
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

FRIDAY, 6 SEPTEMBER 2019 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Tel 023 9283 4057

Email: democratic@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 Graham Heaney, Labour

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

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

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Residents' Parking Programme of Consultation - Reprioritisation (Pages 5 - 18)**

The purpose of the report by the Director of Regeneration is to establish the priorities of the Residents' Parking Programme, as per paragraph 4.6 of the Residents' Parking Programme of Consultation approved on 31 July 2018.

RECOMMENDED

- (1) the progress made since approval of the Residents' Parking Programme of Consultation on 31 July 2018, and described in paragraphs 4.4, is noted;**
- (2) the Residents' Parking Programme of Consultation is divided into 3 workstreams and prioritised as described in paragraph 6;**
- (3) workstreams 1 and 2 are progressed as set out in Table 2 and described in paragraphs 6.2 to 6.6, and that workstream 3 is initially progressed using consultants as set out in Table 3 and described in paragraphs 6.7 to 6.10, and;**
- (4) when either workstream 1 or 2 is complete the next area to be actioned will be determined in accordance with Table 4.**

4 Residents Parking Scheme Changes (Pages 19 - 32)

The purpose of the report by the Director of Regeneration is to recommend ways of improving the residents' parking scheme to

- encourage the use of cars with lower emissions
- encourage car sharing
- reduce the potential impact of student halls of residence on parking in the local area
- make it easier for residents living near Residents Parking Zone (RPZ) boundaries to find parking and to reduce displacement

RECOMMENDED

- (1) That the following variations to the Portsmouth City Council (Various Roads) Residents Parking Places) (No. 9) Consolidation Order 2016 are advertised and any objections considered at a future Traffic and Transport Decision meeting:**
 - (i) The procedure for issuing permits is changed to allow car sharing between people living in different zones by allowing the same vehicle to be issued with permits for two zones as described in paragraphs 4.3 to 4.5**
 - (ii) The eligibility for permits is changed to exclude student halls of residence as described in paragraphs 4.6 to 4.10.**
- (2) That the following variations to the charge for the issue of parking permits be advertised under the statutory notice procedure:**
 - (i) The charges for residents permits are changed, as described in paragraph 4.11 to 4.16, so the first permit for a household will be free if the vehicle is powered solely by electricity and that the charge for a first permit is reduced by 50% to £15 if the vehicle emits less than 100g of CO2 per Km provided**
 - (a) it is not powered by a diesel internal combustion engine and**
 - (b) that it was registered after 1 March 2001.**
 - (ii) The cost of a third resident's permit to be reduced from**

£590 to £300 as described in paragraphs 4.17 and 4.18.

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Agenda Item 3

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	6 th September 2019
Subject:	Residents' Parking Programme of Consultation - Reprioritisation
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 establish the priorities of the Residents' Parking Programme, as per paragraph 4.6 of the Residents' Parking Programme of Consultation approved on 31 July 2018.

Appendix A: Citywide plan of requests for new Residents' Parking zones and proposed areas of consultation

Appendix B: Map showing workstreams

Within this report, RPZ means Residents' Parking Zone.

2. Recommendations

It is recommended that:

- (a) the progress made since approval of the Residents' Parking Programme of Consultation on 31 July 2018, and described in paragraphs 4.4, is noted;
- (b) the Residents' Parking Programme of Consultation is divided into 3 workstreams and prioritised as described in paragraph 6;
- (c) workstreams 1 and 2 are progressed as set out in Table 2 and described in paragraphs 6.2 to 6.6, and that workstream 3 is initially progressed using consultants as set out in Table 3 and described in paragraphs 6.7 to 6.10, and;
- (d) when either workstream 1 or 2 is complete the next area to be actioned will be determined in accordance with Table 4.

3. Strategic Context

- 3.1 As a national and international maritime gateway on the south coast of England, Portsmouth is the economic centre of the South East Hampshire region.
- 3.2 The city has been shaped by its island and peninsula geography, with the transport network significantly constrained by the limitations of the land, indeed there are only three road links from Portsea Island (where Portsmouth city centre is located) to the mainland, and a population density greater than any outside London.
- 3.3 The transport network is reaching and exceeding capacity, negatively impacting in particular on productivity, economic growth, and air quality. There is a dominance of trips, including shorter intra island trips, being undertaken by private car, with public transport accounting for a small mode share. Bus travel, particularly, for such shorter distance trips, is often costly and time-consuming. Portsmouth was identified by Government as one of eight 'third wave' local authorities required to develop an Air Quality Local Plan aimed at identifying measures to ensure compliance with air quality statutory annual limits for NO₂ in the shortest possible time.
- 3.4 In July 2018, Portsmouth City Council Full Council declared a Climate Emergency, with the Cabinet committing to devising an action plan to address the key challenges faced by the city.
- 3.5 Transport has a key role to play in addressing these concerns to enable continued mobility, while fulfilling the Cabinet's commitment to reducing the number of cars within the city.

4. Background

- 4.1 The Residents' Parking Programme of Consultation was approved on 31st July 2018 by Cabinet, following a change in Council administration in May 2018. The revised programme reflected the new administration's priorities. An update report was considered and agreed at the Cabinet meeting held on 26th February 2019.

- 4.2 Paragraph 4.6 of the report approving the Residents' Parking Programme of Consultation on 31st July 2018 stated -

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.

The report on the formal consultation on the proposed MD parking zone was considered by Cabinet members on 1st July 2019 and the decision was taken to implement the zone. This report is presented as per paragraph 4.6 of the July 2018 report and recommends the priorities for the Residents' Parking Programme going forward.

- 4.3 This reprioritised Residents' Parking Programme includes the potential new areas and existing reviews of parking zones within the approved 2015 and 2018 Residents' Parking Programmes. The new proposed areas have been identified from residents'

requests and from the need to deal with potential displacement as a result of the implementation of schemes. Appendix A shows requests received for new residents parking zones and proposed areas of consultation. Appendix B presents a visual representation of this report - existing Residents Parking Zones and the new areas identified for consultation.

