



NOTICE OF MEETING

CABINET MEMBER FOR TRANSPORT

THURSDAY, 10 AUGUST 2023 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper, Local Democracy Officer - Tel: 023 9268 8014
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.

Membership

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier
Councillor Graham Heaney

Councillor Brian Madgwick

(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 Interest
- 3 TRO158B Karen Avenue & Landguard Road Disabled Persons Parking Places (Pages 5 - 22)

Purpose of Report

To consider the public response to the proposed disabled bays in Karen Avenue and Landguard Road, Portsmouth.

RECOMMENDED

In relation to the proposal promoted under TRO 158B/2023, it is recommended that the Cabinet Member for Transport:

1. Approves the implementation of the Disabled Persons' Parking Bays in
 - a) Karen Avenue (outside No 27) and
 - b) Landguard Road (opposite Nos 180 - 182)
2. Notes that the remainder of TRO 158/2023 came into operation under TRO 158A/2023 on 10 July 2023, due to no objections being received to those proposals. Therefore, any proposal approved following this report will be brought into operation under TRO 158B/2023.

- 4 **TRO 39/2023: Lake Road (Waiting Restrictions and Bus Lane) (Pages 23 - 86)**

Purpose of Report

To consider representations received during the consultation for the proposed Waiting Restrictions and Bus Lane on Lake Road, Portsmouth.

RECOMMENDED

That the Cabinet Member for Transport approves the Lake Road scheme and the implementation of the TRO 39/2023 for the introduction of Waiting Restrictions and Bus Lane on Lake Road, Portsmouth as advertised, following the formal consultation.

- 5 **Local Transport Plan 4 Annual Monitoring Report 2022/23 (Pages 87 - 108)**

Purpose of Report

The purpose of this report is to provide the first Annual Monitoring Report for the Portsmouth Transport Strategy, (Local Transport Plan 4 (LTP4)).

- 6 **Portsmouth Bike Share Scheme (Pages 109 - 142)**

Purpose of Report

Following the launch of a bike share rental scheme in October 2022, funded through the Solent Future Transport Zone (FTZ), this report provides an update on the scheme's progress and sets out the strategy for future

expansion plans.

RECOMMENDED

That the Cabinet Member for Transport:

- 1. Notes the progress of the bike share rental scheme, Beryl Bikes by Breeze, since its launch in October 2022;**
- 2. Approves the Portsmouth bike share expansion strategy as set out in Appendix A;**
- 3. Notes an update report on the Solent Future Transport Zone programme will be brought in to the Cabinet Member for Transport in early 2024.**

- 7 Proposed Permit Parking Scheme, Stamshaw North (Zone FJ) (Pages 143 - 204)**

Purpose of Report

To consider representations received during the consultation for the proposed Stamshaw North Permit Parking Scheme (FJ Zone).

RECOMMENDED

That the Cabinet Member for Transportation approves the proposed FJ Permit Parking Scheme (TRO116/2023), and the Traffic Regulation Order (TRO) is implemented as advertised.

- 8 Portsmouth Bike Hangars & Bike Corrals (Pages 205 - 250)**

Purpose of Report

The purpose of this report is to make recommendations on the Bike Hangars Phase 2 and Corral project under Experimental Traffic Regulation Order (ETRO) 67/2022 and ETRO 37/21 part B.

RECOMMENDED

That the Cabinet Member for Transport:

- 1. Approves to make permanent the provisions of ETRO 67/2022 (second phase of Bike Hangars and corrals in various roads), with the exception of the bike hangar in Landguard Road;**
- 2. Approves the making permanent of the provisions of ETRO 37/2021 Part B (relocated bike hangar in Lucknow Road).**

- 9 Moving Traffic Enforcement (Pages 251 - 268)**

Purpose of Report

To provide an update on the application for moving traffic enforcement powers under the Traffic Management Act.

Implementation of these powers will additionally assist the Council with its ongoing commitment to improve air quality through reduced traffic congestion and encourage behavioural shift around travel choices by keeping junctions clear and assisting bus reliability.

To seek approval for the delegation of the powers to the Director of Regeneration, in consultation with the Cabinet Member for Transport to submit the application for moving traffic enforcement powers.

RECOMMENDED

That the Cabinet Member for Transport:

- 1. Provides delegated authority to the Director of Regeneration, in consultation with the Cabinet Member for Transport, to authorise the submission to the Department for Transport for powers to undertake local enforcement of moving traffic contraventions in the City of Portsmouth. This includes all required activities to achieve this;**
- 2. Notes that a report will be brought back to the Cabinet Member for Transport after the confirmation of the delegation of enforcement powers from the Department for Transport to request their use within Portsmouth.**

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>

Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 10 August 2023

Subject: TRO 158B/2023: Karen Avenue & Landguard Road - Disabled Persons Parking Places

Report by: Kerri Farnsworth, Interim Director of Regeneration

Report Author: Denise Bastow, Parking Office Manager

Wards affected: Drayton & Farlington and Milton

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed disabled bays in Karen Avenue and Landguard Road, Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 158/2023

Appendix B: Public views submitted

Appendix C: Confirmation of communications (statutory and non-statutory)

Appendix D: Integrated Impact Assessment

2. Recommendations

In relation to the proposal promoted under TRO 158B/2023, it is recommended that the Cabinet Member for Transport:

- 2.1 Approves the implementation of the Disabled Persons' Parking Bays in

(a) Karen Avenue (outside No 27) and

(b) Landguard Road (opposite Nos 180-182);

- 2.2 Notes that the remainder of TRO 158/2023 came into operation under TRO 158A/2023 on 10 July 2023, due to no objections being received to those proposals. Therefore, any proposal approved following this report will be brought into operation under TRO 158B/2023.



3. Background

3.1 Disabled parking bays are installed in residential areas to assist blue badge holders to park close to their homes and thereby reduce the distance they have to walk after parking their car. The bays are advertised following applications from individual blue badge holders. TRO 158/2023 advertised the installation of 34 disabled parking bays at various locations across Portsmouth.

3.2 In order for a disabled parking bay to be considered, the applicant:

- has to hold a valid Blue Badge,
- have a vehicle registered to the address,
- must not have any usable off-street parking and;
- there should be pressure on parking in the area.

4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TRO 158/2023 took place between 22 May 2023 - 12 June 2023.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.3 of this report), and any comments received are given due consideration. Appendix B contains the full text of the representations received in response to the proposal, but these have been anonymised.

4.3 The legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The proposal notice was also published on the Council's website and yellow copies were displayed at affected locations.

4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation response

5.1 Two representations were received, one objecting to the installation of the disabled bay in Karen Avenue and one objecting to the installation of the disabled bay in Landguard Road. The full content of the objections (anonymised) are in Appendix B of this report.



6. Reasons for recommendations

- 6.1 Karen Avenue, Drayton & Farlington:** An application for a disabled bay was received from a blue badge holder who lives in one of six flats in the cul de sac end of Karen Avenue. The road is unrestricted except for double yellow lines at the entry into the road from Lower Drayton Lane and one other disabled bay to the side of No 23.
- 6.2** The resident who has objected to the bay suggests that the vehicle kept by the applicant is seldom used and always parks in the same space or very close by. They have advised that parking in the road is already at a premium with not enough spaces for residents and they have to often park one or two streets away. They also suggest that the green space on the road could be used as parking bays.
- 6.3** The installation of a disabled bay in this location is to assist the resident who lives in the adjacent property, by reducing the distance they have to walk once they have parked their vehicle. The vehicle used by the blue badge holder is already parking in the location, so in practical terms there is no loss of actual parking space.
- 6.4** The grassed areas in Karen Avenue are owned by the Housing Service and even if they converted them into parking spaces, as suggested, it would not directly help ensure the resident who has applied for the disabled person's parking space could park near their home.
- 6.5 Landguard Road, Milton:** An application for a disabled bay was received from a blue badge holder who lives in one of six flats at 185 Landguard Road. Landguard Road is within the MH Westfield Road residents parking zone which operates between 6pm and 8pm. We are proposing to install the disabled bay in one of the existing residents parking permit bays outside the flats of No 185 and it will not therefore encroach on any other property. There are two other disabled bays on the opposite side of the road, outside Nos 180 and 188, installed for two other blue badge holding residents who have vehicles registered to their addresses.
- 6.6** The resident objecting is concerned at the number of disabled parking bays in the vicinity of where they live and suggesting that there will be little available parking space for themselves and other residents if another disabled bay is installed. They also suggest that the applicant has allocated parking and often parks in one of the allocated parking bays or within a few steps of her home and could use one of the other two disabled bays already located in the same section of Landguard Road.
- 6.7** As referred to in 6.6 above, there are two other disabled bays located in the same section of Landguard Road, however these were installed following applications by two other blue badge holding residents in Landguard Road and if the applicant was to park in one of these bays, then the other blue badge holders would not have use of them which could cause them difficulties.
- 6.8** Residents parking schemes do not guarantee a parking space directly outside a resident's home address and as an MH permit holder the resident objecting can park in any of the residents parking bays within the roads included in the MH zone.



6.9 They also suggest that the resident applying for the bay has allocated parking, however as confirmed from the City Council's Planning Portal, 185 Landguard Road was changed from a former Depot to "6 aged persons flats with visitors car parking and rear amenity garden area". There is therefore no allocated parking to an individual flat as the two spaces were designed for visitors car parking and the applicant has provided a copy of her lease which refers to the parking areas as 'Common areas'.

6.10 The installation of a disabled bay in this location is to assist the resident who lives in the adjacent property by reducing the distance they have to walk once they have parked their vehicle. The vehicle used by the blue badge holder is already parking in the location so in practical terms there is no loss of actual parking space.

7. Integrated impact assessment

7.1 An integrated impact assessment has been completed and is published alongside this report in appendix D.

8. Legal implications

8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to 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.

8.2 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.

8.3 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

9.1 The costs of works to implement the disabled bay (including the TRO) will be met from the On-Street Parking budget.

.....
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
Provision and Use of Disabled Badges and Bays Report	PCC website - Executive meeting - 21 February 2006

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

.....
Signed by:

Appendix A: The public proposal notice for TRO 158/2023

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (DISABLED PERSONS PARKING PLACES) (NO. 158) ORDER 2023

22 May 2023: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

A) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

- | | |
|---|--|
| Angerstein Road (outside no. 62) | Ascot Road (outside no. 2) |
| Beaconsfield Avenue (outside no.5) | Beresford Road (outside no. 10) |
| Bourne Road (outside block 237-251) | Bramshott Road (alongside no.145 Winter Road) |
| Bromyard Crescent (outside no. 52) | Cardiff Road (outside no.37) |
| Chichester Road (outside no. 134) | Croft Road (outside no. 21) |
| Eastfield Road (outside no. 6) | Eastwood Road (outside no.6) |
| Evans Road (alongside no.104 Winter Road) | Farlington Road (outside no. 98) |
| Hollam Road (outside no's 22-24) | Karen Avenue (outside no.27) |
| Knox Road (outside no. 81) | Landguard Road (outside no. 13) |
| Landguard Road (opposite no's 180-182) | Lawrence Road (alongside Brandon Court) |
| Medina Road (outside no's 159-161) | Meyrick Road (outside no's 4-6) |
| Newcomen Road (outside no's 16-18) | North End Grove (outside no's 4-6) |
| Northern Parade (outside no. 30) | Oriel Road (outside no. 34) |
| Paulsgrove Road (outside no. 43) | Randolph Road (alongside no. 39 St Chads Avenue) |
| Shadwell Road (outside no. 120) | Shakespeare Road (outside no. 23) |
| Tokio Road (outside no. 13) | Wadham Road (outside no. 59) |
| Whitworth Road (outside no. 64) | Wymering Road (outside no. 57) |

B) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)

- | | |
|----------------------------------|-----------------------------------|
| Abbeydore Road (outside no. 37) | Balfour Road (outside no. 126) |
| Binstead Road (outside no. 78) | Chichester Road (outside no. 245) |
| Dover Road (outside no. 149) | Euston Road (outside no. 12) |
| Francis Avenue (outside no. 152) | Henderson Road (outside no. 80) |
| Kensington Road (outside no. 18) | Norfolk Street (opposite no. 17) |
| Queens Road (outside no. 268) | Randolph Road (outside no. 114) |
| Ripley Grove (outside no. 3) | |

Copies of the draft Order and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2023" at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Traffic Regulation Orders, Parking Team, Portsmouth

City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 87/2023 within 21 days of the date of this Notice (i.e. by **12 June 2023**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Felicity Tidbury, Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B: Public Views

Karen Avenue
Objection to proposed Disabled Bay

Resident, Karen Avenue
Dear Sirs/Madame

I object to the above proposal.

Parking in this street and area is already at a premium. There are simply not enough spaces for the residents.

The proposed disabled bay will be for a car that to my knowledge is seldom used, and if used they are able to park in the same space if not just behind,

Although I do sympathise with the proposer this will have a detrimental impact on parking in this area.

The house opposite to my residence recently had their driveway extended and told me they are getting planning permission for an extended drop kerb. Frequently this resident does not use his dropped kerb parking but parks his cars on the road outside of this area. Limiting parking again.

I invariably have to park one or two streets away which angers the residents in such areas. I have been breathed and shouted at many times which is both distressing and upsetting. I have also been Moaned at for parking down my own street.

Perhaps a solution could be found to ease this inflamed situation by using the green spare space on this road. The residents in the flats could then be allotted a parking space each. Which in turn could ease the upset and unrest.

I myself have a disabled son and a baby on the way in July. So this proposal will only add to the upset my family is already suffering from. It will cause us no end of difficulty, inconvenience and concern.

In these circumstances I wish to oppose this proposal.

I would like to be kept anonymous

Many thanks

A Karen avenue resident

Landguard Road
Objection to proposed Disabled Bay

Resident, Landguard Road
Good morning,

I would like to put forward an objection to the disabled parking bay application for a space opposite 180-182 Landguard Road.

Given the applicant has allocated parking within her residence and has no problem with parking in the allocated bays or within a few steps of her home I feel this is an unjust request.

Parking in Landguard Road, I live at XXX is very limited and with parking permits now in use it has further impacted space in the road.

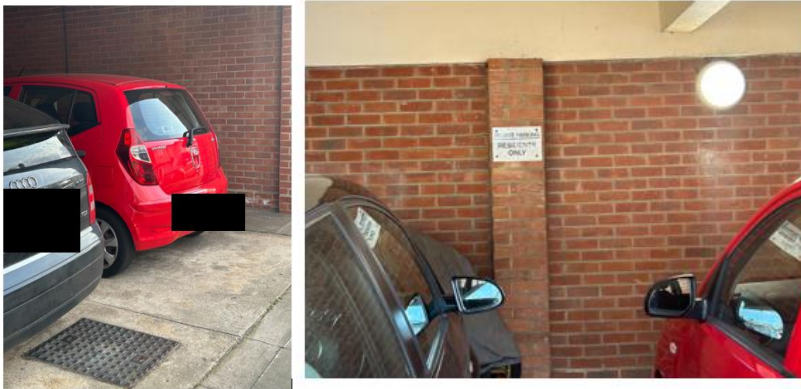
Outside of my home would be 3 disabled spaces, given very little space for myself but also other residents to park.

On frequent occasions the applicant has allowed her family to park in her allocated bay, leaving her free to park in the road with no problem in walking to her home. Surely if walking was an issue her family wouldn't take her space meaning she had the walk?!

With 2 other disabled bays available for the applicant to park in extremely close to her flat (opposite) given disabled bays are not bound by an allocated house but by being a blue badge holder, why is it the applicant can't park in one of those?

I hope this will be taken into consideration when making a final decision.

(Applicants car is the red vehicle in the photo)




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Appendix C - TRO 158/2023 Confirmation Table of Communication Steps Taken

<p align="center">Action taken</p> <p align="center"><i>*Statutory Requirement</i></p>	<p align="center">Date started</p> <p align="center">Date completed</p>	<p align="center">Completed</p> <p align="center"><i>(Signature required)</i></p>
<p>Proposed TRO published in local newspaper, The Portsmouth News*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 22.05.2023</i></p>	
<p>Notices displayed on affected roads*</p>	<p><i>Started:</i></p> <p><i>Completed: 22.05.2023</i></p>	
<p>21-day consultation*</p>	<p><i>Started: 22.05.2023</i></p> <p><i>Completed: 12.06.2023</i></p>	
<p>Public notice for proposed TRO published on Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 22.05.2023</i></p>	
<p>Proposed TRO available online from Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 22.05.2023</i></p>	
<p>Letters posted via Royal Mail including public notice</p>	<p><i>Started:</i></p> <p><i>Completed: 22.05.2023</i></p>	
<p>Email / letter sent to respondents with time, date and location of Transport meeting</p>	<p><i>Started: N/A</i></p>	

Appendix C - TRO 158/2023 Confirmation Table of Communication Steps Taken

	<i>To be completed 1 week before Transport meeting</i>	
Action taken <i>*Statutory Requirement</i>	Date started Date completed	
Email / letter sent to respondents with notifying of decision made at the Transport meeting	<i>Started: N/A</i> <i>To be completed 1 week after Transport meeting</i>	

Form name	Integrated Impact Assessment
Reference	IA533316072
Date	21/07/2023



Policy details

Request date	21/07/2023 10:14
Directorate	PCC Regeneration
Service	Parking Service
Title of policy, service, function	TRO 158/2023 Disabled Bays
Type of policy, service, function	Existing
What is the aim of your policy, service, function, project or strategy?	Introduce disabled bays in residential roads for use by blue badge holders to assist them with parking closer to where they live
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	Two disabled bays were objected to
Has anything changed because of the consultation?	no
Did this inform your proposal?	no

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>The installation of disabled bays will benefit those with disabilities and have a blue badge by helping them to park closer to where they live.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>Those with blue badges will be provided with a parking bay closer to where they live</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>N/A</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>Advertised a Traffic Regulation Order TRO 158/2023 for a 3 week public consultation period</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The need for disabled bays in residential roads are reviewed as an ongoing process, as applications for new bays and removal of no longer required bays are received on a regular basis. The Disabled Bay Officer reviews the applications with any queries referred to the Parking Office Manager.</p>

Crime - Will it make our city safer?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	This proposal will assist the more vulnerable in being able to go out in a vehicle, knowing that when they return they will be able to park close to their home. Blue badge holders who do not have off-street parking available to them, often find that they cannot park close to their home and feel that they cannot go out as they are unable to walk the distance home from where they have to park. The installation of disabled bays for blue badge holders helps to improve their mental health/quality of life by giving them confidence to go out and about knowing they will be able to park close to home when they return
How are you going to measure/check the impact of your proposal?	Consider any feedback from blue badge holders or other residents

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Carbon emissions - will it reduce carbon emissions?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Air quality - will it improve air quality?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Transport - will it make transport more sustainable and safer for the whole community?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Involvement

Who was involved in the Integrated impact assessment?	Denise Bastow Page 21
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Name of the person completing this form	Denise Bastow
Date of completion	2023-07-21

Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 10 August 2023

Subject: TRO 39/2023: Lake Road (Waiting Restrictions and Bus Lane)

Report by: Kerri Farnsworth, Interim Director of Regeneration

Report Author: Aneta Scurtu, Senior Engineer (Project Manager)

Wards affected: Charles Dickens

Key decision: Yes

Full Council decision: No

1. Purpose of report

- 1.1. To consider representations received during the consultation for the proposed Waiting Restrictions and Bus Lane on Lake Road, Portsmouth.
- 1.2. In this report, TRO means Traffic Regulation Order.

2. Recommendations

- 2.1. **It is recommended that the Cabinet Member for Transport:**
- 2.2. **Approves the Lake Road scheme and the implementation of the TRO 39/2023 for the introduction of Waiting Restrictions and Bus Lane on Lake Road, Portsmouth as advertised, following the formal consultation.**

3. Background

- 3.1. The Council has several obligations to improve the city's public transport provision and active travel network. These obligations are set out in various strategies, plans

and initiatives such as the Portsmouth Transport Strategy¹, (Local Transport Plan 4), Local Cycling and Walking Infrastructure Plan (LCWIP)² and Clean Air Zones (CAZ)³.

- 3.2. In September 2020, £55 million from the Transforming Cities Fund (TCF) was awarded across the South East Hampshire area, with the City of Portsmouth successfully awarded just over £26 million to improve connectivity and increase productivity via better walking, cycling, and public transport links.
- 3.3. The TCF is funding the South East Hampshire Rapid Transport (SEHRT) scheme, which seeks to improve public transport provision and journey times across the Solent region. SEHRT focusses on enhancing existing public transport services through new and improved bus priority routes making traveling by bus a more attractive option. This programme of improvements delivers a network of rapid transit routes to help get people to key employment, educational, and leisure areas. This is to be achieved through consistent bus journey times which will connect with rail and ferry services to create an integrated transport system across South East Hampshire.
- 3.4. Lake Road, one of the nine SEHRT schemes in Portsmouth, is a crucial east-west route connecting the City Centre to residential areas such as Landport and Fratton. This corridor bears significant importance as it serves as the principal thoroughfare for an extensive network of buses travelling in and out of the city, while also forming an integral route for people cycling.
- 3.5. Drivers along Lake Road frequently face congestion during peak hours, notably in the morning, engendering consequential delays for buses and impeding the seamless flow of traffic. Moreover, the Lake Road roundabout junction has emerged as an area of concern due to its notable propensity for cycling casualties (Figure 1). Between July 2020 and June 2023, a total of eleven accidents causing slight injuries were

¹ [Portsmouth Transport Strategy 2021-2038](#)

² [74.463 LCWIP Plan Accessible.pdf \(portsmouth.gov.uk\)](#)

³ [Home - Cleaner Air Portsmouth](#)

recorded between Cornmill roundabout and the A2030 Holbrook Road roundabout. Of these incidents, seven involved cyclists, and two involved motorcyclists.



