors as residents than residents pay to park and this is rather unfair.

Officer comments

The proposal aims to improve the availability of parking spaces for residents' visitors as well as residents, and visitors in the evenings will no longer need a permit (reducing costs for residents).

All residents pay for visitor parking whether they own a car or not; this equality does not distinguish between those who have more visitors than others. The need for childcare or other visitors can relate to work or social commitments and/or family, which apply whether or not the resident has a vehicle. Households with vehicles have to buy permits for their own vehicles and permits for visitors in addition: households without vehicles only have to purchase permits for visitors.



However, the main requirement for parking zones is to improve parking opportunities for residents. Restrictions deter use of the residential streets for long-term free parking at the expense of the people who live there.

5. I write as the leader of The Salvation Army Citadel in Lake Road to raise concern regarding the impact that your proposed alterations will have on my Congregation. In its current form the parking restrictions allow free parking for up to 2 hours. This is usually adequate time to attend our service on a Sunday morning which starts at 10am and is usually over by 11.30am. However with the proposed reduction to 1 hour this will make it impossible for them to park here as they have done for many years. Although some of my congregation have means and to utilise alternative pay and display options there will be those for whom the prospect of paying a minimum of £2.60 every Sunday may be prohibitive to their attendance. That notwithstanding, as the pay and display parking within reasonable walking distance of our premises is limited it is the distance that they would potentially have to walk to find alternatives that is the greatest concern, mindful that many of them are elderly.

At present I estimate that 20 vehicles would be affected. As the impact upon us is only on a Sunday morning I wonder if there might be a compromise that you could suggest that would enable you to persist with your plan to implement the change without it having a negative impact on our Congregation.

Officer comments

Blue badge holders may use the Pay & Display directly outside the Salvation Army building or further east in Lake Road, or use the parking bays within the JB zone for unlimited time, free of charge.

For those attending the Salvation Army who do not currently use the Pay & Display parking directly outside in Lake Road, the nearest free parking is a minimum 100 metres' walk away in Temple Street. The Pay & Display further east on Lake Road is approximately 70 metres from the Salvation Army.

(End of Report)

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	12 July 2018
Subject:	Smart City Parking App.
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Various
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To consider a proposal for a two year trial of a smart city parking app to help guide drivers to vacant on street pay and display parking spaces.

2. Recommendations

- 2.1 It is recommended that the Cabinet Member for Traffic and Transportation;
- (1) approves a trial of the AppyParking app to take place in Portsmouth subject to an acceptable commercial agreement being finalised between the supplier and the council,
- (2) delegates authority to the Director of Regeneration in consultation with the Cabinet Member for Traffic and Transportation and City Solicitor to finalise an agreement for the trial,
- (3) and should a trial proceed authorises the commencement of all necessary procedures to vary the current parking designation orders for on-street pay and display parking to allow charging per minute for those using the app subject to a minimum charge.

3. Background

- 3.1 Across the UK a driver spends an average of 44 hours a year searching for a parking space. Reducing this search time will reduce congestion and associated pollution and improve the overall function of the network and the drivers' experience of the city.

- 3.2 Smart city applications can help drivers find a space by providing real time information about the availability of spaces. By highlighting vacant spaces, particularly those which are off the normal search pattern, a better utilisation of space can be achieved. The systems also provide a single point of data showing how spaces are being used and this can help inform future decisions about how parking is managed.
- 3.3 Portsmouth City Council has been approached by AppyParking (Yellow Line Parking Ltd) to act as a demonstrator city for their new app. AppyParking working with VISA are offering the City Council a two year trial of the system with installation costs and running costs paid for as part of the trial.
- How the system works
- 3.4 The AppyParking scheme works by installing sensors every three meters in on street pay and display parking places. A photograph of the sensors is provided in Appendix A. The proposed sensors are the thinnest commercially available and compliant with the Department for Transport's guidelines for road studs.
- 3.5 The sensors detect when a vehicle has parked and send data to a base station receiver. The information is then transmitted from the base station to the main system. A system in Portsmouth is estimated to require around 3,000 sensors and between two to four base stations. A base station is a small receiver which is positioned in a tall building. The estimated cost of the hardware and installation is over £300,000 and this hardware would belong to Portsmouth City Council.
- 3.6 The AppyParking system also includes an innovative "frictionless" payment system. Drivers registered on the app will be able to pay by clicking on the app when they arrive in an on street parking space. The system will know where the vehicle is parked and start charging their account according to the tariff that applies at that location. The system will automatically stop charging them when they drive away. A receipt for the parking will be sent to the driver.
- 3.7 Drivers will be charged for the parking and an additional 30p per transaction to cover the cost of using the app. The 30p transaction charge will go to AppyParking and Portsmouth City Council will keep the full parking charge. The system will be set up so payments are made directly to an account controlled by the City Council and AppyParking will invoice us for the 30p transaction charges every month.
- 3.8 To maximise the benefit of using the app AppyParking require the City Council to agree to change the charging structure for those using the app so they can pay by the minute subject to a minimum charge. This provides a fairer way to pay and is possible because the length of the parking session can be measured exactly using the sensors. With traditional pay and display or pay by phone drivers pay for larger periods of time and often pay for more than they use. There are also some who under pay and hope to drive off before they get a penalty charge. With AppyParking's system everyone would pay for what they use.