4.4 Progress between August 2018 and July 2019:

- 3 new RPZs introduced (FH, MB, MC zones)
- 1 existing RPZ reviewed for improved operation and changes implemented (JB)
- 1 new RPZ approved for implementation in September 2019 (MD)
- 5 informal surveys undertaken (MD, ME, HC, GB, MF zones); residents updated with the survey results and next steps.

4.5 The results of the informal survey of GB Alverstone Road area showed that the majority who responded were not in favour of permit parking. Therefore, no formal proposals will be put forward and residents have been advised accordingly. The survey results are published on www.portsmouth.gov.uk under 'Parking Surveys Results'.

5 Programme Development

5.1 The City Council receives many requests for permit parking and has therefore developed a rolling Programme of Consultation to respond to requests and deal with any displacement issues.

5.2 The Programme enables the needs of each area being considered for an RPZ to be assessed individually. The Programme needs to take into account that when a new zone is implemented within part of a wider area experiencing similar issues there is likely to be parking displacement. This needs to be addressed. The proposed Parking Programme of Consultation provides a rolling programme of RPZs to be progressed in a systematic way where they are needed and supported.

5.3 The Residents' Parking Programme was on hold between 2012 and 2016 whilst a full review of parking was carried out, issues with parking zones in Southsea were resolved and consultation on reintroducing a charge for the first Resident permit was undertaken.

5.4. The first Programme after this break was approved in 2015, and since then requests have been received that have caused the Programme to be reprioritised in response to the demand from residents and to deal with displacement parking. This was acknowledged in paragraph 4.9 of the report "Residents' Parking Programme of Consultation" approved on 31st July 2018 -

There have been requests from local ward councillors and residents for consultation on Residents' Parking in the following wards: Charles Dickens, Copnor, Cosham, Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson and Paulsgrove. These consultations will be progressed when resources allow.

5.5 On 26th February 2019, an update on progress of the 2018 Resident Parking Programme of Consultation was presented to Full Cabinet, and a rolling programme of consultation was agreed which has been taken forward.

- 5.6 On 16th July 2019 full council passed a motion "Council notes the continuing piecemeal expansion of residents' parking across the city. It remains concerned that this is being implemented in an unplanned and uncoordinated way. It therefore calls on the Cabinet Member for Traffic and Transportation to draw up and publish a strategic plan for the management of parking in residential and non-residential areas covering a period of at least five years." This report presents a strategy developed for considering requests for new RPZs from across the City, prioritising them and dealing with potential displacement as part of a rolling programme. The new Programme proposed in this report will take many years to implement but the precise time will depend on how many areas will require action.
- 5.7 A Parking Strategy for Portsmouth is being developed as part of the Transforming Cities Bid and this is expected to be brought to a Traffic and Transportation Decision meeting later this financial year. The comprehensive strategy will cover on street public parking, public off street parking, park and ride as well as residents' parking.
- 5.8 For reference, the normal consultation process for RPZs is set out below:

Stage 1: Informal Consultation	Gathers information from residents about parking problems, and determines whether or not to proceed to Stage 2
Stage 2: Formal statutory consultation via a traffic regulation order	Public consultation takes place on a proposed parking zone. Recommendations are made based on how residents respond
Stage 3: Decision by Cabinet Member	The response to the proposed parking zone is considered at a public decision meeting

6. Resources and Workstreams

- 6.1 Additional resources have been recruited to help deliver the Programme. An additional Senior Transport Planner has been recruited to the Parking Team to progress traffic regulation orders and parking zones, working three days a week. In addition the level of resources available to support the team has also been increased, enabling two workstreams to operate at the same time.
- 6.2 Current work on the Programme involves developing MD, ME, MF and HC zones. This work has been divided into two workstreams; one dealing with zones with prefixed with "M" and in the new programme it is proposed the second will work on zones prefixed with "H". It is proposed that when a workstream is introducing a new RPZ which has the potential to cause significant displacement that surrounding areas which do not have an RPZ are surveyed. It is further proposed that this process continues until displacement issues have been addressed or until the residents in adjacent areas do not want a zone. In this way any displacement issues can be dealt with in a systematic way.
- 6.3 The first workstream is looking at the "M" zones. Work is currently progressing on MD, ME and MF zones. Formal consultation on ME zone took place in July/August and formal consultation on MF zone is planned for November/December. It is proposed that this workstream will then continue to consult on permit parking in MG, MH, MI and MJ zones

and beyond unless a point is reached whereby parking zones are not needed or supported by residents.

- 6.4 The second workstream is currently focusing on HC zone within Baffins Ward. If permit parking is introduced within HC zone there is likely to be displacement into the surrounding area, where residents have reported existing problems with parking congestion. The informal survey results tell us that the parking problems are caused by residents' vehicles rather than external factors such as, commuters, shoppers, tourists or parking by students. As such, the Residents' Parking Programme of Consultation has been revised to consider potential displacement into surrounding areas at an early stage.
- 6.5 Accordingly, new zones have been identified for consultation: HD, HE, HF, HG, HH, HI, HJ, HK and HL. These are shown on the map attached at Appendix B. As with the first workstream looking at "M" zones it is proposed that the second, simultaneous workstream will continue to consult on permit parking in "H" zones unless a point is reached where an RPZ is not needed or supported by residents.
- 6.6 Table 2 below indicates the areas for consultation for the two workstreams with estimated timescales, as per the process described at paragraph 5.8 above whereby a positive response at Stage 1 informal survey leads to Stage 2 formal consultation via TRO. The order set out below is indicative, and may need to be adjusted subject to actual displacement and changes in local circumstances.