Figure 1 - Accident data between 01.07.2020 and 30.06.2023

3.6. Addressing the challenges of poor provision of pedestrian and cycle crossings on Lake Road has led to the development of a proposal that enhances traffic management, prioritises cyclist and pedestrian safety, reduces bus journey times and alleviates congestion during peak hours along this vital corridor. The proposal for this area extends between Cornmill Street and Lake Road Roundabout, along Lake Road west (240m in length) and Lake Road / Holbrook Road roundabout. Improvements include:

- Creating a new westbound bus lane for buses, taxis, and cyclists along the length of Lake Road west to avoid buses getting caught in traffic and adding to congestion in the city centre.
- Improvements to the existing Lake Road / Holbrook Road roundabout to create safer and more direct crossing facilities for people walking and cycling. This will involve installing two “Tiger” crossings (a zebra crossing with parallel cycle crossing, which allows people on foot and on bicycles to cross safely at the same time) and two “Sparrow” crossings (a traffic-light controlled pedestrian crossing with a parallel cycle crossing).
- Addition of dedicated cycle paths along Lake Road with partial cycle segregation (using bollards) west of the roundabout.
- Improvements to the landscaping and footpaths in the area to make it greener and more pleasant.

- 3.7. These proposals are shown on a plan in Appendix E of this report.
- 3.8. This proposal, along with other proposed improvements around Unicorn Road, Charlotte Street and Station Square junction (called City Centre schemes) will deliver a corridor of improvements resulting in potential bus journey savings of 3 minutes, along with an increase in the number of buses operating in the network.

4. Consultation and notification

- 4.1. A statutory 21-day consultation and notification under TRO 39/2023 (Appendix A) took place between 12 June 2023 and 3 July 2023.
- 4.2. Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.5 of this report), and any comments received are given due consideration. Appendix B contains the full text (anonymised) of the representations received in response to the proposal.
- 4.3. The minimum legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The council also took the following steps to draw the proposal to those who may be affected. The proposal notice was also published on the Council's website and posted on street furniture in the vicinity of the proposed restrictions. Letters were sent to properties and stakeholders in the vicinity of the scheme highlighting the proposal. In person consultation was carried out by the Project Manager and communications team representative on 24th May to engage with the local stakeholders and share details about the proposal and approaching TRO consultation.
- 4.4. Appendix C outlines the communication and consultation undertaken (statutory and non-statutory), for reference purposes.

5. Consultation response

- 5.1 Twenty eight representations were received, and can be found (personal details redacted) in Appendix B.

- 5.2 Twenty five objections, two requests and one letter of support were received in relation to the TRO number 39/2023 proposals, and these are summarised in Appendix B.
- 5.3 All of the objections were from people that attended or ran activities at the Salvation Army. Many of which were in relation to the proposal to remove 10 metres of on carriageway parking (in place of Pay & Display Parking spaces for approximately 2 vehicles) within the Cornmill roundabout, opposite to the Portsmouth Citadel Salvation Army (shown in Figure 2 below). These objections highlight that senior citizens and people with mobility problems who are unable to walk longer distances will have less parking provisions in the vicinity of the place of worship. The project team has addressed this issue in Appendix B (see point 1).
- 5.4 In response to these objections, the project team met with the Salvation Army representatives and Haven nursery management on 20th July 2023 to provide more information on the proposals and to discuss mitigation measures on the proposed parking removal. This has led to a new TRO request being submitted to convert some of the remaining parking on Lake Road (2 bays) into a blue badge holders parking. Further, the nursery management will inform parents can use the double yellow lines adjacent to the building solely for the use of dropping off and picking up of children. These actions would address the objections raised as part of the TRO process.



Figure 2 - Location of proposed parking removal outside of The Salvation Army premises

- 5.5 In terms of the objections 16 of them were against the parking removal (as shown in Figure 3) where there will be 118 metres of "no waiting at any time" (double yellow line restrictions) along Lake Road east of its junction with Spicer Street (in place of Pay &

Display Parking spaces for approximately 16 vehicles). Some people attending activities at the Salvation Army building use this parking and are concerned that there are limited parking opportunities in the area and removing parking will make it more difficult to attend these activities. Further to this, a couple of people raised concerns that the local car parks are poorly lit and there are no formal pedestrian crossings. The proposals will address the lack of crossing locations, and improvements are planned for street lighting. Therefore, all of these objections are addressed by the proposed improvements, which would be progressed as a separate scheme (more detail is available in the Appendix B).

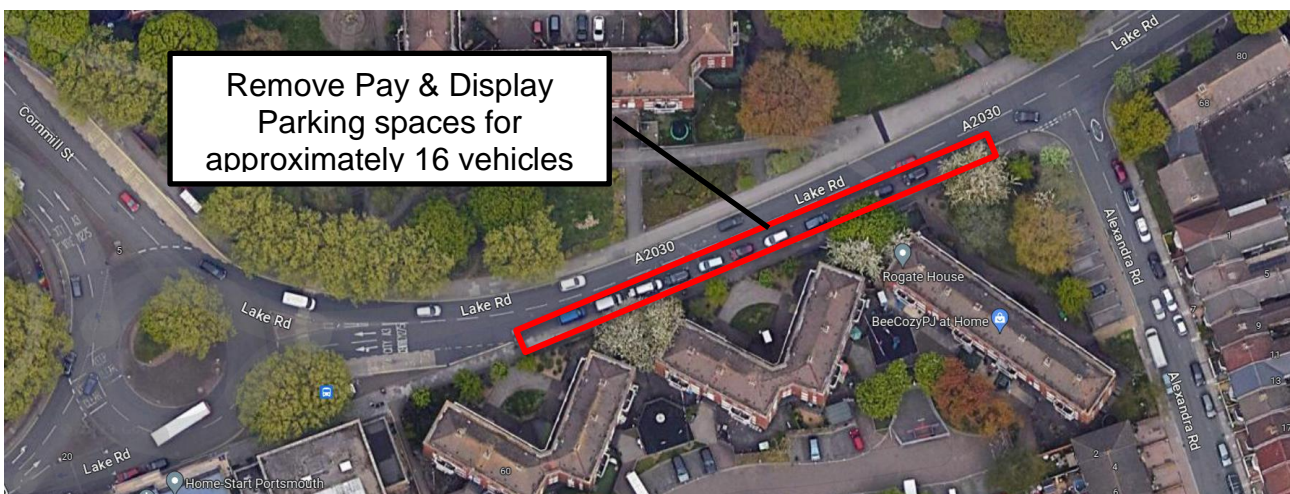


Figure 3 - Location of proposed parking removal along Lake Road

6. Reasons for recommendations

- 6.1 The SEHRT programme received funding based upon a bid to provide improved journey times and reliability for bus services across the South East Hampshire region. One of the schemes within the successful bid located in the Portsmouth City Council area was the "Lake Road" scheme, which includes a new bus lane between Lake Road and Cornmill roundabouts. The intention being that bus services (First services 3 and 7 and Stagecoach service no. 23) travelling inbound to the City Centre North could utilise the designated bus lane making it easier for people to travel swiftly into the city centre allowing for, on average, 3 minutes faster bus journeys especially during afternoon peak.
- 6.2 Through the scheme's development and following the traffic modelling exercise it is imperative that the on carriageway (118 metres of Pay & Display) parking along Lake



Road is removed to allow the installation of the proposed bus lane and cycle related improvements to balance general traffic and public transport needs, but also to achieve the TCF funding objectives. These works will require that the existing carriageway is widened by 2 metres northwards into the existing green space, transferring the land from the community gardens of Northesk and Cornwallis House. There are no further opportunities to widen the carriageway and to avoid removal of the parking due to limited space and proximity of the eastern corner of Northesk House.

- 6.3 A summary table in Appendix B was prepared to provide detailed responses to the representations made on this proposal.
- 6.4 Various studies and a parking survey were undertaken to understand demand for the existing parking bays along Lake Road and to identify alternative parking facilities for both residents, visitors, and shoppers alike in the area.
- 6.5 A general study was undertaken in Charles Dickens ward which Lake Road proposal is located. A significant number of households are reliant on alternative modes of transport to cars and vans. The Lake Road scheme aims to improve this and allow households to have greater opportunities to travel (see Appendix F for more details).
- 6.6 A parking survey was undertaken in September 2021 on Lake Road and surrounding areas. This demonstrated that Lake Road was used for a variety of purposes, including all day parking (e.g., for workers), short term parking (e.g., shoppers) and a few residents. Further details of this survey is included in Appendix G.
- 6.7 There are no disabled spaces specifically allocated to the proposed parking being removed on Lake Road. However, the blue badge holders may park free of charge for an unlimited time in all on-street pay and display areas. Blue badge holders can also park within resident parking schemes in the city exempt of any limited wait restrictions or where the parking bays are signed "Permit Holders only".
- 6.8 Within the local vicinity, two disabled bays are in Commercial Place (Spicer Street) and the three sections of bays in Crasswell Street which could provide parking for three or four cars. All Council operated car parks and pay and display meters will have signs advising if parking is free for badge holders. The retained 8 pay and display parking spaces along Lake Road next to the Salvation Army building can be used by the blue badge holders (east of the junction with Spicer Street). Blue Badge holders⁴ may park

⁴ [The Blue Badge scheme: rights and responsibilities in England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/the-blue-badge-scheme)

on single or double yellow lines for up to 3 hours provided they don't cause obstruction, but not where there are restrictions on loading or unloading – indicated by yellow kerb dashes and signs on plates.

6.9 Some roads near the City Centre offer free parking for a short duration. Moreover, there are also other on street parking spaces in the proximity to Lake Road where Council parking charges⁵ apply. These parking spaces are indicated in Figure 4.

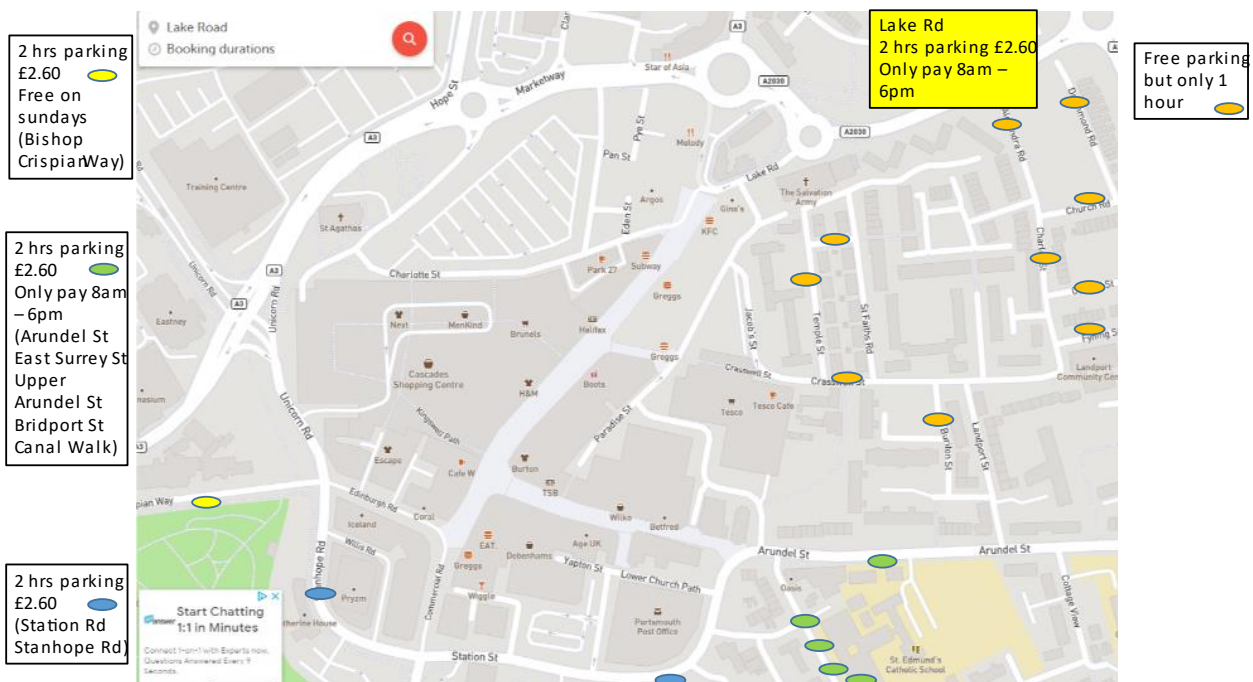


Figure 4 - On Street parking in proximity to Lake Road (the cost of 2hrs parking is now £2.90)

6.10 Alternative parking locations were identified in the area which are in proximity to Lake Road and the City Centre. These car parks can be used for shoppers visiting the city centre, including NCP car parks on Marketway, Crasswell Street and Cascades, and one on Clarence Street. Over 2,000 parking spaces within a 500m radius of Lake Road and City Centre are available to use.

6.11 There are no loading facilities allocated to the proposed parking being removed on Lake Road. Loading activities will still be permitted on the double yellow lines around Lake Road or Commercial Place (where the majority of rear accesses to the

⁵ [Street parking charges for cars and coaches - Portsmouth City Council](#)

businesses at Lake Road are currently positioned). Furthermore, the existing loading bays near Commercial Place and Spicer Street junctions are not affected by the proposal.

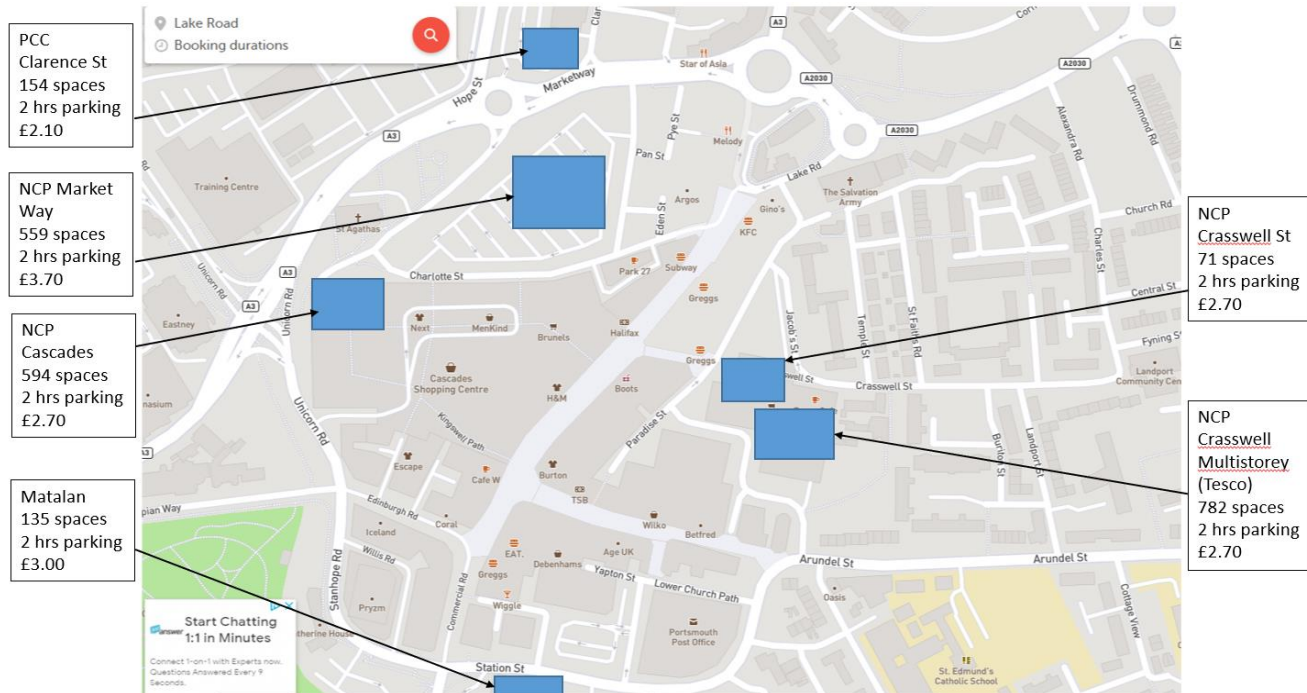


Figure 5 - Off street car parks (data from March 2022)

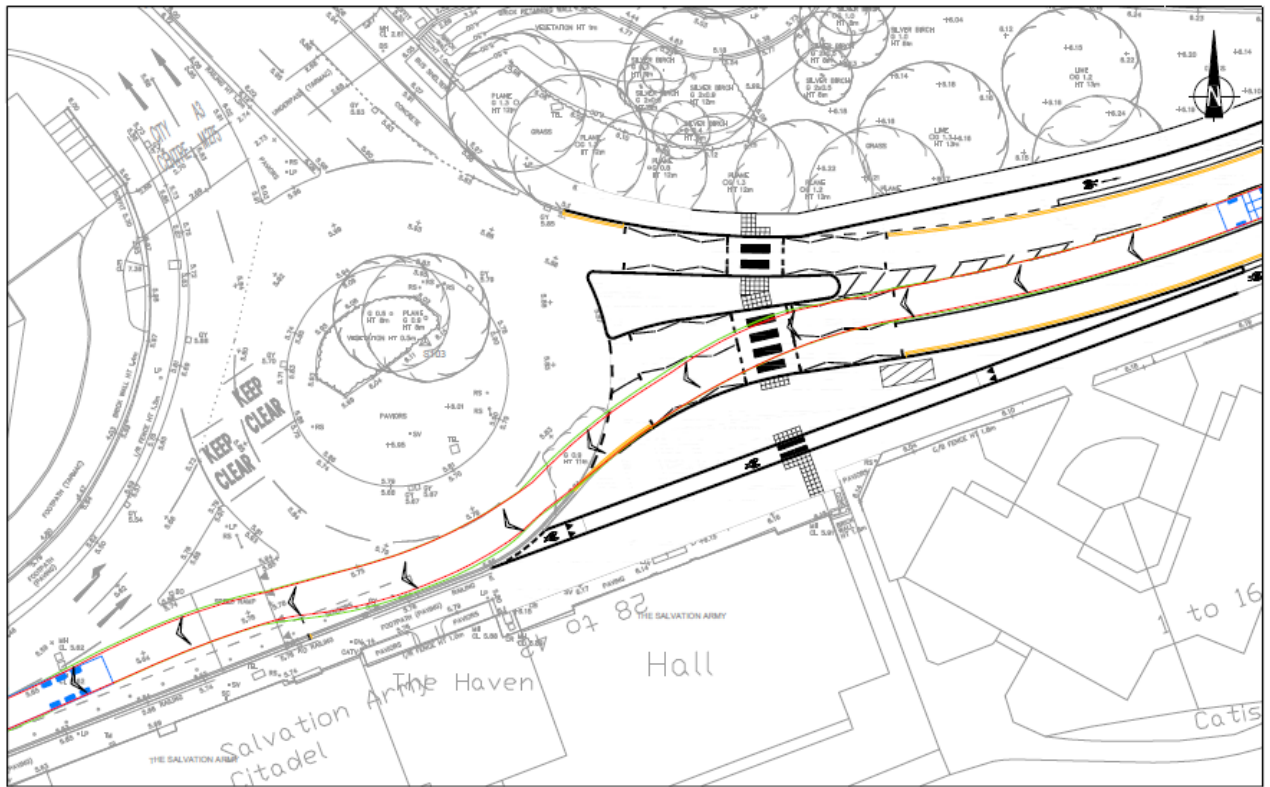
- 6.12 Longer term, the Council has an aspiration to regenerate the City Centre area including the former Tricorn car park, former Sainsburys site and the area around the Cornmill Roundabout. This would include the area at the western end of Lake Road and Cornmill Roundabout with a fantastic opportunity to transform the city and deliver a thriving new place that will attract a wide range of people back into the centre to live and work and will act as a key catalyst for the wider regeneration of the City Centre. The currently live planning application number 22/01243/CS3 for the development includes plans of what the future road system is expected to look like and is available to view on the Council website.
- 6.13 The Lake Road proposal supports the development of safer walking and cycling, in addition to regeneration and improvements to air quality in the area in line with the CAZ, LCWIP and LTP4 objectives. Furthermore, this scheme will make it easier for people to travel more safely and swiftly into the city centre, whether travelling by bus, on foot or by bicycle. There are also plans in place to make the area greener and more



pleasant for everyone. This will help to deliver the council's vision for a cleaner, greener, and better-connected city.

- 6.14 The proposed segregated (by bolted on 1m long separators including a bollard) cycle tracks along Lake Road were designed in accordance with the guidance contained in the Local Transport Note 1/20⁶. This requirement was also made in the Stage 1 Road Safety Audit undertaken in June 2021 as it was noted from the site visit that there were a number of vehicles parked on Lake Road, mostly in the designated bays. However, motorists might continue to park over the cycle lanes and block them. Cyclists would then be pushed out into the carriageway where there could be the increased risk of collisions with oncoming vehicles.
- 6.15 During the design process vehicle swept path analysis showed that the 10m of on carriageway parking within Cornmill Roundabout needs to be removed as its positioned within the circulatory carriageway blocking a traffic lane which leads towards the City Centre North bus stops.

⁶ [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-1-20)



ARTICULATED VEHICLE STRAIGHT ON FROM LAKE ROAD

CORNMILL ROAD / LAKE ROAD ROUNDABOUT

1:500

Figure 6 - Lake Road vehicle swept path analysis and impact on the parking

- 6.16 The Council launched a trial in November 2022 allowing licenced PHVs to use five bus lanes in Portsmouth. These bus lanes are Cavell Drive, Mile End Road, Marketway, Bishop Crispian Way, and Queen Street. An information report was presented to the then cabinet member for Transport in March this year. This report provided an update on the status of the trial, and the data collected to date. Further details can be found within this report⁷. This trial will continue until enough data has been collected against which its impacts can be measured. A further report will be taken to the cabinet member for Transport later in the year with recommendations on the next steps.