- 3.9 It is important to note that drivers will still have the option to use all the existing payment methods, paying by cash at the machines, paying by phone and to use wave and pay at some machines. The AppyParking system will run alongside the current payment methods.
- 3.10 During the proposed trial AppyParking will provide and install all the sensors and the base stations. The system will be supported by AppyParking. There will be a two year warranty on all sensors deployed. If sensors are lost or damaged by street works or other means the council would need to ensure they were replaced. The Council's existing arrangement through the PFI contract for monitoring street works and reinstatement will help ensure the sensors are replaced whenever work is carried out on the road.
- 3.11 In summary as part of the trial AppyParking will:
- provide and install all sensors,
 - provide and install base stations,
 - provide support for the system for two years without charge,
 - cover the running costs of the system for two years,
 - provide access to the dashboard displays and graphical reports showing the usage of the parking bays,
 - provide a stock of replacement sensors,
 - provide training on using and maintaining the system,
 - provide signage agreed by both parties.
 - agree a marketing plan jointly with the City Council
- 3.12 The Council will need to:
- propose a change to the Traffic Regulation Order to allow charging by the minute for those using the app but subject to a minimum purchase
 - assist the installation of the sensors by suspending parking spaces
 - provide two to four locations in the city for base stations with power and internet connections
 - be responsible for any damage caused to the sensors during street works or by other acts
- 3.13 If the recommendations in this report are approved the aim will be to reach agreement with AppyParking by the end of July. The system would then be installed and tested over the next six to nine months before going live.
- 3.14 The two year trial period will give the City Council the opportunity to evaluate the benefits and issues associated with smart city apps. The trial represents good value and is a unique offer so a waiver to the normal procurement rules can be obtained. A decision whether to continue will need to be made after the first year so that there is time to run a procurement exercise to establish a system for a longer period. If a decision is made not to continue the City Council could pay to have the sensors removed or leave them in place.

4. Reasons for recommendations

- 4.1 Smart City Technology is relatively new but has the potential to change the way people act. Reducing the time it takes for drivers to find parking space by providing real time information will improve the drivers experience and reduce congestion and pollution caused by vehicles looking for place.
- 4.2 The “frictionless” payment system provided by the AppyParking with easy payment and charging by the minute will encourage use of the app and help realise the benefits. This is currently a unique feature of the AppyParking system.
- 4.3 AppyParking estimate the system will increase bay occupancy in the pay and display areas by 3 to 6%. The app will help drivers find pay and display parking more quickly and achieve better utilisation of spaces particularly those further from the normal search pattern. AppyParking also estimate the average length of stay for those using the app will increase by 2 to 4% and that it will reduce payment avoidance by 2 to 4%. The trial will enable us to measure the level of benefit the system achieves in Portsmouth with our constrained road network.
- 4.4 Smart City parking technology is developing and similar solutions could in future be applied to residents parking areas. These types of systems will also be important in the development of autonomous vehicles which will need to make decisions about where they can park.
- 4.5 The trial is for two years but progress will be monitored throughout the period. If the results are positive after a year we will need to consider tendering for a longer term solution.
- 4.6 The alternative options are to do nothing and monitor the effect these types of systems have elsewhere or look to purchase a bespoke system. By waiting we will not receive the benefits. Purchasing a bespoke system will cost hundreds of thousands of pounds and the benefits at not quantifiable at this stage. The trial is an opportunity to test a system in Portsmouth and help develop the approach with minimal risk. This is the recommended option.

5. Equality impact assessment

- 5.1 The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The app provides further flexibility in terms of payment and can help all users find space.

6. Legal implications

- 6.1 Under section 46 of the Road Traffic Regulation Act 1984 the local highway authority may by order impose charges for on-street parking at all times or for specified times only at such parking places as are designated by such order.

The times and amounts of any charges imposed by such designation orders may be subsequently varied under the provisions of section 46A of the Act

- 6.2 Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulation 2006 of any variation of the charges or to the times that such charges shall apply
- 6.3 Guidelines issued by the government provide that the setting of charges for parking on-street or off-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives.

7. Director of Finance's comments

- 7.1 AppyParking will supply and install all of the equipment involved in the trial to the City Council for free which they value in excess of £300,000. However PCC will need to accept the costs of preparing the TRO's required for installation of that equipment, this is expected to be under £10,000 which includes officer time already funded from the existing budget.
- 7.2 During the two year trial period there will be no revenue cost to the City Council. Users of the AppyParking app will be charged a convenience fee of £0.30 per transaction which will be payable to Appyparking. Although this charge is higher than the current non-cash options, the charging method is not considered to effect the user who will be able to offset the single transaction fee (unlike other phone apps who will charge again to top up) against the saving made through paying only for the minutes actually used.
- 7.3 The purpose of the trial is to measure the effectiveness of the app, particularly in reducing congestion. The trial will also enable us to assess whether the app will generate additional income by encouraging more use of parking in the City by creating a more convenient solution to payment. A full financial evaluation will be carried out towards the end of the trial period before the Council commits to extending the trial period on a permanent basis.
- 7.4 The hardware and equipment used to enable the functionality of the app will be transferred into the Council's ownership at the start of the trial therefore the Council will be responsible for the cost of replacing or fixing any damaged equipment during the trial period. The costs of replacing a sensor on the road could be up to £80, the amount of sensors that are likely to be damaged is likely to be small and possibly in single figures per annum.
- 7.5 The supplier will not be entitled to any payment for service until the end of the trial period, after the trial period ends this method of payment could cost the Council an additional £50,000 per annum. This is however a rough estimate and is subject to negotiation. The Council will consider this cost against the benefits of the app toward the end of the trial period. The Council by accepting this trial are under no obligation to make this a permanent.

7.6 At the end of the trial period if we do not wish to continue using the equipment the cost of removing it will be met by the City Council. The cost of this is likely to be under £10,000 and will be funded from the On Street Parking Reserve. The installation of the equipment will take 10 days and the removal is likely to be the same duration.

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Signed by:
Tristan Samuels
Director of Regeneration

Appendices: Appendix A -details of sensors

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 Lynne Stagg
Cabinet Member for Traffic and Transportation



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