Table 2: Programme of Consultation - Workstreams and estimated timescales

I = Informal survey F = Formal TRO consultation R= Review

Year Quarter	2019/2020				2020/2021				2021/2022			
	1 AMJ	2 JAS	3 OND	4 JFM	1	2	3	4	1	2	3	4
WORKSTREAM M												
MD Kings (Approved - Implementation Q2 2019)				R								
ME Haslemere (informal complete)		F										
MF Craneswater (informal complete)			F									
MG Festing				I	F							
MH Westfield				I		F						
MI Middlesex				I			F					
MJ Ringwood					I			F				
WORKSTREAM H												
Phase 1												
HC Kendal (informal survey and exhibitions complete; analysing data)		I F										
Phase 2												
HD Wallington			I	F								
HI Dartmouth			I		F							
HJ Winton			I			F						
Phase 3												
HE Portchester						I	F					
HG Langley							I	F				
HH Shearer								I	F			
Phase 4												
HF Emsworth									I	F		
HK Thurbern										I	F	
HL Cobden											I	F

- 6.7 The Director of Regeneration is looking to recruit further resources to progress a third workstream. At this time, it is proving difficult to recruit people with experience of introducing residents parking schemes or similar traffic schemes. As a result we will look to consultants to provide resources until a resource becomes available either through recruitment or through the completion of an existing workstream.
- 6.8 It is more effective for consultants to look at existing zones than design new zones. Designing new zones requires considerably more local knowledge. The third workstream is proposed below to use consultants to focus on reviewing existing zones to optimise their operation. The programme may be amended in future if additional resources become available or circumstances change. There are many factors, both internal and external that may affect the programme as set out in this report so the timeframes should be seen as illustrative.
- 6.9 Table 3 below lists the areas still to be reviewed following the 2015 survey of all residents' zones. Each review will consider the comments raised by residents during these surveys and propose changes. These changes will be put forward as an amendment to the TRO and any objections will be considered at a T&T Decision meeting.
- 6.10 As per the decision taken by Cabinet Members on 1 July 2019, the MD Kings area parking zone is to be reviewed by the middle of March 2020. That review is to obtain feedback from those living and working within the MD Kings area parking zone, to identify any proposals for improvement that it may be appropriate to put forward.

Table 3: - Programme of Consultation in Existing Zones : Third Workstream

Existing parking zones for review, to optimise their operation (date of commencement)	
KC West Southsea (2004)	
2015 survey: 86% keep zone 14% remove zone	
2017 TRO consultation to reduce free parking time (3 hrs to 2 hrs): 24 in support / 9 objections (2 of those support 'KC permit holders only') Not approved - 2 nd review agreed in 2018 Programme	
JF Garnier Street (2006)	
West of Fratton Road, adjacent Asda superstore	
2015 survey: 67% keep zone / 33% remove zone Petition received for 'JF Permit Holders Only'	
JE Fratton West (2006)	
West of Fratton Road, south of Asda superstore	
2015 survey: 100% keep zone / 0% remove zone	
GA Fratton (2001, 2004)	
North of Fratton railway station up to St Mary's Rd	
Following the results of the 2016 consultation and subsequent info from residents, reduction of 2 hours' free parking to 1 hour may be proposed	

Existing parking zones for review, to optimise their operation (date of commencement)
MA Beatrice Leopold (2005) 2 cul-de-sacs south of Albert Road and MC zone with 2 hours' free parking 2015 survey: 94% keep zone / 6% remove zone
AB Wymering (2007, 2008) West of QA hospital 2015 survey: 76% keep zone / 24% remove zone
BD Windsor Road (2007) South of Cosham railway station 2015 survey: 88% keep zone / 12% remove zone Petition received for 'BD Permit Holders Only'
HA Baffins Road (2009) Baffins Rd and west to the railway line 2015 survey: 57% keep zone / 43% remove zone
BC East Cosham (2006, 2008, 2009) South-east of QA hospital 2015 survey: 61% keep zone / 39% remove zone
LB Somerstown (2012) Between Winston Churchill Ave and Elm Grove 2015 survey: 69% keep zone / 31% remove zone
LA North Southsea (2006) Between Winston Churchill Ave and Kings Rd 2015 survey: 76% keep zone / 24% remove zone
JC Hyde Park Road (2005) East of Isambard Brunel Rd 2015 survey: 75% keep zone / 25% remove zone
KB Hambrook (1999) Between Kings Rd and Southsea Terrace 2015 survey: 97% keep zone / 3% remove zone
KD Castle Road (2006) Between Kings Rd/Elm Grove and Kent Rd 2015 survey: 90% keep zone / 10% remove zone
FB Whale Island Way (2004) North of Portsmouth International Port 2015 survey: 50% keep zone / 50% remove zone

Existing parking zones for review, to optimise their operation (date of commencement)
FC Landport North (2006) North of Lake Rd, east of Commercial Rd 2015 survey: 88% keep zone / 12% remove zone
FE Buckler's Court (2009) Cul-de-sac west of Gladys Ave 2015 survey: 97% keep zone / 3% remove zone
FF Rudmore Court (2009) Parking area, west of the southern end of Twyford Ave 2015 Survey: 80% keep zone / 20% remove zone
GB Alverstone Road (2007) Adjacent Fratton Park stadium, north of Goldsmith Ave 2015 survey: 67% keep zone / 33% remove zone
NA Priorsdean (2003) Cul-de-sac east of Milton Rd 2015 survey: 89% keep zone / 11% remove zone
BA Park Grove (2005) North of Knowsley Rd, Cosham 2015 survey: 80% keep zone / 20% remove zone
JA Portsea (2003) South of Queen Street, east of The Hard 2015 survey: 95% keep zone / 5% remove zone

Table 4 - Areas with requests for new zones in priority order for future work:

Potential new parking zones (zone identifiers) (framework priority score)
(KE) Pembroke Park (score: 12) Blount Rd, Chadderton Gdns, Slingsby Close, Woodville Drive 2012 petition: signed by the chairpersons on behalf of 3 Residents' Associations (Lingfield Court, Pembroke Park, Hartford House) Included on 2015 Programme
(JH) Railway View area (score: 11) City centre, between Arundel Street and Canal Walk 4 requests since 2015 Programme