⁷ [Private hire vehicles in bus lanes trial update - March 2023](#)



7. Integrated impact assessment

- 7.1 An integrated impact assessment has been completed and is published alongside this report in Appendix D.

8. Legal implications

- 8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic and the provision of suitable and adequate parking facilities 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.
- 8.2 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.
- 8.3 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.
- 8.4 A local authority may by order designate parking places on any highway in their area for all vehicles or vehicles of any class specified in the order. The authority may subsequently vary or revoke any such provisions."
- 8.5 A proposed TRO must be advertised, and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1 The costs of works to implement the TRO 39/2023 and the associated works will be funded from the South East Hampshire Rapid Transport (SEHRT) budget in the capital programme approved by Full Council on 28th February 2023. These schemes are funded entirely by external grant awarded by the Department of Transport.

.....
Signed by:
Kerri Farnsworth, Interim Director of Regeneration

Appendices:

- Appendix A: The public proposal notice for TRO 39/2023
- Appendix B: Public views submitted
- Appendix C: Confirmation of communications (statutory and non-statutory)
- Appendix D: Integrated Impact Assessment
- Appendix E: Proposal Plan
- Appendix F: Census 2021 Charles Dickens Ward Characteristics
- Appendix G: The summary of the parking surveys

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 Portsmouth Transport Strategy 2021 - 2038	Portsmouth Transport Strategy 2021-2038
Local Cycling and Walking Infrastructure Plan 2020-2023	74.463_LCWIP_Plan_Accessible.pdf (portsmouth.gov.uk)
Cycle infrastructure design (LTN 1/20)	Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)
Private hire vehicles in bus lanes trial update	Private hire vehicles in bus lanes trial update - March 2023

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

.....
Signed by:

Cabinet Member for Transport

Appendix A: The public proposal notice for TRO 39/2023

THE PORTSMOUTH CITY COUNCIL (LAKE ROAD) (WAITING RESTRICTIONS AND BUS LANE) (NO. 39) ORDER 2023

1. Notice is hereby given that the Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984. The effect of the Order would be to:
 - a. Introduce "No waiting at any time" restrictions **Lake Road south side** between a point 9 metres west of its junction with Alexandra Road to a point 118 metres east of its junction with Spicer Street (in place of Pay & Display Parking spaces for approximately 16 vehicles) and between a point 45 metres east of Spicer Street eastwards for 10 metres (in place of Pay & Display Parking spaces for approximately 2 vehicles);
 - b. Introduce a Bus Lane (buses, taxis and cycles only) on **Lake Road westbound** from Holbrook Street roundabout to Cornmill Street roundabout
2. Copies of the draft Order, Statement of Reasons and maps showing the proposed restrictions are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2023" at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.
3. Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to the TRO Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 39/2023 within 21 days of the date of this Notice (i.e. by 3 July 2023) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Dated: 12 June 2023
Felicity Tidbury, Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B: Public Views

The table below summarises the objections that were received along with the responses from the Project Team. This is followed by a table detailing all the responses that were received in full as part of the consultation.

Ref	Representations received on the TRO 39/2023 proposal	Project Team Response
1.	<p>Correspondent is now physically handicapped to a degree and uses the nearby available parking and especially the disabled parking, which has been available directly outside The Salvation Army premises. These objections highlight that senior citizens and people with mobility problems who are unable to walk longer distances will have less parking provisions in the proximity to the place of worship.</p>	<p>The blue badge holders may park free of charge for an unlimited time in all on-street pay and display areas (including the remaining 8 spaces along Lake Road prior to Spicer Street junction). Blue badge holders can also park within resident parking schemes in the city exempt of any limited wait restrictions or where the parking bays are signed "Permit Holders only". Suggested mitigation measure (subject to a new TRO and consultation) could include implementation of few disabled bays (two bays) within the remaining parking spaces on Lake Road (40m of pay and display on carriageway parking prior to Spicer Street junction).</p>
2.	<p>This parking is used by people attending Haven for children's activities and groups for elderly. They are concerned that there are limited parking opportunities in the area and proposal to remove parking on Lake Road will make it more difficult to attend these services.</p>	<p>Various car parks can be used for shoppers and visitors within the city centre, including NCP car park on Marketway (5 minute walk), Crasswell Street surface car park (2 minute walk) and Cascades (6 minute walk). Over 2,000 parking spaces within a 500m radius of Lake Road and City Centre are available to use. Other parking provisions in the area includes 1 hour free parking on Temple Street, Crasswell Street, Alexandra Road, and many other residential roads in proximity to Lake Road. Moreover, parents can pick up and drop off children by stopping on double yellow lines in front of the nursery building.</p>
3.	<p>Car parks in the area are poorly lit and there are no formal pedestrian crossings making it difficult to cross the main road.</p>	<p>The proposed improvements will help to create safer and more direct crossing facilities for people walking and cycling (new Zebra, Tiger, and Sparrow crossing points). New street lighting,</p>

		improved landscaping and footpaths in the area will make Lake Road greener and more pleasant.
	Extra cost of car park will limit options for people with low income	The proposed parking to be removed is currently subject to PCC charges (new tariff from 5 April 2023) of £1.80 up to 1 hours with over 5 hours parking costing £13.00. The area has variety of different parking provisions at similar cost to the proposed parking for removal and there are free parking spaces available for 1 hour in proximity to Lake Road.
4.	It is not safe to wait for a bus after 10pm.	The proposed changes along Lake Road will make the area safer for people to walk and cycle. The existing bus stop on Lake Road (at eastern approach to Cornmill roundabout) will be retained in place.
5.	The parking removal would prohibit people working at the Salvation Army to access the church and the place of work as there is a need to park outside to transport heavy materials and meet programme participants.	The double yellow line replacing the parking will allow loading and unloading and will make it easier to access the building for these activities.
6.	Residents feel that bus services are travelling freely through the area and that there are no congestion issues to address.	The existing carriageway width is restricted by parking with only approx. 5.5 meters available for two-way traffic including buses. The limited carriageway space is contributing to queuing, especially when cyclists are present and cannot be overtaken and when the traffic is queuing at Cornmil roundabout approach. Addition of a designated westbound bus lane is making it easier for people to travel swiftly into the city centre allowing for on average 3 minutes faster bus journeys especially during afternoon peak.
7.	There are many people who use these bays, both during the day, the evening and at weekends, and if removed, would cause significant issues – for example the Sunday morning congregation; Nursery parents; staff, volunteers, and visitors to the centre; contractors; service providers; service users; those attending courses here; those accessing groups and activities here; those attending funerals and weddings, and so the list goes on.	Eight existing pay and display parking spaces are retained on western end of Lake Road with this proposal in proximity to the nursery. Moreover, there are various parking spaces available within a short distance from Lake Road and City Centre area. Other parking provisions in the area includes 1 hour free parking on Temple Street, Crasswell Street, Alexandra Road, and many other residential roads in proximity to Lake Road which could be used by parent dropping off and picking

		up children and people attending services at the Salvation Army.
8.	At the moment the design still looks like it's main aim is to prioritize comfort and swift movement for drivers not cyclists.	There are currently no facilities for cycles, and those using the road westbound at present have to pass parked vehicles risking "dooring" or being close-passed and squeezed. There are no additional vehicle lanes, and new controlled crossings have been introduced including tat the Lake Rad and Cornmill roundabout. The proposed improvement address these issues improvements to the existing Lake Road/Holbrook Road roundabout to create safer and more direct crossing facilities for people walking and cycling. This will involve installing two "Tiger" crossings and two "Sparrow" crossings. Moreover, dedicated cycle paths along Lake Road with partial cycle segregation (using bollards) west of the roundabout will provide safe cycling facilities.
9.	One representation is objecting to the exclusion of Private Hire Vehicles (PHV) from the proposed bus lane on Lake Road.	PCC launched a trial in November 2022 allowing licenced PHVs to use five bus lanes in Portsmouth. These bus lanes are Cavell Drive, Mile End Road, Marketway, Bishop Crispian Way, and Queen Street. An information only report was presented to the then cabinet member for Transport in March this year. This report provided an update on status of the trial, and the data collected to date. This trial will continue until enough data has been collected against which its impacts can be measured.
10.	One representation was received supporting the TRO 39/2023 proposals	Portsmouth Cycle Forum support the measures as outlined in this Traffic Regulation Order which will allow the creation of separate cycle and bus lanes along the southern side of Lake Road between Holbrook Road and Cornmill roundabouts. Given that the under-utilised Paradise Street car is only 150 metres away, we would have preferred to see the removal of metered parking along the full the extent of Lake Road between Alexandra Road and Spicer Street in order to create a more

		<p>continuous and segregated cycle lane into the city centre rather than dumping people who cycle into the circulatory path of the Cornmill roundabout.</p>
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Table providing detailed responses following consultation.

1.	<p>Objection to parking removal outside The Salvation Army premises</p>
	<p>Representation</p> <p>I understand that the above proposal intends to discontinue car parking along certain areas of Lake for use as a bus lane and I wish to make a formal objection to this proposal.</p> <p>My wife and I, both now physically handicapped to a degree, have been worshipping at The Salvation Army premises on Lake Road for 25 or more years. In later years because of a deteriorating health situation, our worship here has only proved possible because of the nearby available parking and especially the disabled parking, which has been available directly outside The Salvation Army premises.</p> <p>My wife is able to walk only short distances with the aid of two sticks, I myself can only walk short distances due to peripheral neuropathy resulting from diabetes.</p> <p>To action this proposal would preclude us from attending our long established place of worship which I believe would be an infringement of our freedom or right to worship.</p> <p>Kindly ensure that this objection is given due consideration at the appropriate time and place.</p>
2.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>I am writing to you to appeal to your sensible natures and common sense skills in the decision to remove the parking bays from lake road Portsmouth and turn it into a bus lane. Quite frankly with a building that has served this community with love fuelled Christian people for 150 years I find your decision to take the only</p>

	<p>parking that we have available to be able to serve our community effectively, rather odd and downright rude. On a more personal note, I am a member of the Salvation Army Citadel on lake road, and I have a severely disabled daughter with a drug resistant type of epilepsy. There is always a need to be able to park close to our place of worship in case of emergencies and the need to make haste to the hospital quickly. A Bus Lane would prevent that and thus potentially could cause delays in her care. I am therefore asking Ney begging that you reconsider in this matter and refrain from removing the parking bays from Lake Road.</p> <p>A concerned constituent</p>
3.	<p>Objection to parking removal outside The Salvation Army premises</p>
	<p>Representation</p> <p>I wish to make know my objection to taking away the parking outside The Salvation Army Lake Road Portsmouth.</p> <p>I have a blue badge and cannot walk far. This church is my lifeline and the only social place I use. It helps my mental health and without it I would not have any support.</p> <p>I park there 4-5 times a weeks and rely on this parking.</p> <p>I am also aware that this is the same for many other users of this Church community who like me need this resource.</p> <p>I hope that you will look into this and rethink your plans.</p>
4.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>I am a pensioner coming up to 80 years very soon. I suffer with chronic fatigue and fibromyalgia so have to use a walker with a seat. I am so disappointed that once again another hurdle has been placed in front of me to negotiate or finally give in and become homebound. I attend The Salvation Army for worship and concerts and the opportunity to meet with people. I also attend choir practice on Thursday evenings where again the socializing aspect is important to me. These are the only times I meet with people. I know there are two others in the choir suffering with the same conditions. Others using the Haven for children activities and groups for the elderly will be forced to use the side streets so further limiting finding parking spaces, even with a permit books. Car parks are too dark and far</p>

	<p>away at night plus crossing main roads where 90% of the cyclists delivery food wear dark clothing and have no lights. The extra cost of car parks on people like myself on a limited income would also not be helpful. I am unable to access a bus with my condition plus I would not feel safe waiting for a bus 10.00 pm and then walking from the bus stop to my home at the other end. I would not have the energy either, with my condition. I am so depressed at the thought of what this change will bring about for me and others like me.</p> <p>I hope that my communication highlights the plight of many people whose lives will be negatively impacted if they are unable to attend the various activities that are so important to the wellbeing.</p>
5.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>I wish to make an objection to the proposed changes to parking in Lake Road. As a user and employee of the Salvation Army, this would prohibit my access to our church and my place of work as I often need to park outside to transport heavy materials and meet programme participants. I do not feel safe using parking areas further from the site as this create additional risk as a lone female.</p> <p>Removing this option would significantly reduce my ability to work face to face with Portsmouth residents, especially in the winter months and create additional access barriers for people travelling by car to use our services/attend church services.</p>
6.	<p>Objection to parking removal along Lake Road and introduction of a bus lane</p>
	<p>Representation</p> <p>Please record my objection to the proposed changes to Lake Road which includes a bus lane taking the place of local parking.</p> <p>As a Blue Badge holder with limited mobility, I rely on parking directly outside my place of work (Home-Start in the Salvation Army building). Limited mobility means that with the proposed changes I will be unable to make use of the other local parking that you mention. This also means I will no longer be able to access my place of employment and will possibly lose my job should the changes go ahead in their current form.</p>

	<p>I urge you to reconsider, taking into account the high needs of disabled people, the elderly who also access this building regularly and families with young children who come here for a variety of uses. For these people alternative parking and public transport are just not a viable option.</p> <p>Perhaps you could include an area of parking designed to take the needs of the vulnerable people in our society into account so that we can continue to access vital parts of our lives independently?</p> <p>Thank you for your consideration</p>
7.	<p>Objection to the proposal</p>
	<p>Representation</p> <p>With reference to the above proposal. I wish to object strongly to its implementation.</p> <p>I use that stretch of the road up to a dozen times a day at all times and on most days using a car. I work in the city and use this route to access my offices and centre.</p> <p>The proposal has no merit, and I can see no justification for it. Buses flow freely down that stretch even in rush hour. Congestion occurs beyond the bus lane between the Lake Road Roundabout and the commercial Road Roundabout but rarely extends back into Lake Road. Buses are able to freely drive to their designated bus stop or proceed across the roundabout to the commercial Road/McDonalds stops. Rarely have I seen their progress halted for more than a short and very acceptable moment.</p> <p>If however cars are restricted to one lane to enter the Lake Road roundabout then inevitably you will be creating a traffic jam (and all its resultant pollution and frustration).</p> <p>In addition to these facts parking is at a premium in the area and your present parking restrictions are already hurting those who want to access the area. This will frustrate and infuriate the public if they lose yet more parking. Especially the less ambulant as this is one of the prime parking areas to be as close to Commercial Road as they can. Residents and their visitors will surely be unhappy too.</p>

	<p>All this for no gain. there will be no improvement of bus services and only more congestion for other vehicles. There is also a thriving community and church centre adjacent, and they will I am sure be badly affected.</p> <p>Come on PCC you are supposed to be in there battling for the public not hindering and frustrating them. This is a really poor proposal, do not follow it through.</p>
8.	<p>Objection to parking removal along Lake Road and introduction of a bus lane</p>
	<p>Representation</p> <p>To whom it may concern,</p> <p>I am writing to object against the proposed changes to parking in Lake Road Portsmouth. The reference number for this proposal is TRO/39/2023.</p> <p>I work for a local charity based in The Haven at 17 Lake Road. We regularly have volunteers and service users visit us at this address and many of these individuals use the Pay & Display parking on Lake Road. Due to the length of appointments, the limited stay Resident Parking areas in Alexandra Road and Cornwallis Crescent would not be suitable for their needs. Many of our families have young children so walking a longer distance from an unrestricted parking area can be challenging. Some of our volunteers have mobility issues so the same challenges would apply should the Lake Road parking bays be removed.</p> <p>On a more personal level, as a charity we are often attending events and have a large number of resources such as tables, chairs and gazebos that we need to bring along with us. Being able to park up outside The Haven when we need to load and unload our vehicles saves a considerable amount of prolonged manual handling tasks. Having to park in one of the Residents zones and carry resources to our cars will increase our risk of a back injury. We also have a member of staff on our team who is registered disabled and relies on the parking bays outside The Haven to be able to undertake her work.</p>
9.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p>

	<p>I would like to propose my objection to the proposals on Lake Road – reference TRO 39/2023.</p> <p>This would have a huge impact on our charity and service users who visit our office.</p> <p>Volunteers, service users, visitors and the staff team would all have a huge impact with the lack of parking.</p> <p>It makes our charity inaccessible to all, which is not a part of our ethos. I appreciate there will be options for public transport but that is not always a viable option when loading/unloading to community events and visitors who rely on parking close to the building.</p> <p>I urge you to reconsider these changes. I appreciate the efforts to increase the efficiency and use of public transport, as existing businesses doing crucial work in the city, it would have too much of a negative impact on our charity.</p>
10.	<p>Objection to parking removal along Lake Road</p> <p>Representation</p> <p>I have just been told about the proposed changes to lake road. This will have a drastic impact on parents dropping off/picking up their children from the haven nursery. I will be affected badly as there will be no parking for me.</p>
11.	<p>Objection to parking removal along Lake Road</p> <p>Representation</p> <p>To whomever it may concern,</p> <p>I am writing to object the proposal to remove all parking bays on Lake Road.</p> <p>As a regular attendee of the Salvation Army in Portsmouth, for worship, music practice and also practical support from the people there, I believe it would be totally detrimental to those who rely on the Salvation Army to remove the bays. Many people rely on the services and the fellowship that the Salvation Army provides. Removal of access to it would be limiting the potential of the help it</p>



	<p>provides, including food banks and job centres and even a place for the lonely to seek comfort.</p> <p>Thank you for reading and considering my point of view.</p>
12.	<p>Objection to parking removal along Lake Road</p> <p>Representation</p> <p>I am very sorry to hear that the opportunity to park in Lake Road is possibly being taken away. There are many disabled persons who attend the Salvation Army as a place of worship on a Sunday and during the week for the many activities that take place. Not being able to park in Lake Road near to the Salvation Army Hall will be a great handicap to them and for some will possibly mean they cannot attend at all. I hope this order is something that can be reconsidered on the grounds of the difficulty it will cause to many disable persons.</p>
13.	<p>Objection to parking removal along Lake Road and introduction of a bus/cycle lane</p> <p>Representation</p> <p>I am contacting you regarding plans to remove all parking bays in Lake Road and replace with bus/cycle lanes.</p> <p>As frequent user of The Haven there are often people coming and going from the building. This causes a lot of footfall along the pavement and people use the parking bays to attend church, drop their children off to nursey and access essential support. By taking out the parking bays and replacing this space with a bus lane people are going to have to cross the main road to access the building causing potential danger, especially for those parents with small children accessing the nursey – they will have to park further away to drop off their children and walk them in.</p> <p>In all the 10 years that I have been working in The Haven there has been no traffic along Lake Road that prevents buses accessing the bus stops in Commercial Road.</p> <p>I therefore oppose the plans to move the parking bays along Lake Road and replace them with a bus lane.</p>

14.	Objection to parking removal along Lake Road and introduction of a bus/cycle lane
	<p>Representation</p> <p>Good morning to whom it may concern</p> <p>I am a staff member at Home-Start Portsmouth. Our building is located in the Salvation Army on 17 Lake road. It has recently come to our attention that there are some planned changes to be made to Lake Road, including removing all parking bays and replacing them with cycle/ bus lanes. I would like to raise the concern that this change would mean that my colleagues and I would no longer be able to efficiently access the building. Some of my colleagues have medical conditions that do not allow for them to walk properly, so they must park in front of the building using their blue badge. Taking away all the parking in Lake Road would mean that these colleagues would be unable to access the building, because the distance between where they park and where they work is too far. As our job in social care is very face paced, it is not practical for us to be parking farther away from the building and walking down, as the time it takes for us to do this would steal away valuable transition time between each family we support. Please also consider that the Salvation Army building must also be accessible to people attending Sunday Mass, Volunteers recruited for Home-Start Portsmouth, Colleagues working in the Café and other sectors within the building, parents and children attending nursery and the general public who may seek support from our building. Please consider that of all these people, there are many who will not be able to access the building without parking bays.</p> <p>Please do not hesitate to contact me if you have any questions.</p>
15.	Objection to parking removal along Lake Road and introduction of a bus/cycle lane
	<p>Representation</p> <p>To whom it may concern</p> <p>I have been informed by leadership team at The Salvation Army, Lake Road, of the council's proposals to remove all parking bays in Lake Road to install a bus/cycle lane.</p>

	<p>I currently attend The Salvation Army several times a week and I park in these spaces, especially when I am carrying equipment for the Toddler/Boogie tots session we run on a Wednesday morning, to not have these spaces will be a great inconvenience. I am aware that you are able to purchase a booklet of parking permits to allow parking in the area behind the Salvation Army, but I have on many occasions had to drive around to try and find a parking space, often quite a distance away. Whilst I am able to walk, I am mindful of the elderly and disabled people who attend The Sunday services, the café, the craft club, who help out in Food Bank, not having close access to the building may limit or stop them from even attending.</p> <p>I am sure you are aware by now, but The Salvation Army has many programs that run throughout the day and evening, so the detrimental effect of losing these parking spaces will be huge to them and also the many members of the public it serves.</p> <p>I therefore ask you to reconsider this proposal.</p>
16.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>I wish to register my objection to losing the parking facilities on Lake Road! I attend the Salvation Army on Lake Road and spend time there at least twice a week!! I am over 80 years old and walking is not easy for me, thus to have to walk from Tesco or All Saints for example would be difficult for me and many other of our regular attendees too!!</p> <p>I would politely ask that you reconsider this decision and allow us to attend our church with a minimum of walking please!</p> <p>Thanking you in anticipation</p>
17.	<p>Objection to parking removal along Lake Road and introduction of a cycle lane</p>
	<p>Representation</p> <p>Dear Sirs,</p> <p>The Haven Centre Nursery, that my 3yo attends, has informed me of the proposed plans to change the parking along Lake Road, into a cycle lane.</p>

	<p>I am emailing to state that I vehemently object to this change.</p> <p>As a working mother, who lives outside of Portsmouth, having parking outside of the Haven Centre Nursery is vital for dropping off and collecting my son, before and after work each day.</p> <p>Lake road is a very busy thoroughfare, with buses, lorries, cars and other modes of transportation using it to access the local supermarkets and businesses. It isn't a road that is safe enough for my young child to walk by. Moreover, with all the residential flats and houses nearby, there wouldn't be any parking close enough to help with accessing the nursery.</p> <p>I understand that the council would love to support more cyclists, but this isn't the answer. There are quieter roads located around Lake road that could easily be used for cyclists; Alexandra Road into Crasswell street, for example, which is quieter and already has a cycle lane.</p> <p>Without the vital parking spaces, it would be detrimental to myself and so many other parents or guardians. As well as the vital services of the Haven Centre: nursery, food bank, employment+ to name a few.</p>
18.	<p>Objection to TRO proposal</p>
	<p>Representation</p> <p>Hello - I am aware of the changes that are being discussed regarding parking in Lake Road, Portsmouth.</p> <p>As a frequent user and also a volunteer at The Salvation Army Lake Road (including The Haven Community Centre) I can only express my dismay at these proposed changes.</p> <p>Several times a week I pay to park on Lake Road - outside of The Salvation Army Portsmouth Citadel, and for very good reason. My mobility is at times compromised and I cannot walk too far. Added to that I most often have a number of items to get either into the building or out of it.</p>

	<p>I have worked with all ages through our Community Groups - and, for example, groups with young children....It's been said "take a toddler - take all but the kitchen sink too"! The same can be said for our numerous family events only 100 fold!!!</p> <p>I do not mind paying the parking charge at all. It is the ability to park very close by which is the issue. Sometimes I can park further along Lake Road, also paying, but that is a distance I cannot manage at times, especially if laden with resources.</p> <p>Honestly, the place absolutely relies on people who volunteer their time and money and resources and without being able to park anywhere near for a period of time will have not only an adverse affect on my ability to support the Church and The Community Work at The Salvation Army Portsmouth Citadel Lake Road... but certainly many others.</p> <p>We have always had a good relationship with the Council and considering our work has been continuous for 150 years, it would be a tragedy to lose out now. Parking all along Lake Road is popular and I am sure I am not alone in saying this proposed change will cause a lot of practical problems among many and an adverse effect on the vital Church and Community Work from our building in Lake Road</p>
19.	<p>Objection to parking removal along Lake Road</p>
	<p>Representation</p> <p>Dear Sir/Madam,</p> <p>I am emailing to object to the proposed changes in parking on Lake Road in Portsmouth. Some parents who access the nursery have no option but to drive to drop off and collect their children as they need to go on to work. If parents are unable to access the nursery this could affect the financial sustainability of the nursery moving forward and parents may have no other option but to either find an alternative setting or for the children to miss out on early years care , which we know has a positive impact later in life.</p> <p>There are many people who use these bays, both during the day, the evening and at weekends, and if removed, would cause significant issues – for example the Sunday morning congregation; Nursery parents; staff, volunteers and visitors to the centre; contractors; service providers; service users; those attending</p>

	<p>courses here; those accessing groups and activities here; those attending funerals and weddings, and so the list goes on.</p> <p>It is my understanding that limited parking is only for 1 hour at a time. I know personally this would not be enough when I carry out a compliance visit and could also put off people who want to come and visit.</p>
20.	<p>Objection to parking removal along Lake Road</p> <p>Representation</p> <p>The proposed changes to the parking in Lake Road will severely restrict access to the Salvation Army building complex.</p> <p>This will affect my ability to attend worship as I cannot walk very far. Could this be construed as Religious Persecution.</p> <p>Not only is the building complex used for worship, there are many activities which are based on the principles of helping the community. For example, the food bank, the nursery, the job club.</p> <p>The present situation does not appear to cause any problems so “ If it ain’t broke why fix it !!”</p>
21.	<p>Objection to parking removal along Lake Road and opposite to the Salvation Army</p> <p>Representation</p> <p>I am a member of the Salvation Army in Lake Road Portsmouth and want to firmly oppose the current proposals to remove the parking in front of the Salvation Army and along Lake Road. Over the years the access to church has been made more and more difficult, firstly with imposing payment charges and also only allowing restricted free times elsewhere meaning that if you want to come to church you have been substantially penalised which seems very discriminatory.</p> <p>Despite many of our congregation having less income to pay for parking this was adopted without making too much of a fuss. We now have a situation where not only do they have to pay for something which was previously free but they also cannot park close to the building! For a large percentage of the congregation who are older and/or have mobility this will cause great difficulties and may even lead to them having to stop coming to church. In an area which has a lot of loneliness we provide a great hub throughout the week for people but particularly on a Sunday to come and meet others and enjoy being together. These restrictions</p>

will mean that this will be a further erosion of people's abilities to meet together, going against what the council is trying to encourage people to do - to meet up. And what about people who have blue badges? Where are they supposed to park? This is greatly concerning and another act of discrimination against those people who are disabled.

This matter is not only going to cause great difficulty on a Sunday for people attending church but also throughout the week when there are numerous other events on in the building.

It also means that for people finishing events late into the dark evenings they have to walk on their own in the darkness instead of being able to park outside or 100 metres away.

In the week there is a very heavy programme of activities on which enhance and support the community. It is difficult to know where to start on the huge impact these changes will have on these activities. At both ends of the day children are dropped off and picked up for the nursery by parents who are dashing off to get to work in order to support themselves. If they are not able to do this they may end up having to take their children out of nursery completely, leave jobs etc etc. The inconvenience is huge! I do believe that 20 years ago the Council actually asked the nursery to expand and as a consequence it became more of a thoroughfare and the need for parking on the doorstep was recognised. Now that the nursery is flourishing as a result of that required growth it is having a key component and part of the agreement removed.

There are also many volunteers who are in and out all week, the agencies that work out of the building (homestart, Good neighbours etc) who are all in and out all day, often needing to bring in heavy equipment etc. Deliveries are regularly made including many donations for the foodbank, christmas toy appeal etc - these need to be made right to the door - not half a mile away.

I do believe that when the Haven was first up and running and won the Queen's Award for Community Services for all the valuable work it does for the city, one of the agreements was that the access would remain untouched. This will be going back on that agreement.

What about the weddings and funerals that take place in the building, the music exams (when people need to bring in heavy instruments etc), the volunteers that

	<p>enable the craft club (for lonely people) the job club (to help jobless get into work) and other projects that take place that need people to get easy access to the building.</p> <p>I could go on but I hope this will begin to make you realise how your proposals will impact a very important hub and community which the council needs. it would be very shortsighted to over look all this for what may be gained.</p> <p>I do hope you will consider these and all the other oppositions to this project very carefully before making any further decisions</p>
22.	<p>Objection to parking removal along Lake Road and opposite to the Salvation Army</p>
	<p>Representation</p> <p>Dear sir/madam</p> <p>I should like to add my name to the objections to the proposed changes to the parking which are at the moment are allowed in Lake Road alongside the flats and also the Salvation Army Citadel.</p> <p>The reasons are given in the emails from both Mr. and Mrs. W.</p> <p>As you can see the Salvation Army in Portsmouth play a great deal in helping the people in the local community.</p> <p>Hopefully you will give this your due consideration.</p>
23.	<p>Objection to parking removal along Lake Road and opposite to the Salvation Army</p>
	<p>Representation</p> <p>This is right outside a place of Christian Worship, The Salvation Army, which has been on this spot, serving the community, since June 1873. In fact, the 150th Celebrations have just been held with people travelling from far and near to join in the celebrations.</p> <p>As this is a place of Christian Worship, Weddings and Funerals are held here, so how will this be able to continue with No Waiting outside? There is an active children's Nursery held each week day. How safe will it be for parents bringing babies and toddlers I ask? Various groups meet here during the week both</p>

	<p>daytime and in the evening including choir and band practices. There's a parent/toddler group that meets here regularly and a Messy Church where 70+ children meet with their parents as well as organisers and helpers. The Salvation Army endeavours to meet the needs as they arise.</p> <p>Not everyone who attends or volunteers lives in a place that is easily accessible by bus. Or is indeed young or fit enough to cycle. Plus where will disabled people be able to park in order to attend?</p> <p>It would appear to me that the people responsible for this proposal are striving to ostracise Christians from attending their active place of Worship and inhibiting them from meeting the needs of the local community as they arise.</p> <p>I am bitterly disappointed by this ill-thoughtout proposal. I have been a member of this Salvation Army since I was Christened Boxing Day 1943. My great grandparents, grandparents and parents have attended and been actively involved in serving the community since the 1890s. In fact when I was younger I was involved in setting up and running a weekly children's club and took groups away on holiday by minibus to the Blue Peter Log Cabin in Sunbury on Thames.</p> <p>We used to live near enough to walk to this place of Christian Worship, but our home came under compulsory purchase for redevelopment so we were forced to move fairly quickly and are consequently now outside the city.</p> <p>I trust you will very seriously consider the very unhappy outcome for all involved should this proposal go ahead.</p> <p>Yours faithfully,</p>
24.	<p>Objection to the proposal</p>
	<p>Representation</p> <p>Dear Madam/Sir</p> <p>I am writing with regard to the above proposal which, if implemented, will cause many difficulties to the service users and others who use The Haven Community Centre/Salvation Army building at 17 Lake Road.</p>

	<p>Following a recent visit by both local MPs and the Lord Mayor of Portsmouth, each of them was full of admiration for the work undertaken by The Haven Community/The Salvation Army from its premises in Lake Road. Both MPs mentioned in social media of their gratitude for the support, love and care given - with its various programmes - aimed at supporting those who are in need.</p> <p>Many of these activities require drop-offs and those with cars/brought by car - have a blue badge p are able to park outside the building. For others, they can park further along Lake Road or outside the building using the Ringo app. I should mention that as someone who uses buses, the No. 23 service is superb and I use it to go to The Salvation Army in Lake Road. It is already a very quick and reliable service which hardly faces delays in Lake Road because of cars.</p> <p>Several years ago I worked for The Salvation Army and when the Northern Quarter Development was being considered, I seem to recall the council suggesting the roundabout outside of The Salvation Army in Lake Road, and the bus stop outside of the former Masonic Lodge - which is next door to The Salvation Army - were owned by The Salvation Army Trustee Company, so wonder if this is a legality that needs resolving, as presumably this has implications for any changes to the road layout if parcels of land are not in the ownership of those wishing to implement change.</p> <p>However, regardless of the issue with land ownership, I would ask that this proposal does not go ahead as the issue of traffic build up is more to do with the roundabout outside The Salvation Army hall in Lake Road, the Holbrook Road roundabout and the roundabout enabling traffic to go along Market Way.</p> <p>Yours faithfully,</p>
25.	<p>Objection to the proposal</p>
	<p>Representation</p> <p>To Whom It May Concern</p> <p>Re: South East Hampshire Rapid Transit Scheme – Lake Road Proposals. TRO 39/2023</p> <p>The Salvation Army, Portsmouth Citadel</p>

The Salvation Army has provided a service to the local community for over 150 years and would view to above proposal as a threat to being able provide this service, the primary concern would be the area immediately outside our church building or Lake Road.

Background

The Portsmouth Citadel Salvation Army is in the substantially deprived 'Landport' community, within the Charles Dickens Ward. The Charles Dickens Ward is amongst the 10% most deprived neighbourhoods in the country (Index of Multiple Deprivation 2019). More specific information shows that 'of the 125 small statistical areas in the city (Lower Super Output Areas), one is in the most deprived 1% of neighbourhoods in England; Landport in Charles Dickens Ward' (Portsmouth City Council Cabinet Meeting minutes 3 Nov 2020).

The Salvation Army is a vital community hub in the centre of the Charles Dickens Ward, offering many services and activities, and holistic support to hundreds and hundreds of people each week. Importantly the Salvation Army's community work responds to many of the issues highlighted in Portsmouth City Council's various strategies, including the Health and Wellbeing Strategy 2022-2030. Without sufficient parking and drop-off facilities along Lake Road, many people will be left unable to access the vital services on offer and will be negatively impacted as a result.

This proposal is likely to negatively impact on the individuals and families who already face significant issues and challenges around mobility, poverty, independence, and community integration, the most, raising a further issue around equality.

We would object to this proposal on the following grounds.

Severely reduced accessibility and parking, our building is a key role in ensuring the needs of our city are met. The Salvation Army, Portsmouth Citadel on Lake Road operates a very busy community centre which, and through its busy and varied programme, assists with the alleviation of all kinds of needs of people in the city.

1. There can be upwards of 50 people who walk through the doors of The Salvation Army, Portsmouth Citadel each week requesting food parcels, a very demanding role considering the rising cost of living at present; help with homeless situations and people simply requesting a listening ear to talk through their individual needs and problems.
2. Across the Church & Community Centre programme, there are over 50 volunteers each week who need somewhere to park, so again, these proposals will affect many, and may lead to some having to end their volunteering with us, thus affecting our ability to maintain our weekly activities and services.
3. We run and house various specialist projects within our building. This comprises our nursery, a Salvation Army run project which caters for 60 children most of which are brought in by car. These proposals will leave parents unable to drop off and pick up their children and may result in some looking for an alternative setting, potentially affecting our income, thus threatening the sustainability of this much needed provision. It should be noted that some twenty years ago, Portsmouth City Council requested that our Nursery space be expanded which necessitated adding an additional floor to our building to accommodate a growing nursery programme with which we are informed the council would not want to be without.
4. A Wednesday morning is when we run our weekly Employment drop-in session, providing advice and support to those seeking employment. This is complimented by our part-time. Employment Development worker, based here throughout the week, offering 1:1 support to those that need it. Again, the lack of parking will certainly affect the team but is additionally likely to affect some of those accessing the provision.
5. On a Wednesday morning we also operate a family hub providing space for young children and parents to gather and support each other and receive help and advice from those that lead the group.
6. Good Neighbours, part of the Wellbeing Collective, is a project with which we have a contract with Portsmouth City Council. It is essentially a wellbeing service giving various levels of support including carrying out shopping for those unable to do this themselves. Some 60 clients avail themselves of this programme weekly. Staff need to park their cars.

7. Our café, the Lounge, is open 5 days a week, Monday to Friday, from 10am through to 3pm. This is run in partnership with our friends at Creative Advances, an amazing organisation who work with and support adults with learning difficulties, and our café provides training opportunities for those adults. Many of the staff and service users arrive by car, and there are people enjoying the café daily, many of whom will be affected by these proposals. Our café is also a registered Warm Space for those in the community who have been unable to heat their own home.

8. The charity 'Homestart' operates from our building. This charity supports families with children under five years of age. They run projects and courses in our building, parenting classes, training, and supervision for staff, all of which are used by people who attend needing to park close to The Salvation Army, Portsmouth Citadel.

9. As part of our communiTEA programme, we run a Craft & Friendship group on a Thursday, and again, there is little doubt these proposals will affect this, with many of those attending older and unable to walk any distance. This programme provides vulnerable and lonely people in the community a safe place to meet and make friends and improve their mental well-being.

10. Christmas is a particularly busy time of year as each year we run a Food and Toy Appeal supporting hundreds of families across the city. Without the ability to park outside the building, many donors may look to find alternative places to donate, and distribution of these parcels will be made more difficult.

11. We hold meetings for religious worship each Sunday at 10.00 am involving 90 – 100 people in the congregation. The proposals would seriously affect many people within the congregation, especially those who are disabled or of limited mobility. Any alternative parking is likely to be too far away from The Salvation Army, Portsmouth Citadel and/or expensive.

12. Apart from the various projects operated from our building it will be appreciated that numerous contractors and suppliers need access on a regular basis to deliver/unload the various commodities needed for such a programme outlined above, including Tesco who deliver every Monday to our Nursery and the

Cafe. If these proposals go forward the receiving of goods and services, not to mention donations from the public will be seriously curtailed.

13. Once a month we run a ministry called Messy Church, where over 60 families attend and enjoy an afternoon of activities, craft, and worship followed by a meal together. With the current cost of living crisis, there are many families in Portsmouth struggling to make ends meet and providing cooked meals and activities for their children is a much-needed ministry. These proposals will seriously hamper those that not only run this ministry, but those who attend and receive so much from it.

14. Every week there are music rehearsals involving more than 50 people, all of whom park in the area, many of them in Lake Road.

15. As a centre for religious worship, The Salvation Army, Portsmouth Citadel is used as a venue for weddings and funerals. This obviously necessitates the parking of wedding and funeral cars to be parked immediately outside our building for upwards of one to two hours at a time. This will be impossible if the proposed changes take place.

16. We also hold several large events during the year to which the public are invited. These are often free or very low in price, providing the community with accessible and inclusive events, where they may not be able to afford or attend alternatives. Again, many will be affected particularly those who have a disability and/or limited mobility. These events include our Easter Celebrations; our Autumn Proms Night; our Christmas programme and a plethora of musical evenings.

17. Portsmouth City Council's Learning Disability Partnership Forum meet here several times a year, over 40 people, and with a reduction in parking, they may need to look elsewhere.

18. The examination board of the Royal School of Music, ABRSM also use our building during the year, and our building is in fact the main centre for Portsmouth, providing a central HUB which supports music making in the city. Many of the examinees arrive by car, many with large instruments and so the ability to park outside/in Lake Road makes our centre very accessible. A change to this, and a loss of available parking will, without doubt affect numbers, which in turn will affect our revenue, revenue used to fund our vital community programme.

19. As a church we run small groups, one such group on a Wednesday evening, again, some of those accessing the group park outside the building.

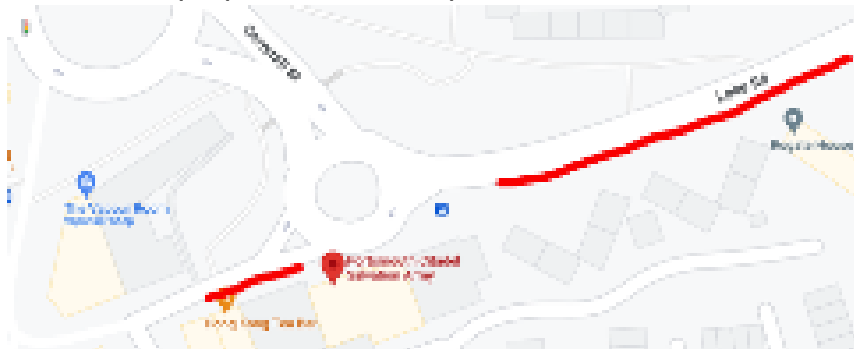
For reference, in the past Portsmouth City Council has acknowledged the need to maintain parking outside of the Salvation Army building and agreements have been reached in this regard. There has also been dialogue between Portsmouth City Council and The Salvation Army in relation to the previous Northern Quarter redevelopment and land ownership outside of the Salvation Army building.

Safety is also a concern, particularly in the winter with darker nights, many of those accessing our various ministries are older and vulnerable and would not feel safe having to walk through the city at night if there is no parking available in the immediate area.

These points highlight the importance to the local community of the Salvation Army, Portsmouth Citadel, and the need for good access and parking on or close to the building.

We would, therefore, raise our objections to any reduced access or parking.

Please see attached plan below, indicating the current parking on site that will be lost, if these proposals are accepted.



Yours faithfully

26. **Objection in relation to PHVs not being allowed in bus lanes**

Representation

Please see below some reasons why we feel that PHV should be aloud in ALL Bus lanes and where it states “Bus and Taxi only”, also why don’t the powers to be understand the vital resource of PHV’s are in this great city. It appears that the rule makers wish to put up as many barriers as possible for our industry penalising us along the way.

Efficient use of resources: Allowing PHVs in bus lanes could contribute to more efficient utilization of the existing infrastructure. Bus lanes are often underutilized during certain periods of the day, and permitting PHVs to use these lanes when buses are less frequent or during off-peak hours could help optimize the use of this dedicated space.

Flexibility for passengers: PHVs provide an important alternative transportation option, particularly for individuals who may not have access to private vehicles or find public transportation routes inconvenient. Allowing PHVs in bus lanes could enhance the flexibility and convenience for passengers, as they would have additional transportation choices to reach their destinations efficiently.

Reduced congestion: By permitting PHVs in bus lanes, the overall congestion on the roads can be reduced. PHVs often carry fewer passengers than buses, and allowing them in bus lanes could incentivize more people to use these services instead of relying solely on private cars. This reduction in private car usage can contribute to easing traffic congestion and improving overall traffic flow.

Economic benefits: Allowing PHVs in bus lanes may benefit the local economy by supporting the private hire industry. The increased efficiency and convenience of PHVs in bus lanes could encourage more people to choose these services, leading to increased demand and business opportunities for PHV drivers. This, in turn, can contribute to local economic growth and job creation.

Technological advancements: With the rapid development of ride-hailing apps and innovative transportation solutions, PHVs are becoming an increasingly popular mode of transport. By adapting regulations to accommodate these advancements and allow PHVs in bus lanes, cities can demonstrate their openness to embracing new technologies and facilitating the evolution of the transportation industry.