Potential new parking zones (zone identifiers)	
(FJ) Stamshaw North area (score: 10) North of FG Stamshaw RPZ	27 requests since 2015 Programme
(JG) Froddington Road (score: 9) Fratton/Somerstown, east of Somers Road	12 requests since 2015 Programme
(BG) Mulberry Lane area (score: 8) Cosham, east and south of BF Park Lane RPZ, south of Havant Road	29 requests since 2015 Programme
Extension to AB Wymering RPZ (score: 7) Between Wymering Lane and Washbrook Road	In conjunction with review of current AB Wymering RPZ operating and free parking times 20 requests, 1 petition since 2015 Programme
(FI) Doyle Court (score: 6) Service road off London Rd, Hilsea	Requests recorded: 4 (of 10 properties) Included on 2015 Programme
(NB) Broom Square (score: 4) North of the eastern end of Locksway Rd, Milton	Requests recorded: 8 Included on 2015 Programme
Extension to BC East Cosham RPZ (score: 3) Between Burrill Avenue and East Cosham Road	In conjunction with review of current BC East Cosham RPZ operating and free parking times 8 requests since 2015 Programme

- 6.11 The potential new parking zones set out in Table 4 have been prioritised by scoring them against the Priority Framework Matrix shown in Table 5 below. The recommended Matrix has been designed to help evaluate key factors relating to requests for new zones. It is intended to provide a measured way of recommending the order in which work is carried out based on the need for a zone and the support for it. No simple system can capture and weight all the factors that may affect parking in an area and so it is proposed as a guide rather than a rule.

Table 5: Priority Framework Matrix for New RPZs

Question	Score
4-20 requests received from local residents	1
21-50 requests received from local residents	2
>50 requests received from local residents	3
Request received from a local residents' group/association	2 (per occurrence)
>50% of properties in the area have no access to off-street parking (driveways, hard-standings, garages etc.)	2
>50% of properties in the area have a frontage of under 5 metres in width	2
Is the area located within 500m of a major trip attraction (shopping centre, hospital, leisure venue, educational facility, tourist area...)?	1 (per trip attraction)
Is the area located within 500m of a transport interchange (railway station, bus station, ferry terminal...)?	2 (interchange without parking) 1 (interchange with parking)

7. Reasons for Recommendations

- 7.1 RPZs can improve residents' opportunities of finding a parking space near to their homes. In some locations residents can spend a considerable time driving around streets looking for a space, which creates unnecessary congestion and air pollution.
- 7.2 Each area needs careful consideration according to the particular needs and a rolling programme provides the opportunity to do this. The recommendations are presented to provide a systematic way of reviewing requests for zones and addressing any displacement issues while considering the needs on area by area basis.

8. Equality impact assessment

- 8.1 An EIA is not required at this stage as the report does not put forward any proposals to change restrictions and 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.

9. Legal implications

- 9.1 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.

10. Director of Finance's comments

- 10.1 The resources required to deliver the programme have been met from the On Street Parking reserve, the additional resources required are in the region of around £40,000 per annum, but will cease when the programme has been fully delivered.
- 10.2 The costs to establish individual Resident Parking schemes is met from the On Street Reserve. The exact cost of these will not be known until the scheme has been designed and will be detailed when each scheme is considered at future Traffic and Transport Portfolio meetings.

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

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

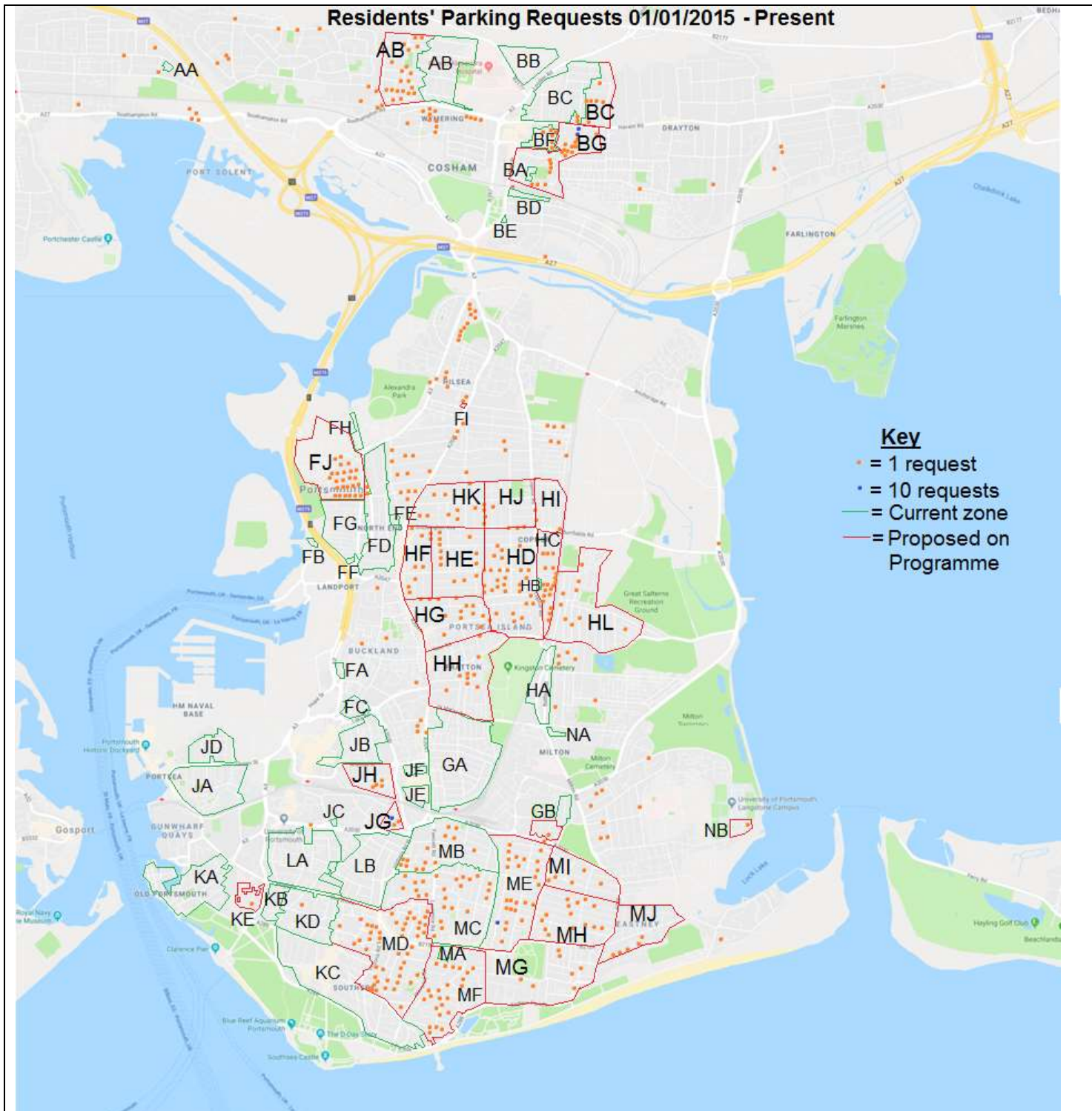
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Residents' Parking Programme of Consultation Update	PCC website - Full Cabinet meetings - 26 February 2019
TECS Parking Review	PCC website - Full Cabinet meetings - 26 February 2019
Revised Residents' Parking Programme of Consultation	PCC website - Traffic and Transportation cabinet meetings - 31 July 2018
Residents' Parking Zones to be retained/amended	PCC website - Traffic and Transportation cabinet meetings - 15 July 2015
Residents' Parking Zones to be removed/reduced/amended	PCC website - Traffic and Transportation cabinet meetings - 15 July 2015