Regards

27.	Support to the proposal
	<p>Representation</p> <p>Portsmouth Cycle Forum support the measures as outlined in this Traffic Regulation Order which will allow the creation of separate cycle and bus lanes along the southern side of Lake Road between Holbrook Road and Cornmill roundabouts. Given that the under-utilised Paradise Street car is only 150 metres away, we would have preferred to see the removal of metered parking along the full the extent of Lake Road between Alexandra Road and Spicer Street in order to create a more continuous and segregated cycle lane into the city centre rather than dumping people who cycle into the circulatory path of the Cornmill roundabout. We do however acknowledge that this area will be subject to the further development under the City Centre North project and we will attempt to ensure that direct, safe and consistent cycle routes will be developed to link up with this location as part of the bigger project.</p> <p>The inclusion of the drawings of the wider SEHRT scheme funded by the Transforming Cities Fund in this TRO raises a number of issues and questions we would like answered, but these do not relate to the wording of the TRO as published.</p> <p>We will therefore take these up with project officers in due course.</p>
28	Objection to the proposal
	<p>Representation</p> <p>Dear Sir/ Madam,</p> <p>I have recently viewed the proposed cycle infrastructure improvements drawing related to Lake Road/ Cornmill Rd roundabout. I regularly cycle from my place of work home via Church Street in both directions (south and north) and while I welcome the addition of cycle infrastructure on the roundabout I am concerned around the fact that drivers will now expect me to follow the less direct path via crossing rather than use the carriageway and carry on via most direct route. I would welcome an addition of signage (road markings such as e.g. a cycle box)) which would indicate that cyclists can choose to cycle either way - follow the cycle path or use the carriageway.</p>

It is worth remembering that cyclists and pedestrians would often follow the most direct route to conserve energy. Unlike drivers who do not have to put much physical effort into their travel. Prioritising more direct desire lines for pedestrians and cyclists would help to make the scheme more successful. At the moment the design still looks like it's main aim is to prioritize comfort and swift movement for drivers.

Appendix C: Confirmation of communications

Notice of Intent + Notice of Making

Internal (PCC) officers:

Lee Gilbert, Steven Flynn, Paul Avery, Parking Enforcement Supervisors, Denise Bastow, Oliver Willcocks, Mark Elliott, John Houghton, Michelle Love, Dispatch Services, Jane Singh, Ian Maguire, Mark Pembleton, Bradley Bee, Gary Casey, Simon Bell, Stacey Grant, Brian Clark (Colas), Simon Heathers (Colas), John Neves, Deepu Prabhakaran, Nickii Humphreys (Licensing Manager), Graham Denman (Colas), Paul Lappin (Colas)

+ RELEVANT WARD COUNCILLORS

Send Notice of Intent and Sealed TRO to:

External

Central Ambulance, Chamber of Commerce, First Group (buses), Hampshire Fire & Rescue, Hampshire Traffic Police, Road Haulage Association, Freight Transport Association, Portsmouth Water, Royal Mail, Southern Electric, Stagecoach (buses), Portsmouth Magistrates' Court, Portsmouth History Centre (Main Library), Colas, PCC Parking Enforcement, GIS Officer, Parking team supervisor, National Express coaches, Portsmouth Cycle Forum, Hackney Carriage representative, Aquacars, Uber, Hackney carriages, Uber, Portsmouth Cycle Forum,

Local businesses and organisations: Madani Academy Primary School, Ladbrokes, Solent Divers, Charles Dickens Centre, Royal Albert Day Centre, The Salvation Army, The Painter's Arms

Local Residents: Flats (Northesk, Rogate, Blendworth, Catisfield Hallowell, and Foley House, flats east of Alexandra Rd).

The News

Orders for public notices now go through Panacea.

Appendix D: Integrated Impact Assessment

Form name	Integrated Impact Assessment
Reference	IA518959712
Date	30/05/2023



Policy details

Request date	30/05/2023 13:02
Directorate	PCC Regeneration
Service	Infrastructure - Major Projects
Title of policy, service, function	SEHRT Lake Road Corridor
Type of policy, service, function	Changed
What is the aim of your policy, service, function, project or strategy?	<p>Provide increased bus priority on approaches to and/or at Lake Road/Holbrook Road junction with east-west movements the focus for bus routes.</p> <p>Provide a more direct and appealing crossing facilities for pedestrians.</p> <p>Improve legibility and safety for cyclists at the roundabout.</p> <p>Improve walking and cycling routes along Lake Road (west section in particular) to/from shopping area.</p>
Has any consultation been undertaken for this proposal?	yes

<p>What were the outcomes of the consultations?</p>	<p>The survey was predominantly quantitative and launched online on the 14 December 2021. It was open until 31 January 2022. It was promoted through. In total, 579 people interacted with the City Centre and Lake Road routes survey.</p> <p>A majority of respondents support each of the proposed changes to Lake Road</p> <p>The most supported change is 'improving the landscaping in the area to make it greener and more pleasant' (79% agree or strongly agree)</p> <p>Just under a fifth of respondents (18%) oppose 'adding a new westbound bus lane between Lake Road roundabout and Cornmill Roundabout'</p>
<p>Has anything changed because of the consultation?</p>	<p>no</p>

<p>Did this inform your proposal?</p>	<p>no</p>
---------------------------------------	-----------

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>It is providing better accessibility through installation of walking and cycling facilities in line with the accessibility requirements (New pedestrian crossings, designated cycle tracks and new pedestrian footways). Provide better access for people using mobility scooters/wheelchairs or partially sighted/blind groups.</p>
--	---

<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>No</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>N/A</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>HIVE / Society for Blind as well as through public consultation with residents and stakeholders.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>N/A</p>

Crime - Will it make our city safer?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Yes, through enhancing landscaping and provide more attractive public transportation walking and cycling routes towards the city centre.</p>
--	---

How are you going to measure/check the impact of your proposal?	Not part of the scope at this stage.
---	--------------------------------------

Housing - will it provide good quality homes?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	Yes, as there will be a land transfer planned from Northesk house to highways land to enable delivery of the project. That will be compensated through new communal garden for that block of flats which will enhance the area.
How are you going to measure/check the impact of your proposal?	Not included in the scope at this stage.

Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	<p>This project supports the following corporate priorities:</p> <ul style="list-style-type: none"> Make Portsmouth a city that works together, enabling communities to thrive and people to live healthy, safe and independent lives. Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work, visit. Make our city cleaner, safer and greener. Make Portsmouth a great place to live, learn and play, so our children and young people are safe, healthy and positive about their futures. Make sure our council is a caring, competent and collaborative organisation that puts people at heart of everything that we do.
---	--

How are you going to measure/check the impact of your proposal?	Feedback from Residents, transport companies and users.
---	---

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

Peases expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The census 2011 has provided us with some interesting information on travelling by residents in Portsmouth. The data shows us a significant percentage of households in Portsmouth have no availability to a car or van, use a variety of modes to travel to work and mainly travel 5km or under to get to work. When looking at the information in correlation to deprivation there is a concern. The concern is those residents that are living in a deprived area don't have the travelling options to increase their access to opportunities. Subsequently, it is recommended that Portsmouth City Council prioritises alternative modes of travel, such as public transport or active travel to help open up greater opportunities, be that academically, socially or professionally for our residents. These are the objectives of lake road proposal.
How are you going to measure/check the impact of your proposal?	Feedback from Residents, transport companies and users.

Carbon emissions - will it reduce carbon emissions?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Improve walking and cycling routes along Lake Road (west section in particular) to/from shopping area.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from Residents, transport companies and users.</p>

Energy use - will it reduce energy use?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
--	--

Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The scheme has considered drainage implications when delivered and there are some improvements to deal with localised flooding in the area.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Not included in the scope at this stage.</p>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The proposal included landscaping to enhance the habitat for better biodiversity in the city.
How are you going to measure/check the impact of your proposal?	Not applicable.

Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained

Air quality - will it improve air quality?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The aim of the project is to provide better means of transport and active travel modes which should contribute to help to improve air quality in the city centre. This scheme also removes some parking lots making it harder to travel by car.
How are you going to measure/check the impact of your proposal?	Not applicable.

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Provide increased bus priority on approaches to and/or at Lake Road/Holbrook Road junction with east-west movements the focus for bus routes. Provide a more direct and appealing crossing facilities for pedestrians. Improve legibility and safety for cyclists at the roundabout. Improve walking and cycling routes along Lake Road (west section in particular) to/from shopping area.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>RSA 3 will be undertaken. Bus journey times will be monitored by the bus companies. Accident data will be collected to assess post implementation results.</p>

Waste management - will it increase recycling and reduce the production of waste?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
--	-------------------------------------

Culture and heritage - will it promote, protect and enhance our culture and heritage?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Encourage regeneration built around our city's thriving culture, making Portsmouth a great place to live, work, visit.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from Residents, transport companies and users.</p>

Employment and opportunities - will it promote the development of a skilled workforce?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>South East Hampshire Rapid Transit aims to transform the way people travel between Portsmouth and surrounding towns. By enhancing existing public transport services through new and improved bus priority routes, South East Hampshire Rapid Transit will make travelling by bus a more attractive option. We are developing a network of rapid transit routes to help get people to where they want to be (Employment and education centres) by reliable and regular bus journeys which will connect with rail and ferry services – creating an integrated transport system.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>N/A</p>

Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Better connect our communities and travel to work areas. Drive up productivity and support economic growth by improving access to employment and training</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Feedback from Residents, transport companies and users.</p>

Social value

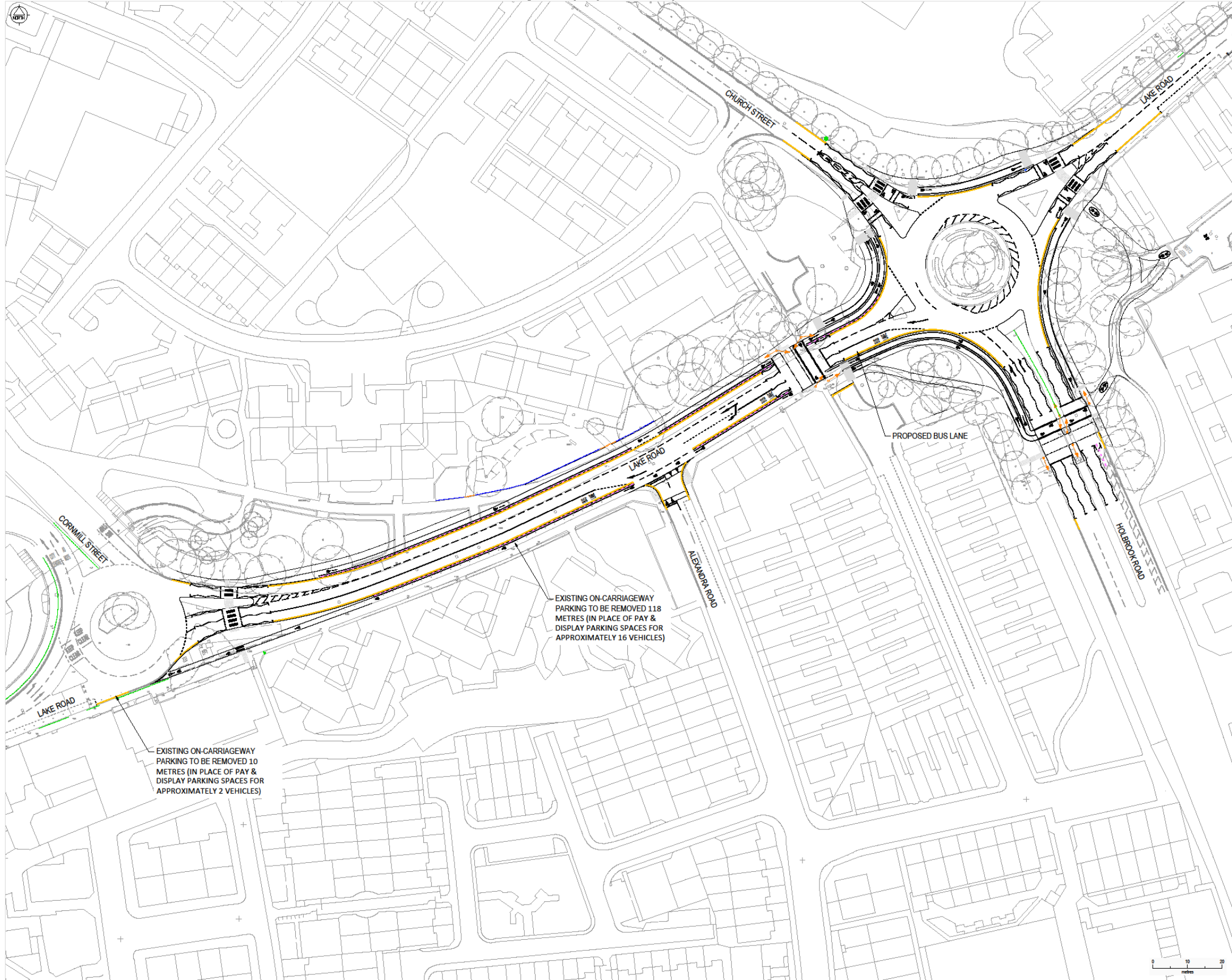
<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
--	--

Involvement

Who was involved in the Integrated impact assessment?	PM/APM
Name of the person completing this form	Ahmad Hanoun
Date of completion	2023-05-30

Appendix E: Proposal Plan

This is a C.A.D. drawing and may only be modified by hand in accordance with QA Procedure



KEY:
 IN GREY - EXISTING FEATURES
 IN BLACK COLOUR - PROPOSED FEATURES

FOR INFORMATION

B 0.7.23	ISSUE TO SUPPORT TRO DECISION REPORT	AS	BT
A 3.1.23	FIRST ISSUE TO SUPPORT TRO APPLICATION	AS	SA
Rev	Date	Revision Details	Drawn/Checked
Project: SEHRT LAKE ROAD			
Drawing Title: LAKE ROAD WEST TRAFFIC REGULATION ORDER NO. 39/2023			
REGENERATION (Infrastructure) Assistant Director (Infrastructure) Martin Lavers BSc CEng MICE			
Date	07/03/2023	Scale	1:500
Design/Drawn by	AMS	Drawn by	AMS
Checked by	SA		
Drawing No.	49903-TRO-001	Revision No.	B
FEASIBILITY	DRAFT	CONSTRUCTION	
INFORMATION	★ TENDER	AS BUILT	

Appendix F: Census 2021 Charles Dickens Ward Characteristics

A general study was undertaken to understand the population characteristics in Charles Dickens ward which Lake Road proposal is located. This ward has a significant number of households with no access to a car or van (57.2%) with 40.8% people travel to work via active modes including train, bus, walking or cycling. A further 15.5% people work from home while 55.6% of the population is economically inactive. 42.8% of the population have access to one or more vehicles and 32.9% drives to work with a majority travelling distance less than 10m (53%). Moreover, 71.1% of households in Charles Dickens area are deprived in one or more ways. This information supports the objectives of Lake Road proposal to offer alternative modes of transport to cars or vans that allow for individuals living in these households to have greater opportunities to travel. Further Census 2021 details for this ward are overleaf.

Charles Dickens

Area map

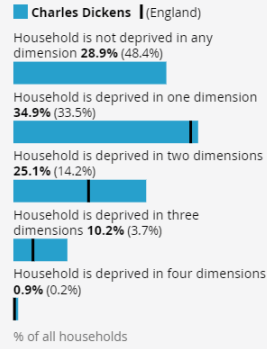


Population

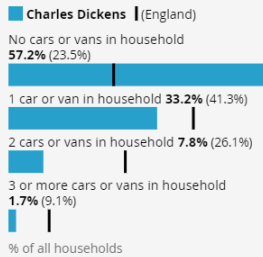
22,300
people

56,490,000 people in England
Rounded to the nearest 100 people

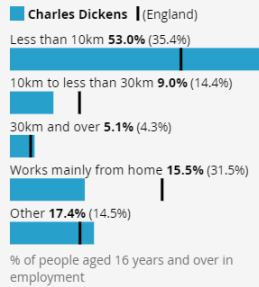
Household deprivation



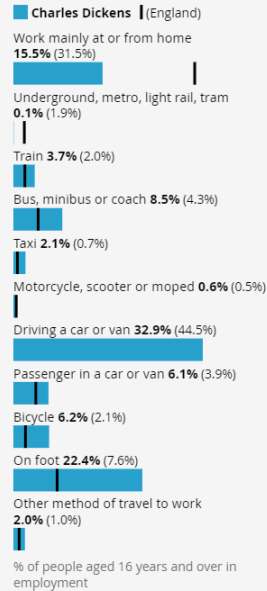
Number of cars or vans



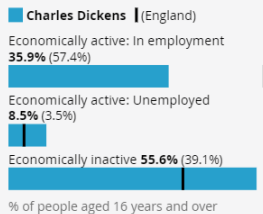
Distance travelled to work



Method of travel to workplace



Economic activity status



Source: Office for National Statistics - Census 2021

Appendix G: The summary of the parking surveys

Parking Survey Information

On 9th (Thursday), 24th (Friday), and 25th (Saturday) September 2021, parking counts were undertaken to quantify the number of vehicles parked in the pay and display parking bays (shown in Figure 2 and Figure 3) between 7am and 7pm. The enumerator noted the number of vehicles which left and the number of vehicles that arrived during each 15 minute periods. When possible, observations were made if those arriving used a pay machine or a mobile phone application to pay for the parking.

These parking spaces are Pay and Display and charged between Monday and Sunday (from 8am to 6pm).

The summary of these surveys are shown in , Table 2 and Table in Appendix G.

The Auditors recorded only 3 cars parked within the Lake Road surveyed parking spaces on Thursday at 7am. Further, due to the high volume of pedestrians and obstructions to the visibility (a bus stop and trees) it was difficult for the enumerators to see if parking users paid by the pay machines.

The data collected on 9th September 2021 suggests that this parking is often used for a short duration when assessing the number of cars arriving and departing during each hour of the audit. Approximately 40% of all the cars recorded using the parking spaces on Thursday, were picking up or dropping off. This is likely to be linked with part time workers or shoppers accessing Commercial Road. Further these users could also include the local residents (free parking between 6pm and 8am) and evening visitors to the city centre.

The low level of arrivals and departures through the day suggest it is being used more for longer rather than shorter periods, with the main arrivals between 8am and 10am and the main departures between 4pm and 5pm on Friday 24th September 2021, but the bulk of arrivals between 8am and 10am and departures between 3pm and 5pm on Saturday 25th September 2021. There appears to be little overnight parking with only 6 spaces taken at 7am on Friday and 2 at 7am on Saturday.

Another survey was commissioned in the areas shown in to assess utilisation of the residential parking spaces at Alexandra Road. These areas were audited on Friday 24th September 2021 between 7am and 7pm.



Figure 1 - Alexandra Road residential parking location

The summary of that survey undertaken on 24th September 2021 is shown in .

Table 1 - Summary of the parking survey on Alexandra Road on 24th September 2021 (Friday).

Start Time	Alexandra Road		
	CAR	OGV	MCL
7am	3	-	-
7pm	2	1	-

The enumerators data collected shows that only 2 of 8 spaces on Alexandra Road were utilised indicating some space capacity available. As such, there appears to be adequate opportunities elsewhere for residents to park nearby. There also appears to be little overnight parking with only 3 to 6 spaces taken weekdays and only 2 at weekends, which would suggest this is not heavily used by residents. Furthermore, the latest information shows that in JB residents' parking zone shown in 159 resident permits are on issue and there are 238 spaces (data obtained on 26th July 2023).

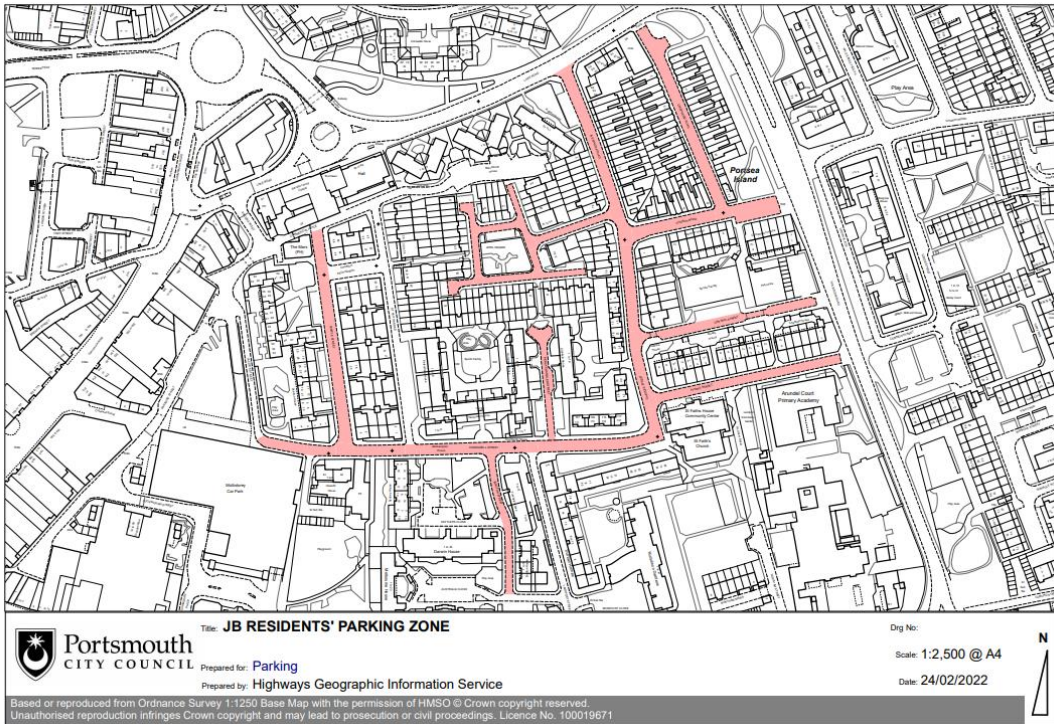


Figure 2 - JB – Landport – parking zone plan

Additional residential parking zone FC shown in is located in proximity to Lake Road and will be accessible via a new Zebra crossing proposed at Cornmill Roundabout eastern approach (34 residents permits issued compared to 55 spaces).

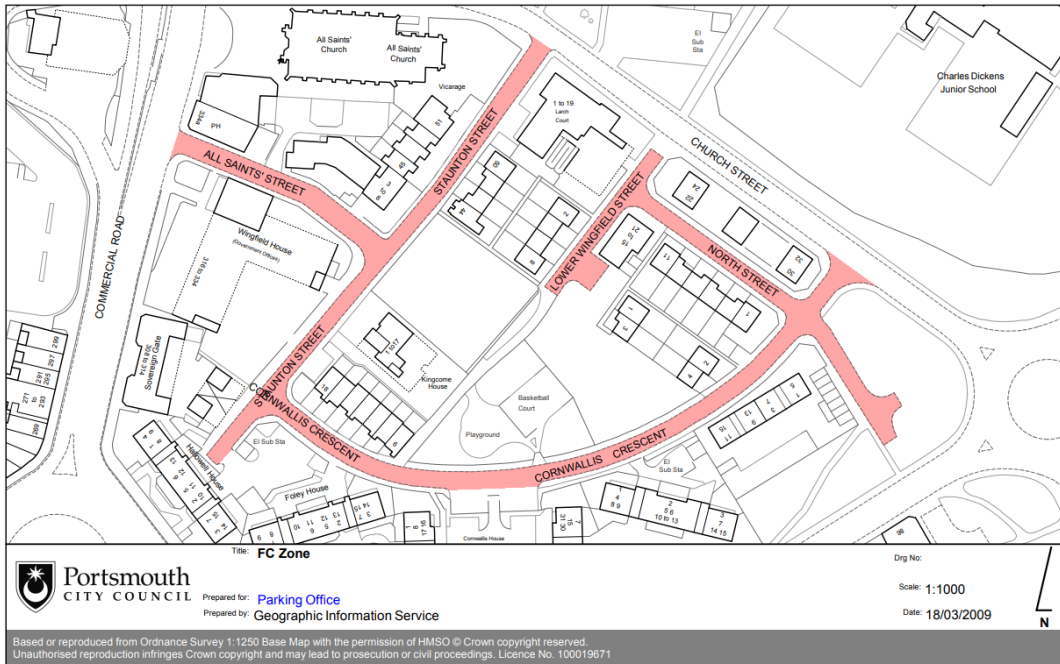


Figure 3 - FC-North Landport parking zone plan

Table 1 - Summary of the parking survey on Lake Road on 9th September 2021 (Thursday)

Start Time	Arriving			Leaving			Go to pay machine			Do not go to pay machine			No of vehicles picking up or dropping off in taxis, etc	
	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV
07:00	6	0	0	4	0	0	0	0	0	6	0	0	7	1
08:00	7	2	0	8	0	0	0	0	0	9	0	0	7	
09:00	10	4	0	8	3	0	5	0	0	4	2	0	10	11
10:00	7	1	0	8	3	0	3	0	0	4	1	0	2	1
11:00	13	3	0	8	1	0	11	0	0	6	0	0		
12:00	7	1	0	7	0	0	4	0	0	5	0	0		
13:00	5	4	1	4	2	0	3	0	0	3	0	0		
14:00	7	1	0	9	0	0	3	0	0	1	0	0		
15:00	5	2	0	3	1	0	1	0	0	4	2	0	4	
16:00	17	1	0	13	1	0	3	0	0	11	1	0	4	
17:00	12	3	1	12	3	0	4	0	0	8	3	1	4	
18:00	12	1	1	6	2	2	0	0	0	0	0	0	3	
TOTAL	108	23	3	90	16	2	37	0	0	61	9	1	41	13

Table 2 - Summary of the parking survey on Lake Road on 24th September 2021 (Friday)

Start Time	Arriving			Leaving			Go to pay machine			Do not go to pay machine			No of vehicles picking up or dropping off in taxis, etc	
	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV
Baseline:	5	1	2 parked within the surveyed spaces at 7am.											
07:00	6	5	0	1	0	0	3	2	0	3	3	0	3	0
08:00	6	1	0	2	0	0	3	0	0	3	1	0	4	0
09:00	10	1	0	5	1	0	6	1	0	4	0	0	1	0
10:00	5	0	0	4	0	0	4	0	0	1	0	0	2	0
11:00	7	1	0	7	0	0	4	1	0	2	0	0	3	0
12:00	6	0	0	8	0	0	5	0	0	1	0	0	0	0
13:00	4	0	0	2	0	0	4	0	0	0	0	0	2	0
14:00	4	1	0	6	1	0	4	0	0	1	1	0	7	0
15:00	5	1	0	4	1	0	1	1	0	4	0	0	4	0
16:00	4	0	0	11	2	0	2	0	0	1	0	0	2	0
17:00	12	1	0	10	0	0	8	0	0	0	0	0	0	0
18:00	4	4	0	6	1	0	2	4	0	0	0	0	0	0
TOTAL	73	15	0	66	6	0	46	9	0	20	5	0	28	0

Table 3 - Summary of the parking survey on Lake Road on 25th September 2021 (Saturday)

Start Time	Arriving			Leaving			Go to pay machine			Do not go to pay machine			No of vehicles picking up or dropping off in taxis, etc	
	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV	MCL	CAR	OGV
Baseline:	2 parked within the surveyed spaces at 7am.													
07:00	9	0	0	8	0	0	0	0	0	9	0	0	1	0
08:00	11	0	0	9	0	0	2	0	0	10	0	0	1	0
09:00	12	3	0	12	1	0	3	0	0	0	0	0	3	0
10:00	6	1	1	4	1	1	4	0	0	1	1	0	5	0
11:00	7	1	0	9	0	0	5	0	0	2	1	0	5	0
12:00	7	2	0	3	0	0	5	2	0	2	0	0	2	0
13:00	8	2	0	4	0	0	6	1	0	2	1	0	5	0

14:00	6	1	1	4	1	1	4	0	0	1	1	0	5	0
15:00	4	0	0	10	0	0	2	0	0	2	0	0	4	0
16:00	7	1	1	10	0	1	5	0	0	3	0	1	1	0
17:00	6	1	2	11	1	2	2	0	0	3	1	2	0	0
18:00	7	2	0	6	1	1	0	0	0	0	0	0	1	0
TOTAL	90	14	5	90	5	6	38	3	0	35	5	3	33	0

(End of report)

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Agenda Item 5



Portsmouth
CITY COUNCIL

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

Title of meeting:	Cabinet Member for Transport Decision Meeting
Subject:	Local Transport Plan 4 Annual Monitoring Report 2022/23
Date of meeting:	10 th August 2023
Report by:	Kerri Farnsworth, Interim Director of Regeneration
Report Author:	Kirsty Routledge, Principal Transport Planner
Wards affected:	All

1. Requested by

1.1 Report requested by the Cabinet Member for Transport.

2. Purpose

2.1 The purpose of this report is to provide the first Annual Monitoring Report for the Portsmouth Transport Strategy, (Local Transport Plan 4 (LTP4)).

3. Information Requested

3.1 Information is requested on the first Annual Monitoring Report for the Portsmouth Transport Strategy.

4. Background

4.1 The Portsmouth Transport Strategy¹ (Local Transport Plan 4 (LTP4)) was adopted in October 2021, providing a strategy for enabling residents and visitors to get into, out of and through the city safely and efficiently on all modes of transport, through improvements to connectivity.

¹ Local Transport Plan 4 <https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/>

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)

- 4.2 The Local Transport Plan is a statutory document required of each local transport authority (LTA). A LTP is required to have two parts, a strategy which sets out the long-term policies and schemes to address the transport challenges and deliver transport improvements and a short-term implementation plan detailing the transport improvements which will support the strategy.
- 4.3 The Portsmouth Transport Strategy covers the period 2021-2038, and the Portsmouth LTP4 Implementation Plan² prioritises schemes to be delivered over three-year periods, with the first of the three-year rolling programmes between 2022/23 and 2024/25. The implementation plan is reviewed on an annual basis due to funding uncertainties and to ensure alignment with emerging local and national policies.
- 4.4 The adopted Portsmouth Transport Strategy's vision is:
- By 2038, Portsmouth will have a people centred travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier, and more prosperous city.
- 4.5 It includes four strategic objectives, as set out below to deliver this vision:
- Deliver cleaner air.
 - Prioritise walking and cycling.
 - Transform public transport.
 - Support business and protect our assets.
- 4.6 To support the vision and objectives delivery, eighteen specific policies are detailed in the Portsmouth Transport Strategy.

5. Monitoring of the Portsmouth Transport Strategy

- 5.1 Over the life of the transport strategy, Annual Monitoring Reports (AMR) will be produced, to monitor and evaluate the delivery of the transport strategy and implementation plan. Detailed AMR's will be produced at the end of each

² <https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/74.602-Local-Transport-Plan-4-Implementation-plan.pdf>

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Implementation Plan period (3 years), with a snap-shot report being produced in the interim years.

- 5.2 The first Annual Monitoring Report (Appendix A) provides a highlight report of the first year of LTP4 and gives information on progress towards the vision and strategic objectives. A number of schemes and projects have been completed or are in development during the first year of the transport strategy.
- 5.3 There are 18 policies in the Portsmouth Transport Strategy, with each being grouped under one of the four strategic objectives, with schemes and projects being delivered supporting a number of these policies. To realise the transport strategies vision, the strategic objectives must be delivered together, to achieve maximum benefits.
- 5.4 The Portsmouth Transport Strategy is a long-term 17-year strategy, and it is recognised that some of the improvements will take time to deliver. Therefore, a mixture of short, medium and long term deliverables are set out in the LTP4 Implementation Plan. The delivery of a number of workstreams will span two or more years within the programme. During the first year of the strategy however, progress has been made on a range of schemes.

6. Forward Plan of Strategies

- 6.1 Whilst the transport strategy covers all areas of transport, a number of more detailed daughter transport strategies are required on different modes and policy areas. Any daughter document will fit under at least one of the four strategic objectives, although there will often be overlap with more than one strategic objective.
- 6.2 The development of the daughter strategies is important to support the overall objectives and vision of the transport strategy, and to set out how it is intended to work towards the required reductions in air pollution and carbon emissions from transport. The relevant daughter strategies will also support key areas such as improving and increasing alternative mode choice bringing forward increased productivity and economic benefits.

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- 6.3 Initial work has begun on the development of a Parking Strategy as updated at Cabinet on 21 February 2023³, which will support the key strategic objective of 'Deliver Cleaner Air'.
- 6.4 Initial work is also being undertaken on an Electric Vehicle Strategy, as with a climate emergency declared by the council in March 2019, a large-scale switch from petrol and diesel cars to electric vehicles (EVs) will be essential to support the decarbonisation process. Further daughter strategies will be developed over the life of LTP4.

7. Next Steps

- 7.1 Quarterly monitoring reports will be provided to the Transport Strategy Board, providing updates on the progress towards the vision and strategic objectives of the transport strategy.
- 7.2 Progress will continue to be made on a range of schemes during the next year of LTP4, supporting the eighteen policies within the transport strategy.

³ <https://democracy.portsmouth.gov.uk/documents/s44420/Parking%20Strategy.pdf>

THIS ITEM IS FOR INFORMATION ONLY

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Signed by (Director)

Appendices:

Appendix A - Annual Monitoring Report, Portsmouth Transport Strategy, and Implementation Plan 2022/23

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
Local Transport Plan 4	Local Transport Plan 4 https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/
Local Transport Plan 4 Implementation Plan	https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/74.602-Local-Transport-Plan-4-Implementation-plan.pdf

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Annual Monitoring Report
Portsmouth Transport Strategy and Implementation Plan
2022/23

Contents

1. Introduction
2. Key deliverables and achievements
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1. Introduction

- 1.1 The Portsmouth Transport Strategy 2021 to 2038 and supporting Implementation Plan 2021 to 2025 were adopted in October 2021 as Portsmouth's Local Transport Plan 4 (LTP4).
- 1.2 The Implementation Plan set out that they would be monitored annually through the LTP4 Annual Monitoring Report.
- 1.3 A report on the Implementation Plan was taken to the Traffic and Transportation meeting on 23rd March 2023 in which delegated authority was granted for the reprofiling of schemes set out, and minor amendments. The Implementation Plan will be reviewed annually to ensure it is as up to date as possible with scheme development and any policy and funding changes. Consideration has been given to ensuring that there is a balance in the split of schemes taken forward in each year of the implementation plan towards each of the four strategic objectives to maximise benefits.
- 1.4 This Annual Monitoring Report (AMR) will provide reporting on the progress made towards delivery of the Portsmouth Transport Strategy following its first full delivery year post adoption 1 April 2022 to 31 March 2023. The Annual Monitoring Report will be published every summer. It is planned that detailed reports will be provided at the end of each Implementation Plan time period (3 years) with snap-shot reports provided in the interim years.
- 1.5 All work undertaken as part of LTP4 will be working towards the vision that 'By 2038 Portsmouth will have a people centred, connected travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city'.
- 1.6 To help achieve this vision, four strategic objectives are included within LTP4:
 - Deliver cleaner air
 - Prioritise walking and cycling
 - Transform public transport
 - Support business and protect our assets

2 Key deliverables and achievements

- 2.1 When the LTP4 Implementation Plan was adopted in October 2021, it included proposed schemes and strategies to be delivered in year one of the strategy (2022/23). The progress made is detailed below. This information shows scheme and strategy progress towards each strategic objective, in year one of LTP4.

**Strategic Objective:
Deliver Cleaner Air**

Policy A: Implement a government-directed city-centre Clean Air Zone in 2021

A Class B charging Clean Air Zone (CAZ) was launched in Portsmouth in November 2021. This scheme, which was mandated by central government, charges the most polluting buses, coaches, taxis, private hire vehicles and heavy goods vehicles (HGV's) to drive within the zone. The CAZ has seen 96% compliance in its first year.

Portsmouth City Council's reporting on the air quality impact of the CAZ is dependent on work being undertaken by central government. Currently these findings are expected to be provided in autumn 2023.

Policy B: Support infrastructure for alternative fuelled vehicles

On-street residential charge-point scheme (ORCS) has continued to be developed, following the first phase of this scheme being installed in 2019, with the installation of 36 EV charge points. Phase two of the scheme saw a further 62 EV charge points installed, between November 2021 and March 2022, and work is currently being finalised for phase three of this scheme, with over 320 charge points planned.

The usage data for the 98 charge points in operation shows that they have supplied a total of over 476,000 kilowatt hours of electrical power for drivers since the first points were installed in 2019. Since installation, these chargers have been used 10038 times, which averages to six charges per day, and a total amount of charging time of 1745 hours.

Over the three trial years it has been calculated that approximately 122.7 tonnes of CO₂e have been saved by electric vehicles utilising the charge points, broken down by years as follows:

Trial year 2019/20: approximately 29.7 tonnes of CO₂e saved

Trial year 2020/21: approximately 38.4 tonnes of CO₂e saved

Trial year 2021/22 (to December 2021): approximately 54.6 tonnes of CO₂e saved

Rapid EV chargers for taxis and private hire vehicles (PHV's) were first installed in the city, at Stubbington Avenue car park in March 2022, followed by a second rapid charger being installed in London Road, Cosham car park in November 2022. A third rapid charger was installed in Isambard Brunel Surface Car Park in May 2023, with a further three rapid charge points planned to be commissioned at the Park and Ride in July 2023. The rapid charger in Stubbington Avenue car park has since gone out to Traffic Regulation Order advertisement to be opened up for public use, due to low usage at the site by taxis and PHV's.

The third phase of the on street residential charge point scheme has been under development in 2022/23, which will see over 320 new charge points installed for residents. This will now be brought forward through the Local EV Infrastructure (LEVI) Fund from which government have allocated Portsmouth £3.682 million.

There has been an increase in electric vehicle fleet controlled by PCC. Prior to October 2021 there were seven EV and one hybrid vehicle in the PCC vehicle fleet, however by the end of March 2023 this had increased to 26 full electric vehicles and 4 hybrid vehicles. A further 13 EV's are proposed to be added to the fleet later in 2023. Of the PCC hire vehicles, 9 are

hybrid vehicles, and 1 is fully EV. Additional charge points are planned to be installed at the Civic in 2023, for the use of Facilities Management vehicles.

Portsmouth City Council and Hampshire County Council (HCC), in partnership with First Bus, received £6.5m of Department for Transport Zero Emission Bus Regional Area (ZEBRA) funding in 2022, to deliver 34 battery electric buses with charging infrastructure at First Bus's Hoeford depot (Fareham), serving Portsmouth, Fareham and Gosport, helping to reduce carbon emissions and air pollution.

In March 2023 PCC and HCC were awarded another £6.1m of ZEBRA funding to deliver a further 28 battery electric buses, which will also be based at Hoeford, serving Portsmouth, Fareham and Gosport.

Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes

Work is underway to develop Portsmouth Parking Strategy, as one of several 'daughter strategies' to Portsmouth Transport Strategy. Internal working group meetings have been initially held in the development of this strategy, with workshops proposed to be held with Members and key stakeholders over the coming months.

A car club scheme is being developed for Portsmouth in partnership with Enterprise Car Club, following a procurement process being launched in December 2022. A TRO consultation was held in spring 2023, and eight on-street car club bays are proposed to be introduced across the wards of Central Southsea, Eastney and Craneswater, St Jude and St Thomas during summer 2023, with two vehicles proposed in each of these four wards. Additionally two car bays are proposed to be installed at Lakeside. It is hoped the scheme will be expanded over the coming years, across further residential locations as well as local business locations.

A rental e-scooter trial was launched in Portsmouth in March 2021, as part of the Future Transport Zone (FTZ) work under theme one. This scheme, part of a Department for Transport trial, offers a chance to travel in a more sustainable way by hiring a Voi rental e-scooter. There are currently 99 Voi e-scooter racks and 665 rental e-scooters located across the city as part of this trial, which has been extended until May 2024.

Also part of the Solent FTZ programme, Beryl Bikes by Breeze were launched in the city in October 2022. This bike share scheme allows people to hire either a pedal bike for local journeys, or an e-bike for longer journeys, without the need to own and store a bike. There are currently 35 Beryl docks and 161 bikes, and following its initial launch mainly in the Southsea area, the scheme is being extended citywide in June 2023.

Following requests from residents for more cycle storage, a bike hangar pilot was introduced to eight roads in the city between March and September 2021 trialling 3 different types of bike hangar. Bike hangars are on-street, secure, lockable, covered pods which can accommodate between four and six cycles. They offer a practical solution for people who are keen to cycle but are limited by a lack of outside secure cycle storage. The council focused the trial on areas with flat-fronted properties with little or no access to storage other than inside their property, along with areas with flats. During the development of the trial a nomination tool was created enabling residents to nominate their road for a bike hangar and suggest locations. Following the success of the pilot hangars, Cycleworks was chosen to provide an additional 8 hangars, which were installed in February 2023, allowing up to 40

bikes to be stored at the following roads: Methuen Road, Worley Street, Binsteed Road, Lennox Road South, Collingwood Road, Lumsden/Ferry Road and Francis Avenue.

In the past year, two cycling corrals have been installed, one in Marmion Road and another on the seafront. Cycle corrals provide on-street cycle parking facilities for cycles to access their bikes in the same way you would a private vehicle. They are installed at locations where on-street cycle parking cannot be installed due to pavement widths or where the corral will service specific areas to encourage cycling.

Policy D: Expand the Portsmouth Park & Ride to create a transport hub to reduce pollution and congestion in the city and increase transport choices

Outline Planning Permission was approved in July 2022 for the new Transport Hub. Stakeholder engagement and a review of demand has been undertaken with a concept design produced and modelled. A business case for the Transport Hub is being drafted to look at funding solutions and commercial viability of the scheme.

Following the success of a summertime seafront Park and Ride service in 2022, the Southsea Park and Ride has returned for 2023 offering a route directly to the seafront. The seafront service will operate on weekends and bank holidays only from Saturday 27th May, and then daily from 22nd July throughout the school holidays until September 3rd 2023.

Policy E: Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure

Initial research has been undertaken into private non-residential parking measures, such as a workplace parking levy, and this option will be explored further through the forthcoming Parking Strategy that is being developed for the city, along with any other measures which may support and encourage mode shift for businesses and organisations in the city. The pandemic has impacted on travel behaviours, and how many people currently drive to work in the city, leading to data having to be re-analysed and future travel to work trends considered.

Policy F: Deliver and support residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport and to travel more safely

A range of communications and behaviour change campaigns and events have been run during 2022 and the start of 2023, working towards the objective of delivering cleaner air:

- Four fun days were held in the summer of 2022 to encourage people to do more walking, cycling and to use public transport.
- An anti-idling campaign was launched in December 2022, to educate drivers on the damage caused by engine idling. The campaign 'When you stop, engine stops' was focused on how a single minute of a car's engine idling releases 150 balloons worth of harmful emissions into the air. In support of this campaign, an engine idling reporting tool was launched in December 2022, which allows resident's to log incidents of engine idling directly to the council. This tool does not collect personal details, but provides an overview of areas of the city where car idling can be a problem.

- Some smaller re-enforcements of the previous 'Cough Cough, Engine Off' campaign were carried out in January 2022. A photo and article was included in Flagship magazine and there were some placards for school children to hold, along with posters for schools.
- A 'greener me' campaign is running from January 2023. This campaign will share simple tips with residents on making some green changes, and will run throughout 2023. This will predominantly be a digital campaign on social media and on webpages. Some of the tips are around ways to help make improvements to air quality, such as greener travel options and switching your car engine off when stationary, reducing engine idling.

Phase two of the Workplace Sustainable Travel Fund was carried out in 2022/23. Sixteen businesses were supported with a range of measures for undertaking sustainable commuting and business purpose travel. Measures have included: e-cargo bikes, cycle sheds and lockers. Nearly 300 employees have been directly impacted by the measures, of which 40% indicated likeliness to change towards commuting with sustainable travel modes. Countless volunteers and visitors have also been positively affected by these measures, with one grantee estimating at least 16,000 visitors annually.