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

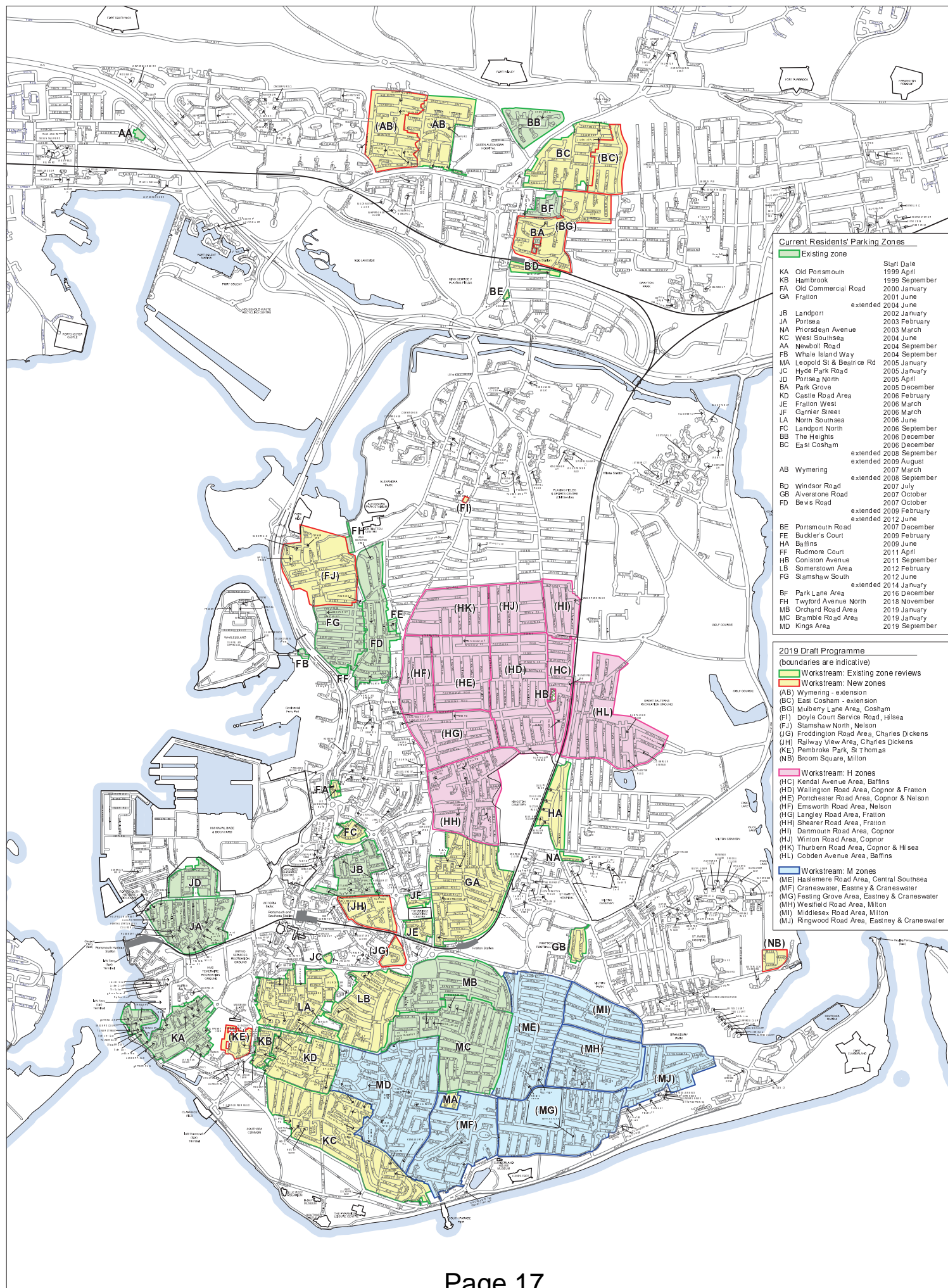
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Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic & Transportation

APPENDIX A: Citywide plan of Residents' Parking requests



(End of report)