**Strategic Objective:
Prioritise Walking and Cycling**

Policy G: Establish a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities

Additional early release low level cycle signals have been installed in the city over the past year, with four units being installed in Eastney Road at the junction with Bransbury Road, and four units being installed in Albert Road at the junction with Lawrence Road. In addition, some further signs due to be installed in the coming months, with four units scheduled to be installed in Southampton Road at the junction with Allaway Avenue, four units to be installed in Gunwharf Road at the junction with Park Road, and one unit to be updated in Anglesea Road. These signals provide a minimum of 4 second early release for cyclists ahead of general traffic.

The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) was formally adopted in February 2022. The Portsmouth LCWIP highlights the authorities' priorities to improve walking and cycling infrastructure, emphasising the need to create an active travel network that encourages city-wide use.

Approximately 500m of existing shared use walking and cycling infrastructure was improved on the Eastern Road in February 2022, when it was converted from a shared use route to a segregated walking and cycling route, in the section between Airport Service Road and north of Harbourside Caravan Park.

A cycle repair stand was installed at Portsmouth Academy in March 2022

Thermoplastic waymarkers were installed across various different rights of way routes to improve directions signage in July 2022

Approximately 60m of cycle defenders have been installed on Henderson Road in December 2022

Policy H: Reduce through traffic in residential streets through the introduction of measures such as school streets

School streets have continued to be developed during 2022, with Kings Academy College Park taking part between September and November 2022. School streets limit the amount of non-essential traffic from entering the roads near schools during drop-off and pick-up times. Parents, children, school staff and visitors are encouraged to walk or cycle to school, resulting in a safer, healthier environment which develops cleaner air and reduces traffic congestion and noise in residential areas. St Judes Church of England Primary School and Bramble Infant and Nursery School were the first schools to take part in the scheme when it was introduced to Portsmouth during 2021, with both locations currently being developed as permanent school streets, following consultation.

The popular Stomp for Stamps event was held during summer 2022, having been run on previous years, which encouraged children and parents to walk, cycle and scoot to various locations, to collect 'stamps'. Once the 'stamps' were collected, children were able to choose a prize from local libraries.

Play streets have also been developed during the first year of monitoring of LTP4, with Play streets being introduced to Chetwynd Road, Francis Avenue, Lindley Avenue and Whitwell Road. Play streets are streets in which the road is closed to through traffic for periods of time to allow children to safely play outside.

Policy I: Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport

Improvements to some district town centres has been undertaken, including at Guildhall Walk, where temporary barriers have been removed and replaced with bollards, removing access to vehicles and creating a pedestrian area. A continuous footway in two directions has been installed at two junctions in Tangier Road and a pedestrian area has been introduced at Castle Road, with general traffic removed and only local access permitted. New rain gardens have been installed in North End, which are planters with flowers and vegetation which are designed to absorb surface water runoff and assist with drainage, whilst also improving the greening of the area.

Improvements are scheduled to start at Milton Market in autumn 2023 to install continuous footways at six junctions.

The Future Highstreet Fratton Project will be delivering infrastructure to facilitate a flexible part time road closure at the South end of Fratton Road. This Road closure will be used to create a highway event space for use on designated Sundays. Engagement will be carried out with the local community over the summer with infrastructure due to be constructed in early 2024 ready for events in the spring and summer of that year.

Dragons teeth were installed at Driftwood Gardens in May 2022 to maintain access for pedestrians and prevent pavement parking. Dragons teeth are wooden bollards with a chamfered top generally used to protect public spaces and public rights of way to prevent vehicle access.

Additional bollards were installed over the past year in Old Portsmouth to prevent pavement parking and maintain walkways for pedestrians.

**Strategic Objective:
Transform Public Transport**

Policy J: Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services

The National Bus Strategy for England - Bus Back Better, was announced in March 2021, and following this, the Portsmouth Bus Service Improvement Plan (BSIP) was submitted to government in October 2021, as a bid for funding towards bus service improvements. In April 2022, Portsmouth City Council were awarded £48 million to fund new tickets, reduce fares, provide better information at the bus stop and during the journey, and make bus journey times shorter and more reliable. This funding will help to increase bus use and improve passenger satisfaction, and the BSIP includes a range of measures to make public transport journeys quicker. These include tap-on / tap-off tickets and redesigned bus stop layouts to reduce dwell times, re-surfaced bus lanes and increased enforcement, as well as smart traffic signals to minimise delays to buses within existing road space.

Regarding Demand Responsive Transport (DRT), a survey of potential demand for Port Solent has been completed to inform the possible route and timetable. A competitive tender process has been undertaken on behalf of Solent Transport to appoint a supplier for the back-office software system for journey operation and passenger bookings. Once the supplier is in place and mobilisation complete, the system will be piloted on existing DRT operations in Southampton and the Isle of Wight in phase one, before moving on to phase two, of which Port Solent will be part.

Policy K: Develop a rapid transit network that connects key locations in the city with South East Hampshire and facilitates future growth

Work on the South East Hampshire Rapid Transit (SEHRT)¹ scheme has been continued during 2022, with improvements to Rudmore Roundabout being completed, as detailed below:

- The bus lane on Mile End Road now extends back to the roundabout. This makes it easier for buses to travel into and out of the city centre from Stamshaw.
- The northbound lane onto the M275 is now wider. This lets traffic exit over two lanes instead of one, which will reduce congestion at busy times.
- The road is now resurfaced, and lane markings are improved. This makes it clearer and safer for drivers to travel through the roundabout.
- People riding bikes now join the road on Twyford Avenue and Mile End Road further away from the junction. This makes them more visible to drivers, making the paths safer for people using them.

The SEHRT scheme is a programme of 23 interventions to create a high-quality multimodal travel system connecting communities within the Portsmouth and south east Hampshire city region. Once completed, the rapid transit network will comprise of dedicated busways, bus lanes on roads, priority at traffic lights for buses, improved and connected cycling and walking routes and ferry interchanges.

¹ <https://www.sehrt.org.uk/>

<p>Policy L: Deliver high quality transport interchanges, stations and stops</p> <p>A further 3 <u>Real-time information screens</u> were installed at bus stops in the city during the past year, at Ludlow Road/Beehive Terrace, and Station Street east and westbound by Portsmouth and Southsea train station.</p>
<p>Policy M: Continue to work with public transport operators to deliver integrated, efficient, affordable, attractive services promoting local and regional connectivity</p> <p>Portsmouth City Council have been working with Solent Transport on the opportunities to use <u>Solent Go</u> for multi-operator fares of buses and ferries. Solent Go is a range of tickets that can be used on buses and ferries across South Hampshire, including Portsmouth, Southampton, Winchester and Havant, making it easy to hop-on and hop-off of public transport across the Solent area, and avoiding the need to carry the correct change or multiple paper tickets. Solent Go came into operation during 2014.</p> <p>Through the <u>Bus Service Improvement Plan (BSIP)</u> funding, a number of discounts will be introduced for bus services including reduced price tickets for young people up to the age of 19, a 90-minute hopper ticket for any passenger valid on any bus in the city in that time period, family tickets and cheaper tickets for evening travel. To improve bus accessibility, there will also be discounts available for jobseekers and hard to reach groups.</p> <p>Following the making of an <u>Enhanced Partnership</u> between Portsmouth City Council and local bus operators, First Solent and Stagecoach South, in December 2022, the funding was able to be released, with initial measures having been introduced of early morning buses running from 0430 hours on key routes, an increase in evening bus services with late buses running on Fridays and Saturday up to 2300 and 0100, with these services carrying over 2,000 passengers in January. A network of services also ran on Christmas Day for the first time in many years, with over 1,500 journey's being made. Free Fare Sunday's were run in March 2023, with free bus travel within the city on each of the four Sundays in this months.</p> <p>As part of the Solent Future Transport Zone programme, its <u>Mobility as a Service (MaaS)</u> app, Breeze, was launched in October 2022. This app allows the for the planning, booking, payment and ticketing for all modes of transport across Portsmouth, Southampton, south Hampshire and the Isle of Wight, improving ease of travel between modes. Beryl Bikes and Voi (rental e-scooters) have already been fully integrated into Breeze, and the region's other transport operators including bus and rail are being added in early 2023.</p>

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<p>Strategic Objective: Support Business and Protect Our Assets</p>
<p>Policy N: Protect the main road network and maintain access to the ports, HM Naval Base, Portsmouth and other key industry, business and retail sites</p> <p>A network of <u>Bluetooth journey-time detectors</u> are continuing to be rolled out across the main routes in the city. Data from these detectors enable us to monitor journey times and</p>

investigate any particular issues that affect the movement of traffic on the network. We are also experimenting with slow traffic / queue detectors at particular hotspots to analyse patterns of congestion and to provide early-warning alerts to the Network Management Team.

Policy O: Deliver micro and macro freight consolidation measures, supporting businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile delivery

Investigations have been undertaken through the Future Transport Zone, into potential locations for micro-consolidation sites. A multi-criteria scoring tool has been developed by the University of Portsmouth which indicated that Cascades and Halsea Industrial Estate were the most suitable micro consolidation sites from the longlist that had been developed with input from council officers and councillors. Further work will be undertaken by the project team to progress with moving the scheme forwards, and further considering these sites as potential options for micro-consolidation.

Policy P: Explore a lane rental scheme to maximise co-ordination of street works and roadworks, in order to minimise impacts on traffic sensitive routes during peak periods

This policy has not yet been developed, in the adopted Implementation Plan is it scheduled to be explored in the longer term.

Policy Q: Maintain our highway infrastructure

Zebrites are due to be installed at four locations in the city in February/March 2023, at Anchorage Road, Allaway Avenue, Jubilee Avenue and Clarence Esplanade. Zebrite belisha beacons seek to increase the visibility of zebra crossings, and the sites selected were identified following reports of poor driver compliance, as well as analysis of current accident data by the Safer Travel Team.

During 2022, road markings were improved at several locations across the city including Clarence Esplanade, to improve visibility of the zebra crossing opposite Speakers' Corner, Portsmouth Road, Cosham to further hi-light the 20mph speed limit, Rodney Road, Westfield Road, Landguard Road and Stubbington Avenue - installation of Keep Clear markings to improve the flow of traffic, Winterbourne Road and Tintern Close, Paulsgrove to further hi-light the one-way roads. New SLOW road markings are to be installed in February 2023 on Grove Road and Station Road, Drayton to improve safety on approach to junction.

New and improved road signage was installed at several locations across the city in 2022 including Grove Road and Station Road, Drayton, which have both had new warning signage installed to improve safety on the approach to the junction ahead, Rodney Road Centre, part of NHS off Rodney Road, where directional signage has been installed. Shared use pavement signs have been installed on Duisburg Way. Additionally, a new variable message sign (VMS) is being installed on Southampton Road, just east of Port Way, in February 2023.

Policy R: Proactively manage kerbside space to enable flexible use for essential access

Kerbside space is used flexibly in many locations in the city. During 2022/23 where appropriate, new flexible use has been introduced such as in Clarendon Road where a night time only bus stop has been created following extension of bus operating hours meaning the

usual bus stop at Osborne Road cannot be accessed due to the existing flexible use where a bus stop becomes a taxi rank after 11pm.

Proactive management of kerbside space will be considered further as part of the Portsmouth Parking Strategy development, and monitoring will be carried out of existing kerbside spaces to identify any new sites that may be suitable for flexible use. Work is currently underway in the development of the Parking Strategy, with key policies and objectives being developed for public consultation during the autumn of 2023.

3 Data Trends

3.1 Whilst a detailed Annual Monitoring Report will be produced every three years in line with the end of each Implementation Plan time period, some key data trends are shared below, to provide a snap-shot of transport in the city, and views on different modes of travel and transport issues.

3.2 National Highway and Transport Network Public Satisfaction Survey (NHT Survey)

The National Highway and Transport Network Public Satisfaction Survey² (NHT Survey) is an annual postal survey which collects perspectives on, and satisfaction with local highways and transport aspects for local authorities. It uses standard questions to allow comparison between participating authorities. The survey is sent to a random sample of residents for each authority area.

There are 6 main themes as part of the questionnaire, which include;

- Accessibility
- Public transport
- Walking and cycling
- Tackling congestion
- Road safety
- Highway maintenance

111 local authorities took part in the 2022 NHT survey, and the high level survey results for Portsmouth are detailed below:

High level survey results for Portsmouth - NHT Survey 2022

- Ranked 12th out of 111 Local Authorities for Accessibility scoring 71%. NHT average was 68%
- Ranked 6th out of 111 Local Authorities for Public Transport scoring 58%. NHT average was 51%
- Ranked 3rd out of 111 Local Authorities for Walking and Cycling scoring 57%. NHT average was 51%
- Ranked 17th out of 111 Local Authorities for Tackling Congestion scoring 47%. NHT average was 44%
- Ranked 12th out of 111 Local Authorities for Road Safety scoring 55%. NHT average was 52%
- Ranked 2nd out of 111 Local Authorities for Highway Maintenance scoring 57%. NHT average was 46%

² NHT Public Satisfaction survey report [2022 Survey Public Reports \(nhtnetwork.co.uk\)](https://www.nhtnetwork.co.uk)

- Ranked *2nd* out of 111 Local Authorities for Communications scoring 54%. NHT average was 46%

These results are positive across most themes, with some ranking particularly highly compared to other local authorities. The results provide an understanding of customer views, satisfaction and priorities, and help to indicate areas where further improvements are required.

Positively, Portsmouth was ranked joint *2nd* in overall satisfaction of all 111 authorities for all themes with 56% average satisfaction. NHT average was 50%

3.3 Portsmouth Travel Survey

A dedicated Travel Portsmouth magazine was distributed city-wide in February 2023, to inform residents of the latest developments in travel and transport projects and initiatives in the city. Included in this magazine was a two-page survey, which could be completed and handed in at various locations around the city including the civic offices, libraries, housing offices and leisure centres. Completed surveys could also be posted to the civic offices, and the survey was also made available on-line. The survey remained open until 17th March 2023.

The survey attracted 709 responses across of the channels. Key results from this survey are shown below:

Active travel

- Walking is the most frequently used mode of active travel with 80% of respondents walking 1-2 days a week or more around Portsmouth
- 42% of respondents cycle, with 27% doing so 1-2 days a week or more
- Very small percentages of respondents use Voi rental e-scooters or Beryl bikes on any frequency basis (6% and 2% respectively)

Public transport

- Buses are the most frequently used mode of public transport (around or from Portsmouth) with 37% of respondents using them 1-2 days a week or more
- Nearly 60% of respondents never use the hovercraft or ferry
- Trains are used by 68% of respondents but on a much less frequent basis than the bus (<7% use them 1-2 days a week or more)

Other travel

- Cars and vans are the most frequently used mode of motorised transport overall with 58% driving themselves 1-2 days a week or more, and a further 31% being passengers in a car/van at least 1-2 days a week

Transport strategy priorities

- Making public transport a more attractive option is the most important aspect of the transport strategy priorities for 54% of respondents (improvements to walking and cycling networks 39%, tackling air pollution 34%, maintaining and improving roads (32%)
- Those using the bus at least 1-2 times a week and females prioritise improving public transport higher than the total sample (70% and 60% respectively vs. 54% total sample)

- Voi e-scooter users, frequent cyclists (at least 1-2 times a week), and Beryl e-bike users prioritise improving walking and cycling networks higher than the total sample (81%, 73% and 69% respectively vs. 39% total sample)
- Voi e-scooter users, those aged 18-44, and frequent cyclists prioritise tackling air pollution more than the total sample (44%, 40% and 39% respectively vs. 34% total sample)
- Although frequent car users (at least 1-2 times a week) prioritise the maintenance of roads higher than the total sample (37% vs 32%), public transport is a higher priority (49%) for this group

3.4 Big Portsmouth Survey

A resident research survey, the Big Portsmouth Research Survey³ was conducted in Autumn 2022, which included, amongst other things, questions around sustainable travel. This provided a useful insight into residents views on different sustainable travel options in the city. Over 1,600 residents took part in the survey overall, and whilst response rates to individual questions varied, useful data was gathered on residents views on sustainable travel.

Key highlights from this survey regarding travel and transport are shown below:

Frequency of using sustainable transport for short journeys - overall

- Residents use a range of sustainable transport for short journeys
- The majority of residents either walk (80%) or cycle (60%) **often** for short journeys, and more than a third travel by rental e-scooter **often** (37%)
- Residents travel least by ferry or hovercraft for short journeys
- Of residents who use public transport to complete short journeys, 30% travel this way 'often', 42% travel this way 'sometimes', 28% travel this way 'occasionally', and 1% 'never' travel this way
- A higher proportion of residents with an annual household income of less than £20k travel by public transport for short journeys 'often' (42%)
- Of residents who travel actively (by walking, cycling or e-scooter) for short journeys, the majority 'often' travel actively (82%)
- Younger residents are using active travel more 'often' for short journeys than older residents
- Higher proportions of residents without a disability travel actively 'often' compared to those with a disability

Frequency of using sustainable travel for longer journeys

- Residents use a range of sustainable transport for their longer journeys
- Over two thirds of residents either walk (70%) or cycle 'often' for longer journeys (58%)
- Three quarters of residents travel by bus either 'often' (39%) or 'sometimes' (36%) for longer journeys
- Just over a third of residents use public transport (bus, train, taxi or ferry/hovercraft) 'often' for longer journeys (38%)

³ [Easy travel - Your City, Your Say survey research \(portsmouth.gov.uk\)](https://www.portsmouth.gov.uk/easy-travel-your-city-your-say)

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- Residents aged 16 to 24 years old and residents over 64 are most likely to use public transport for longer journeys. The over 65 group are most likely to hold concessionary bus passes
- Females and residents without a disability are slightly more likely to use public transport 'often' for longer journeys
- Over two thirds of residents travel 'often' via active travel (walk cycle or e-scooter) on longer journeys (70%)
- There is little variation across age or sex
- A slightly higher proportion of residents without a disability travel via active travel 'often' compared to residents with a disability (70% vs 66%)

Encouraging sustainable travel

- Improvements to buses were the most popular option to encourage residents to travel sustainably (61%)
- Improvements to trains (43%), safer walking (40%) and safer cycling routes (38%) were also popular but at a lower level than bus improvements
- Lower proportions would be encouraged by improvements to rental e-scooters and taxis (both 12%), and improved disabled access (10%)
- The highest proportion of further comments relate to bus travel with 18% of residents making a comment on that topic
- Cheaper fares are the most frequently mentioned comment both within bus travel and more generally
- Better cycling routes are also mentioned by 5% of residents

Travel behaviour change since pre-pandemic

- Over half of residents say that their travel habits have changed at least 'a little' since the pandemic (57%)
- 25 to 34 year olds are most likely to report that their travel habits have changed a lot (33%)
- Those residents with an income below £20k and those from an ethnic minority are more likely to report that their travel habits have 'changed a lot', 28% and 36% respectively versus the total sample figure of 24%
- Over a third of residents are walking 'much more' since the pandemic (38%) and just under a third are using a rental e-scooter (30%) or cycling (29%) 'much more'
- Car/ van usage has decreased since the pandemic; residents are driving 'slightly/ much less' (68%) and travelling as a passenger 'slightly/ much less' (61%)
 - Residents travel habits have changed mostly due to cost of living concerns (51%) and increase in the cost of fuel (46%)
 - For just under a third of residents their travel habits have changed due to working from home more (29%), health reasons (28%) and covid concerns (28%)
- Since the pandemic, residents are using more active travel – 47% of residents are using an electric scooter more, and over 30% are walking and cycling more for both leisure and work
- Use of public transport has decreased for 35% of residents
- Residents are travelling overseas, travelling via an aeroplane and driving for leisure substantially less than before the pandemic

3.5 The above data from various survey's conducted in recent months provides valuable insights into travel behaviours and views in the city and can be used to begin to monitor the impacts of LTP4 to date, and help to identify work priorities.

4 Summary

4.1 This report sets out the progress that has been made towards the LTP4 vision and strategic objectives over the first year of the Portsmouth Transport strategy. As set out in section 2, a wide number of schemes and initiatives have either been delivered or are being developed, contributing to improvements to a variety of travel choices and supporting reductions in air pollution and carbon emissions from transport. These actions are delivering against the policies which underpin the strategic objectives.

Further short, medium and longer term actions will be undertaken over the life of the strategy involving a cross-working approach both within the council, with external partners and organisations, and local residents, to ensure continuous working towards the LTP4 vision and objectives.

4.2 Section 3 provides high level survey data, which will act as a benchmark for subsequent LTP4 Annual Monitoring Reports, allowing comparisons to be made as further work is progressed in working towards the LTP4 vision and objectives. The ongoing data collected will be considered over the life of the transport strategy and will help to help determine where further improvements may be required.

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Title of meeting: Cabinet Member for Transport Decision meeting
Date of meeting: 10 August 2023
Subject: Portsmouth Bike Share Scheme
Report by: Kerri Farnsworth - Interim Director of Regeneration
Report Author: Gareth James, Solent Future Transport Zone Project Manager

Wards affected: All

Key decision: No
Full Council decision: No

1. Purpose of Report

Following the launch of a bike share rental scheme in October 2022, funded through the Solent Future Transport Zone (FTZ), this report provides an update on the scheme's progress and sets out the strategy for future expansion plans.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 Notes the progress of the bike share rental scheme, Beryl Bikes by Breeze, since its launch in October 2022;**
- 2.2 Approves the Portsmouth bike share expansion strategy as set out in Appendix A;**
- 2.3 Notes an update report on the Solent Future Transport Zone programme will be brought in to the Cabinet Member for Transport in early 2024.**

3. Background

Background to the Solent Future Transport Zone and bike share

- 3.1 In March 2020, Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £28.8m of funding from the Department for Transport's (DfT) Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, including a bike share scheme.
- 3.2 A comprehensive procurement process run by Portsmouth City Council on behalf Solent Transport to identify an operator concluded in May 2022, with the company Beryl the preferred supplier. The initial contract term is until 30th June 2024, with the option for the participating councils to extend for eight years.
- 3.3 Portsmouth's bike share scheme was formally approved in July 2022¹, launching in central areas in October 2022 before expanding to the rest of the city from June 2023. The Southampton and the Isle of Wight schemes are also undergoing expansion, and plans are currently being developed to expand into Totton and Gosport.
- 3.4 As noted in the July 2022 report, the bike share scheme is expected to contribute to Portsmouth City Council's Air Quality Local Plan to meet compliance with legal limits for nitrogen dioxide in the shortest possible time in the city. It aligns with Portsmouth Transport Strategy's strategic objectives of prioritising walking and cycling and delivering cleaner air, which specifically includes Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes.
- 3.5 Bike share also supports the wider FTZ Theme 1 project, Mobility-as-a-Service (MaaS). This project aims to integrate public and shared transport modes in the Solent region into a single mobile app (named "Breeze") where journeys can be planned, and tickets booked. Rental bikes and rental e-scooters have been available to hire through Breeze since October 2022, while local bus and rail operators have since been added ahead of Breeze's full launch this summer.
- 3.6 Aims of Solent Bike Share are:
- Encourage more people to cycle by improving access to bikes, helping to improve health and wellbeing.
 - Provide an equitable, affordable alternative to short distance car travel.
 - Contribute to reduced congestion and improved air quality.
 - Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.
 - Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.