PORTSMOUTH RESIDENTS' PARKING ZONES



Current Residents' Parking Zones		
		Start Date
KA	Old Portsmouth	1999 April
KB	Hambrook	1999 September
FA	Old Commercial Road	2000 January
GA	Fratton	2001 June
	extended	2004 June
JB	Landport	2002 January
JA	Porlsea	2003 February
NA	Priordale Avenue	2003 March
KC	West Southsea	2004 June
AA	Newbold Road	2004 September
FB	Whale Island Way	2004 September
MA	Leopold St & Bearice Rd	2005 January
JC	Hyde Park Road	2005 January
JD	Porlsea North	2005 April
BA	Park Grove	2005 December
KD	Castle Road Area	2006 February
JE	Fratton West	2006 March
JF	Garner Street	2006 March
LA	North Southsea	2006 June
FC	Landport North	2006 September
BB	The Heights	2006 December
BC	East Cosham	2006 December
	extended	2008 September
	extended	2009 August
AB	Wymering	2007 March
	extended	2008 September
BD	Windsor Road	2007 July
GB	Alversone Road	2007 October
FD	Bewis Road	2007 October
	extended	2009 February
	extended	2012 June
BE	Portsmouth Road	2007 December
FE	Buckler's Court	2008 February
HA	Baffins	2009 June
FF	Rudmore Court	2011 April
HB	Conisdon Avenue	2011 September
LB	Somerstown Area	2012 February
FG	Slamshaw South	2012 June
	extended	2014 January
BF	Park Lane Area	2016 December
FH	Twylford Avenue North	2018 November
MB	Orchard Road Area	2019 January
MC	Bramble Park, St Thomas	2019 January
MD	Kings Area	2019 September

2019 Draft Programme	
(boundaries are indicative)	
Workstream: Existing zone reviews	
Workstream: New zones	
(AB) Wymering - extension	
(BC) East Cosham - extension	
(BG) Mulberry Lane Area, Cosham	
(FI) Doyle Court, Service Road, Hilesea	
(FJ) Slamshaw North, Nelson	
(JG) Froddington Road Area, Charles Dickens	
(JH) Railway View Area, Charles Dickens	
(KE) Bramble Park, St Thomas	
(NB) Broom Square, Milton	
Workstream: H zones	
(HC) Kendal Avenue Area, Baffins	
(HD) Wallington Road Area, Copnor & Fratton	
(HE) Porchester Road Area, Copnor & Nelson	
(HF) Emsworth Road Area, Nelson	
(HG) Langley Road Area, Fratton	
(HH) Shearers Road Area, Fratton	
(HI) Darlington Road Area, Copnor	
(HJ) Winton Road Area, Copnor	
(HK) Thurbern Road Area, Copnor & Hilesea	
(HL) Cadden Avenue Area, Baffins	
Workstream: M zones	
(ME) Haslemere Road Area, Central Southsea	
(MF) Cranewater, Eastney & Cranewater	
(MG) Festing Grove Area, Eastney & Cranewater	
(MH) Westfield Road Area, Milton	
(MI) Middlesex Road Area, Milton	
(MJ) Ringwood Road Area, Eastney & Cranewater	

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

Date of meeting: 6th September 2019

Subject: Residents Parking Scheme Changes

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Thomas, St Jude, Charles Dickens, Fratton, Nelson, Baffins, Paulsgrove, Eastney & Craneswater, Central Southsea, Cosham and Milton.

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To recommend ways of improving the residents' parking scheme to; encourage the use of cars with lower emissions, encourage car sharing, reduce the potential impact of student halls of residence on parking in the local area, make it easier for residents living near Residents Parking Zone (RPZ) boundaries to find parking and to reduce displacement.

2. Recommendations

- 2.1 That the following variations to the Portsmouth City Council (Various Roads) Residents Parking Places) (No. 9) Consolidation Order 2016 are advertised and any objections considered at a future Traffic and Transport Decision meeting:
- (i) The procedure for issuing permits is changed to allow car sharing between people living in different zones by allowing the same vehicle to be issued with permits for two zones as described in paragraphs 4.3 to 4.5
 - (ii) The eligibility for permits is changed to exclude student halls of residence as described in paragraphs 4.6 to 4.10.
- .
- 2.2 That the following variations to the charge for the issue of parking permits be advertised under the statutory notice procedure:
- (i) The charges for residents permits are changed, as described in paragraph 4.11 to 4.16, so the first permit for a household will be free if the vehicle is

powered solely by electricity and that the charge for a first permit is reduced by 50% to £15 if the vehicle emits less than 100g of CO₂ per Km provided (a) it is not powered by a diesel internal combustion engine and (b) that it was registered after 1 March 2001.

- (ii) The cost of a third resident's permit to be reduced from £590 to £300 as described in paragraphs 4.17 and 4.18.

3. Strategic Context

- 3.1 As a national and international maritime gateway on the south coast of England, Portsmouth is the economic centre of the South East Hampshire region.
- 3.2 The city has been shaped by its island and peninsula geography, with the transport network significantly constrained by the limitations of the land, indeed there are only three road links from Portsea Island (where Portsmouth city centre is located) to the mainland, and a population density greater than any outside London.
- 3.3 The transport network is reaching and exceeding capacity, negatively impacting in particular on productivity, economic growth, and air quality. There is a dominance of trips, including shorter intra island trips, being undertaken by private car, with public transport accounting for a small mode share. Bus travel, particularly, for such shorter distance trips, is often costly and time-consuming. Portsmouth was identified by Government as one of eight 'third wave' local authorities required to develop an Air Quality Local Plan aimed at identifying measures to ensure compliance with air quality statutory annual limits for NO₂ in the shortest possible time.
- 3.4 In July 2018, Portsmouth City Council Full Council declared a Climate Emergency, with the Cabinet committing to devising an action plan to address the key challenges faced by the city.
- 3.5 Transport has a key role to play in addressing these concerns to enable continued mobility, while fulfilling the Cabinet's commitment to reducing the number of cars within the city.

4. Background

- 4.1 Residents' parking zones (RPZs) play an important part in prioritising highway space for use by residents. Permit schemes can help to control the number of permits each household can obtain and ensures a fairer distribution of space, reducing congestion and air pollution.
- 4.2 Analysis of the consultation responses received through the wider RPZ programme, has identified a number of possible improvements to the ways in which permits are allocated, and these are discussed in more detail below.

Sharing cars

- 4.3 During the implementation of new zones a number of residents who share cars with people living in other zones have been unable to obtain permits. The current criteria set by a Transport and Traffic Decision on 28 October 2010 states that privately owned vehicles must be registered to the resident at their address within the zone before a permit is issued. A vehicle cannot be registered to two addresses so it is not currently possible to meet this requirement if people are sharing a car and live in different zones.
- 4.4 The City Council wants to encourage the sharing of cars as a way of reducing the number of vehicles in the city and it is recommended that the criteria used for issuing permits is changed to allow two households sharing a car and living in different zones of the city to obtain permits for both zones if;
- the car is registered in a permit zone in Portsmouth,
 - both the registered keeper and the sharer confirm the vehicle is being shared on a regular basis,
 - the sharer proves they are living in a different zone
 - the insurance document confirms both the registered keeper and the sharer are insured to drive the car and
 - evidence is produced to show the insurance company has been informed that the car is shared between the residents of two different addresses.
- 4.5 A maximum of two permits will be issued for a car if it is shared and each household will need to buy a permit for their own zone. A household will be charged according to the number of permits they have, i.e. if a household sharing a car does not have a permit they will be charged at the first permit rate and if a household already has a permit they will be charged at the second permit rate.

Student Halls of Residence

- 4.6 The University of Portsmouth has a policy of discouraging students from bringing cars to the city. In their own halls of residence the University make it a condition of residency that residents do not bring cars. The student halls which are in residents parking zones are either near the campus and/or have good public transport links.
- 4.7 The Traffic Regulation Order (TRO) governing residents' permit schemes requires drivers to live at a residential postal address in a parking zone before they are eligible for a permit. The number of permits issued to each address is limited normally to two but a third permit can be issued where parking space allows.
- 4.8 Initially each student hall was classed as a single address making the whole hall eligible for just two permits. Increasingly students need to take out insurance

and other contracts which require them to have a postal address. To facilitate this each room in a hall is now classed as an individual postal address.

- 4.9 It is recommended that a change to the Traffic Regulation Order is advertised with the intention of excluding those living in student halls of residence from permit eligibility. This measure will remove the potential of a hall of residence having a large number of permit holders and overwhelming the parking in the area around them.
- 4.10 Students with blue badges will still be able to bring vehicles and park using the badge. The restriction on halls of residence will not apply to houses of multiple occupancy (HMOs). Permits issued to HMOs are controlled in the same way as other properties. Each household can obtain up to two permits unless there is sufficient parking space in the zone and then a third permit can be obtained.
- Reduced permit charge for low emission vehicles**
- 4.11 The City Council wishes to encourage households which need a car to choose a vehicle with low emissions. To encourage this change it is proposed to offer a reduced permit price for residents' vehicles with low emissions. The City Council also wants to encourage reduced vehicle ownership and so the reduced price is only proposed to be offered on the first permit each household applies for. Under this proposal a household that has more than one vehicle will pay the normal price for a second or third permit, regardless of the type of vehicle or its emission level.
- 4.12 It is recommended that there is no charge for the first permit if it is for a vehicle powered solely by electricity.
- 4.13 With regards to reduced permit charges for low emissions vehicles, currently the most accessible proxy for this is based on CO2 emissions, which are stated on new vehicle registration documents or can be checked on the DVLA's website. This offers a clear way of identifying lower emission vehicles. The criteria used to qualify for a reduced permit cost needs to be based on readily available, and consistently sourced information. More information on vehicle emissions is likely to become available through the government's Joint Air Quality Unit, particularly regarding NO2 emissions, and when it does the criteria can be updated.
- 4.14 It is therefore recommended that if the first permit applied for by a household is for a vehicle which has an emission rating stated on the vehicle registration document (V5) below 100g of CO2 per kilometre that the cost of the permit is reduced by £15, subject to paragraphs 4.15 and 4.16.
- 4.15 A vehicle registered before 1 March 2001 will not have emission information shown on the registration document. These vehicles will be more than 18 years old and are likely to be more polluting vehicles. It is recommended that the price reduction does not apply to any vehicle registered before 1 March 2001.

- 4.16 It is also recommended that any vehicle powered by a diesel internal combustion engine is excluded from the discount scheme because it will have higher particulate emissions.

Reduced third residents permit price

- 4.17 The current cost of a third permit is £590. Third permits are only issued where the space in a RPZ allows. There are currently around 37 third permits issued across all the zones. In the zones which have controls spanning 2 hours it costs less to buy daily visitors permits for the full year than to buy a third permit, although visitors permits should only be used by visitors.
- 4.18 Residents have reported that those with more than two vehicles park the additional vehicles outside the zone to avoid the charge and this often creates displacement even when there is space within the permit zone. It is therefore proposed to reduce the cost of a third permit to £300 and not to increase it further on 1st January 2020 as agreed in the Cabinet Member for Traffic and Transportation Decision meeting 23rd November 2017. Third permits will still only be issued if there is space within the zone. The charge will still act as a deterrent to owning three vehicles but the change is intended to reduce unnecessary displacement.
- Overlapping (Fuzzy) Boundaries**
- 4.19 Along a boundary between two adjacent RPZs a resident is currently issued with a permit which allows them to park in one of the zones. When there is a high utilisation of parking spaces residents with RPZ permits maybe prevented from using the closest vacant parking space because that nearest parking space is not located in the zone named on their permit.
- 4.20 To overcome this we can consider making the parking places closest to the boundary available for both sets of permit holders. This would mean that rather than the roads one side of a boundary being only available for X permit holders to park and the other side only available to zone Y permit holders the parking spaces in roads closest to the boundary would be available for both X and Y permit holders. In this way the area which determines which zone letter is on a resident's permit would be fixed but the permit could be used either side of the boundary.
- 4.21 To do this requires the change to be specified in the TRO or where there is an existing TRO for it to be changed. Each area where there is a boundary needs to be considered separately and decision taken as to the benefits. The extent of any cross over area can be determined and could go beyond the roads that actually form the boundary.

Permit Numbers

- 4.22 In some areas there are more permit holders than there is space for vehicles to park. Currently in the zones with the highest demand every household can apply for up to two permits. This means the number of permits can considerably

exceed the space available, even accounting for a percentage of permit holders not requiring a parking space in the zone at any given time.

- 4.23 However to prevent oversubscription some councils set a limit on the number of permits that can be issued in a zone so the number of vehicles with permits cannot increase beyond what is reasonable. Officers will investigate fair ways of controlling the numbers of permit issued in such circumstances. Any changes will need to be subject to consultation through the process required to change a TRO.

5. Reasons for recommendations

These proposals are intended to encourage car sharing and encourage the use of vehicles with lower emissions in support of the wider agendas around air quality and climate change. The recommendation on student halls is designed to avoid potential parking pressure. The recommendation to reduce the third permit price is intended to reduce unnecessary displacement.

6. Equality impact assessment

This report has undergone a preliminary Equality Impact Assessment (EIA) and a full 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. Blue badge holders are not affected by any of these proposals.

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 A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period or time by all persons or persons or vehicles of a particular class.

- 7.4 A proposed Traffic Regulation Order must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any

support or objections. 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.

- 7.5 Any variations to existing traffic regulation orders other than a variation of charges must be made by traffic order in the same way as the original order, including the advertising and consultation procedures. The variation to the definition of Resident to exclude student accommodation and the variation to allow for car sharing will amount to a variation to the existing order.
- 7.6 The variation to the charges for electric and low-emission vehicles and for third permits can be dealt with under the simpler notice procedure.
- 7.7 Where any charges have been prescribed by a designation order or by an order under section 46A the charges may be varied by notice. The main provisions are contained in section 25 of the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996. The power to vary charges at designated parking places is contained in section 46A of the Road Traffic Regulation Act 1984,
- 7.8 Notice of the variation shall be given by publishing in at least once in a newspaper circulating in the area in which the parking places are situated at least 21 days before the changes are due to come into force. The notice must:-
- A) Specify the date on which it is due to come into force;
 - B) Identify every parking place to which the notice relates;
 - C) Specify in respect of each parking place:-
 - a. The charges payable for the parking place at the date that the notice is given
 - b. The charges that will be payable when the notice comes into force

Where the notice relates to an on-street parking place the local authority shall cause copies of the notice to be displayed in prominent positions in the road in which the parking place is situated.

8. Director of Finance's comments

- 8.1 The Council does not currently hold accurate information that will allow it to fully financially appraise the recommendation to offer a reduced charge to those who have a first permit for a car emitting less than 100g of CO₂ per Km, and free permits for those who own an electrical vehicle. The amount of reduced income is unlikely to be significant in the short term but with low emission and electrical vehicles becoming more popular in the medium to short term this is expected to be more significant.

- 8.2 There are currently 17 passes issued to people living in Student halls of residence it is anticipated that the loss of income will be in the region of £510 per annum.
- 8.3 The Council currently issues 37 third permit passes across all zones within the City, by reducing the charge to £300, this will result in a reduction in income of up to £10,730. The reduction in the third permit could result in an increase in the number of Third Permits applied for but also a reduction in the number of scratch cards sold as currently it is cheaper to buy Scratch Cards than a third permit.

.....
Signed by:

Appendices:

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
Review of Permit Charges and Administration	PCC Website - Traffic and Transportation Meeting - 23 rd November 2017
Portsmouth City Council (Various Roads) Residents Parking Places) (No. 9) Consolidation Order 2016	PCC Website
Residents Parking Permit Charges	PCC Website - Traffic and Transportation Meeting - 8 th January 2015
Review of Residents Parking Scheme Criteria	PCC Website - Traffic and Transportation Meeting - 28 th October 2010

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

.....
Signed by:

Equality Impact Assessment

Preliminary assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Parking

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

Residents Parking Scheme - criteria for permit issue and permit prices

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

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

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

The aim of the residents parking scheme is to make it easier for residents to park and a create a fairer distribution of the way parking space is used.

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

The residents parking scheme is designed to benefit residents in designated areas by issuing permits to those who qualify and increasing the opportunity of permit holders to find space.

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

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

Note:Other excluded groups examples includes,Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

If the answer is "negative" or "unclear" consider doing a full EIA
If there are any potential negative impacts on any of the protected characteristics, What have you put in place to mitigate or remove the negative impacts/barriers?

The proposed changes reduce the price of some permits and make it easier for those with three or more vehicles to afford a permit to park a vehicle near their home. Students are affected but halls of

residence are positioned close to campus or have good public transport links. The proposal to allow car sharing will improve mobility for some residents.

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups? e.g. A new service has been created for people with a disability to help them gain employment this would mean that this helps promote equality for the protected characteristic of disability only.

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?
Please add in the text boxes below what feedback / meetings you have attended for each specific protected characteristic

Group	Positive or negative feedback
Age	None
Disability	None
Race	None

Sex	None
Gender reassignment	None
Sexual orientation	None
Religion or belief	None
Pregnancy and maternity	None
Marriage & civil partnership	None
Other excluded groups	None

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

☐ yes ☒ No

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

CCG staff-If you have to complete a full EIA please email: sehccg.equalityanddiveristy@nhs.net if you require help

Q7 - How have you come to this decision? Summarise your findings and conclusion below

The proposal is to reduce the permit price for low emission vehicles to improve air quality. The proposal to reduce the cost of third permits and permits for vehicles with low emissions does not adversely effect any of the equality groups. The proposal to stop those living in student halls being eligible for permits supports the existing university policy. The halls are close to campus and/or have good public transport links. Blue Badge Holders are not affected. The proposal to allow people living in different parts of the city to share a car also does not adversely effect any equality group and makes it easier to share a car and potentially helps those on lower pay. The proposals for excluding student halls aof residence and for car sharing are subject to further consultation.

Q8 - Who was involved in the EIA?

The Parking Team

This EIA has been approved by: Kevin McKee

Contact number: 023 9268 8497

Date: 01/07/19

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

Telephone: 023 9283 4789, Email: equalities@portsmouthcc.gov.uk

CCG staff-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary . Email: sehccg.equalityanddiversity@nhs.net

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