¹ [Agenda for Cabinet Member for Traffic & Transportation on Tuesday, 5th July, 2022, 4.00 pm Portsmouth City Council](#)



3.7 Objectives of Solent Bike Share are:

- Maximise operational efficiency.
- Minimise vandalism, misuse, and parking clutter.
- Ensure long term financial sustainability.
- Ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas and other parts of Solent area.
- An accessible and equitable service.
- Collect data to allow evaluation of the service performance.

4. Bike Specifications, Operations, Parking, and Rider Behaviour

4.1 The Beryl Bikes by Breeze scheme offers a mix of pedal bikes and e-bikes.

4.2 The scheme in Portsmouth is fully docked, with physical docking stations located in tightly-geofenced mandatory parking zones. Bike share users are required to leave the bike in a designated parking bay at the end of their ride. This is monitored through geofencing technology.

4.3 The measures are resulting in high level (95%) parking compliance, replicating the success of Portsmouth's e-scooter trial (operated by Voi) in this regard. Users must pay a £10 "out-of-bay" fee if they do not park in a designated bay.

4.4 Beryl e-bikes and pedal bikes, and the project approach, have a range of features to ensure their safe use, including but not limited to:

- Professional indemnity, public and product liability insurance.
- The provision of free helmets at safety events and incentives to encourage helmet use such as offers and discounts.
- In-app messages including notifications to remind users to wear a helmet
- Participation in Solent Transport's new Micromobility Equalities Forum, a quarterly meeting enabling all groups representing those with disabilities to directly influence micromobility schemes and make them more accessible.
- Partnership working with Solent Transport and Portsmouth City Council's communications team to regularly promote safe riding via social media.

4.5 In addition to the measures referenced above, Beryl employs a range of tools to tackle anti-social behaviour and misuse of bikes, for example:

- GPS ensures riders can be identified to enforce against inappropriate riding.
- Strict re
- porting, fines and banning policy for repeat offenders.
- Field operatives address problems with abandoned bikes and misuse.
- Beryl control centre to respond to complaints and give customer support.

4.6 Any issues can be reported to Beryl via the following channels.



- Send an email to support@beryl.cc
- Use the in-app chat.
- Use the website chat.
- Give Beryl a call on 020 3003 5044 from 7am – 9pm Monday-Sunday.

4.7 Portsmouth City Council has a dedicated webpage providing key information about the scheme: <https://travel.portsmouth.gov.uk/cycling/beryl-bike-share-scheme/>

5. Scheme Performance Summary

5.1 The key scheme statistics to date, between October 2022 and June 2023 are as follows:

- Number of active users: 4,108, in June there was an average of nine rides per active user.
- Number of bikes at end June 2023: 216
- Total parking bays at end June 2023: 66
- Total distance travelled: 44,147km (24,740 miles)
 - For June this was 11,625km (7,223 miles)
- Total rides: 19,509
 - For June this was 4,465 journeys (2,292 by pedal bike and 2,173 by e-bike)
- Average ride time: 22 minutes
 - For June this was 19 minutes
- Average distance travelled: 2.25km (1.4 miles)
- Most popular days for the scheme in June were Thursdays, Fridays and Saturdays
- The most popular hours for using the scheme are between 2pm and 10pm
- Parking compliance: 95%
- Customer satisfaction: 90%
- CO₂ equivalent saved: 75.1kg* (Beryl's estimate of carbon savings is for the period until 30th June 2023, and is currently being assessed by Solent Transport's Monitoring and Evaluation partner TRL. Emission savings are calculated in CO₂ equivalent units, meaning they factor in all Greenhouse gases.
- 73% of users in June used pay as you go over the minute bundles.

- The most popular destination in June was St. Georges Road, followed by Great Southsea Street and Fratton Bridge. The least popular destinations in June were Arundel Street and Winston Churchill Avenue roundabout.

5.2 Whilst ridership has been increasing steadily each month since March, and June met Beryl's trips per vehicle per day target, overall, the scheme has fallen short of Beryl's forecasts for trips per vehicle per day which is the key metric to measure commercial sustainability. It is difficult to compare ridership figures against those in Beryl's business plan as these assume a much larger of deployed bikes by this stage.

6. **Scheme Expansion**

6.1 The scheme expanded in June 2023, with 30 new docking locations added citywide. This took the total number of docks to 66. Further bikes are still to be added to the fleet to reach the required number for the docks available, this will be supplied by end of August. A further 20 docks are expected to be added by the end of the summer, with the number of available bikes (the majority of which will be e-bikes) increasing accordingly.

6.2 The summer 2023 expansion was planned based upon geographical coverage and forecast demand.

6.3 The council has worked with Solent Transport and Beryl to develop a strategy for future expansion to guide the future expansion of the scheme towards ensuring it meets the council's wider transport strategy. This is included with this report as Appendix A. It should be noted that the strategy is designed to more strategically inform the selection of sites to put forwards to the Future Transport Zone Board and (for those sites that are approved) progress to public consultation. There are no plans to accelerate expansion; it is anticipated this will remain an incremental process.

6.4 This will ensure a well-managed and strategic approach to future expansion which complements other transport initiatives in the city such as the emerging parking strategy, rental e-scooters, Bus Service Improvement Plan, and car club scheme.

7. **Next steps**

7.1 Monitoring and evaluation of the scheme is being led by Solent Transport's Monitoring and Evaluation partner TRL who have developed a bike share monitoring and evaluation framework and are in the process of developing a monitoring and evaluation plan. Currently TRL are working on validating Beryl CO2 emissions data and examining the scheme's accident statistics alongside the rental e-scooter trial.

7.2 The scheme will continue to report to the PCC Solent Future Transport Zone Board. An update report on the progress of the Solent Future Transport Zone programme will be brought to the Cabinet Member for Transport in early 2024.

8. **Reasons for Recommendations**

- 8.1 The scheme has launched successfully and been well-received, with high parking compliance and user satisfaction scores, and very little negative feedback received regarding poor parking or inconsiderate riding behaviour.
- 8.2 Ensuring future expansion is well-manged and complements other transport initiatives in the city will build support for the scheme, increase the level of sustainable travel, and help to deliver Portsmouth's Transport Strategy.
- 8.3 The scheme supports the ambitions of Portsmouth's draft Transport Strategy 2021 - 2038, to provide travel choice and attractive and alternative travel modes to private vehicles in particular the strategic objective of prioritise walking and cycling and the supporting policies along with the Policy C which supports shared transport modes.

9. Integrated impact Assessment and Equality Impact Assessment

- 9.1 Solent Transport carried out strategic stakeholder engagement at a regional level prior to the procurement, holding virtual meetings with representatives from the following organisations in addition to the relevant local authorities:
- Community First
 - EM3 LEP
 - Hampshire & IOW Wildlife Trust
 - Hampshire Constabulary
 - Lakeside North Harbour Business Park Portsmouth
 - University of Portsmouth
 - Segensworth Business Forum & BID
 - Stantec
- 9.2 A range of local stakeholders were engaged with in developing the Portsmouth scheme. This engagement has continued as the scheme progresses, particularly with the Police and Disability Groups, both on an ad-hoc basis and through Solent Transport's quarterly Micromobility Equalities Forum meetings.
- 9.3 An Integrated Impact Assessment (IIA) and an Equality Impact Assessment (EIA) were carried out in advance of the trial's commencement and include a list of local stakeholders that have already been engaged with. These documents, which are included with this report as Appendix B and C respectively, will remain as 'live' documents for the duration of the scheme and be updated accordingly.

10. Legal Implications

- 10.1 As noted in the body of the report, the Portsmouth bike share rental scheme has been implemented in accordance with the City Council's contract with the scheme operator and both the existing and the proposed further expansion of the scheme fall within the scope of that contract.

10.2 There are no additional legal implications arising directly from the recommendations in this report.

11. Finance Comments

11.1 The Capital set up and ongoing monitoring costs for the Portsmouth Bike Share Scheme are being met by Solent Transport, in accordance with the funding allocated to the scheme as part of the Future Transport Zone Grant, awarded by the Department of Transport. The remaining costs will be met by the Contractor.

11.2 The initial contract term is 2 years, with the option for participating authorities to extend for eight more years should the scheme prove successful. A financial appraisal will be taken after the 2-year period, to assess the implications to the Council's budget by extending the contract term.

11.3 A revenue share clause is built into the contract. It is envisaged that the service will at least support itself with the possibility of some revenue coming back to the Council. Until the two-year trial has operated, the exact amount of this, if any, is yet unknown.

11.4 At the end of the trial all costs of demobilising the contract will be met by the Contractor.

.....
Signed by:

Appendices:

Appendix A	Portsmouth bike share expansion strategy
Appendix B	Integrated Impact Assessment
Appendix C	Equality Impact Assessment

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
Transport Recovery Plan	https://democracy.portsmouth.gov.uk/ieDecisionDetails.aspx?AllId=13236
Local Authority Health Profile 2019	E06000044 (phe.org.uk)
Santander Cycle Hire	https://tfl.gov.uk/modes/cycling/santander-cycles
Bee Network Cycle Hire	https://activetravel.tfgm.com/bee-network-cycle-hire/
CoMoUK	https://como.org.uk/shared-mobility/shared-bikes/what/
Portsmouth transport strategy (LTP4)	Local Transport Plan 4 (LTP4) - Portsmouth City Council
Portsmouth Air Quality Strategy (2017-2027)	env-air-quality-strategy.pdf (portsmouth.gov.uk)
Solent Future Transport Zone bid	https://www.solent-transport.com/wp-content/uploads/2021/04/future-mobility-zones-fund-application-form-final-proposal_30_09_19_FINAL_redacted.pdf
Solent Transport Joint Committee papers	https://iow.moderngov.co.uk/ieListDocuments.aspx?CId=255&MId=554&Ver=4
Solent Future Transport Zone report to Cabinet Member of Traffic and Transportation - October 2020	TT 29 Oct 20 - Solent Future Transport Zone report.pdf (portsmouth.gov.uk)
Decisions by Cabinet Member for Traffic & Transportation on Tuesday, 5th July 2022, 4.00 pm Portsmouth City Council	Agenda for Cabinet Member for Traffic & Transportation on Tuesday, 5th July, 2022, 4.00 pm Portsmouth City Council

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

.....
Signed by:

Bike share expansion

strategy July 2023

Background

In March 2020, Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £28.8m of funding from the Department for Transport's (DfT) Future Transport Zones (FTZ) programme to implement a range of trials of innovative approaches to transport across the Solent area, including a bike share scheme.

Portsmouth scheme

Portsmouth's bike share scheme was formally approved by the council at the meeting of the Cabinet Member for Traffic and Transportation in July 2022, launching in the central and southern area of the city in October 2022 before expanding to the rest of the city from June 2023. The Portsmouth scheme has mandatory parking zones, all of which include physical bike share parking bays, and the majority of which are on the public highway. Any bays that are on private land, such as at leisure centres or the port, are fully accessible to the public.

Portsmouth City Council strategic approach

The bike share scheme is part of a strategic approach to travel in the city which works towards the vision of our [transport strategy](#):

By 2038 Portsmouth will have a people-centred, connected, travel network that prioritises walking, cycling and public transport to help deliver a safer, healthier and more prosperous city.

The strategic objectives of the transport strategy delivered together improve connectivity for residents, visitors and businesses in the city, enabling people better access to places through joined-up travel whether by foot, cycle, public transport or other transport modes.

When a bike share scheme is delivered as part of a wider programme of transport improvements such as cycle infrastructure, bike hangars, car clubs, and public transport improvements, there is opportunity to achieve a cohesive network of viable and attractive travel choices which can replace short distance private car journeys.

Future expansion strategy

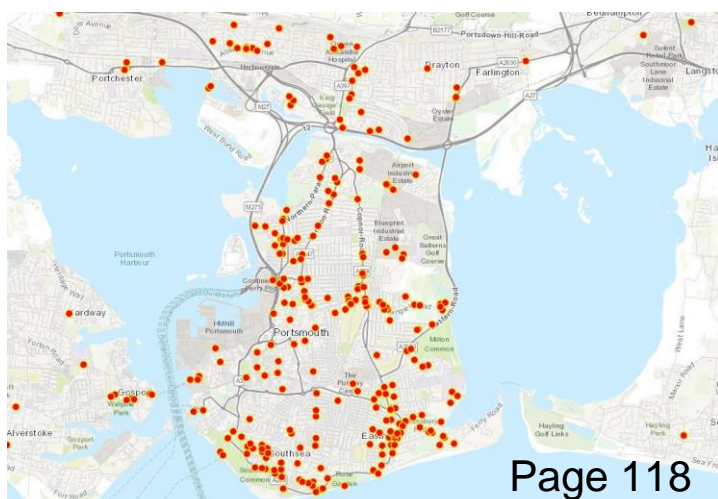
Following launch, additional parking docks have been installed across Portsmouth as part of a phased approach which considered requests and the scheme operator's recommendations for new locations.

At the local level, the operator is required to undertake a detailed analysis on the following factors, as well as a risk assessment, before putting forwards sites for consideration:

- Proximity to shops, services, and attractions
- Proximity to large employers (100+ staff) / High Streets with many employers
- Proximity to public transport
- Visibility
- Risk of vandalism
- Population density
- Demographic ranking (e.g., student population)
- Cycling environment (good infrastructure enhances safety and discourages footway riding,
- Terrain
- Available space (if on the footway, a minimum pedestrian clearance of 1.8m is required)

For future phases of expansion, it will become important to locate more bays in residential areas, with a focus on those demographics proven to have or more likely to have the propensity to use bike share. This will be particularly beneficial as more e-bikes are introduced to the scheme, as they appeal to a wider age spectrum and can be more suitable for the longer average cycling distances in outer areas of the city. This will help ensure equitable access for all Portsmouth residents, especially older residents or those with mobility issues who may find it harder to walk long distances to their nearest bike share bay.

The public can request bays via the council's bike share webpage, helping plan the future network and identify potential expansion areas. Requests received as of May 2023 are shown on the image below.



Bike share is part of a package of solutions to achieving modal shift from private car journeys in the city and should be considered alongside cycling offers such as bike hangars as well as the planned car club and public transport improvements. Later in 2023, there are plans to trial a small number of carriageway racks in areas where footway sites are less suitable and / or where a carriageway rack might fit well with the local context (e.g., on quieter, more people- centred streets). As with footway sites, all potential carriageway sites are reviewed by the Micromobility Site Review group and the council's Future Transport Zone Board prior to public consultation and will be carefully monitored post-installation.

In order to generate modal shift and to seek to improve connectivity across the city future, rack proposals should meet some or all of the following principles:

- Areas served less well by public transport
- At transport interchanges/hubs/ close to other transport modes to enable connectivity between modes
- Located at key destinations including large employers and attractors in the city - including on private land
- Locations which support the economy such as local shops and restaurants
- Locations with good cycle infrastructure nearby - providing safe routes and discouraging footway riding (including proximity to schemes such as Active Pompey Neighbourhoods)
- Located near to residential areas with a focus on those demographics proven to have or more likely to have the propensity to use bike share (while simultaneously working to reduce barriers to scooter use across all demographics, to ensure equitable access for all Portsmouth residents and prevent the development of "bike share deserts")
- Areas of existing rental e-scooter high demand where increased provision is required
- Visible and accessible locations
- Proximity to nearest existing bikeshare dock and current usage level of nearby docks
- Proximity to other shared transport schemes
- Any stakeholder requests

This approach would work towards the holistic strategy to achieve modal shift, improving air quality and carbon emissions, and contributing towards public health and economic growth.

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity This can be found in Section A5

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent Region Bike Share Scheme (Future Transport Zone), Portsmouth sub-project

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

- New / proposed
- Existing
- Changed

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

Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £2.4m to deliver a bike share project within the £28m Future Transport Zone Programme, funded by the Department for Transport (DfT). The project is deploying bikes for use by the general public on a rental basis, and supports the delivery of local transport plans.

The scheme is publicly accessible to all residents and visitors in Portsmouth, Southampton and the Isle of Wight. It offers a mix of pedal bikes and e-bikes, and a limited number of cargo bikes will be added at key locations. The scheme was initially launched in the three LTA areas' administrative boundaries, and plans have been developed to launch in Gosport and Totton in the next year. The Portsmouth scheme comprises an entirely physically docked parking solution.

Solent Transport is well placed to deliver a Bike Share service in the region, with team members already experienced in deploying e-scooters in Southampton and Portsmouth and links across each local authority established to facilitate delivery of a consistent service across the wider Solent region.

The aims of the scheme are to:

- Encourage more people to cycle by improving access to more bikes.
- Provide an equitable, affordable alternative to short distance car travel.
- Contribute to reduced congestion and improved air quality.
- Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.
- Provide the ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas (and other parts of Solent area).
- Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Solent Transport has liaised with following organisations in online meetings on behalf of PCC:

- Community First
- EM3 LEP
- Hampshire & IOW Wildlife Trust
- Hampshire Constabulary
- Lakeside North Harbour Business Park
- University of Portsmouth
- Segensworth Business Forum / BID
- PCC's Visually Impaired Action Group (VIAG)

Stakeholder engagement with these groups and others, as detailed in the EIA, is continuing through project delivery and is helping inform the approach to the scheme's operational challenges along with rider education. The council encourages feedback to help improve the scheme, and consultation is carried out on every site proposed for a new bike share docking station, so relocations can be informed by equality considerations and help obtain more general feedback to improve the scheme. As of July 2023, the Portsmouth scheme has not raised any new concerns. Parking compliance has been high, averaging 90%, and the scheme attracted positive feedback at Solent Transport's quarterly Micromobility Equalities Forum.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?

In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Bike Share encourages increased levels of active travel amongst Portsmouth residents and visitors which improves physical and mental health (through increased physical activity). It also enables cleaner air through mode shift from private car journeys, which will improve public health and reduce pollution related deaths in the city. Furthermore, it aids accessibility to open spaces and leisure / community centres in Portsmouth, which can help encourage healthy lifestyle choices and improve quality of life.

Bike Share also provides access to essential services and facilities such as hospitals, retail, universities, public transport routes and council offices. This enables residents to use an affordable mode of transport and to use it more often, improving their access to a range of basic necessities such as health care and shops, whilst reducing social isolation by allowing them greater freedom to travel.

How are you going to measure/check the impact of your proposal?

The operator, working with the Council, monitors the level of Bike Share travel within the city. This is gathered from data sourced directly from the bikes' IoT unit as well as through regular user perception surveys.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Bike Share will allow residents improved access to services, facilities and social networks by offering rental e-bikes and pedal bikes. In doing so this promotes social inclusion whilst providing greater freedom to access employment, shops, services, and to visit family and friends. The chosen operator has a number of offers and initiatives that help lower-income residents, including:

- Operator offers e-bikes and pedal bikes, with cheaper tariffs for the latter to improve affordability compared to other modes.
- Operator offers a cash-based payment system for users which do not have a or bank account and a 'unlock via SMS' system for users without a smartphone.
- Operator is able to offer discounts for NHS staff, students and jobseekers, and have done this across a number of the schemes.
- Parking will be deployed in areas of deprivation (according to Index of Deprivation) .

How are you going to measure/check the impact of your proposal?

The scheme will be monitored to ensure the committed discount schemes are rolled out and that parking is deployed in areas of deprivation. The operator is also committed to collecting quantitative and qualitative data which will measure the number of cash-based payments and 'unlock via SMS' customers.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Age (older people and children), disability (particularly mobility and sight), pregnancy and maternity are the specific protected characteristics that can be negatively impacted by a bike share rental scheme, through being more vulnerable when sharing paths with the scheme's e-bikes and pedal bikes, through reduced awareness of their presence and/or ability to move and allow them to pass as required. Further details regarding these impacts and the mitigation measures can be found in the EIA.

How are you going to measure/check the impact of your proposal?

The scheme will be run for an initial two year period. Throughout this period the Full EIA will be continuously updated with information/data that has been collected and actions taken to mitigate any negative impacts.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The e-bikes and pedal bikes in the scheme are more sustainable and less polluting than the private car. The mode shift away from private car journeys that the scheme generates will reduce combustion engine vehicle trips which will reduce emissions of greenhouse gas, helping to combat global warming. This scheme provides an alternative mode of transport to the private car, allowing residents to travel for a low cost around the city. Furthermore, the operator is committed to all vehicles used in the scheme for distribution and collection activities being zero emission vehicles.

How are you going to measure/check the impact of your proposal?

The operator will collect quantitative and qualitative data over the course of the scheme's initial two year period to measure the impacts of the scheme in terms of Bike Share usage and modal shift. This will be gathered from data sourced directly from the bikes' SMART unit as well as through regular user perception surveys.

The current Solent e-scooter trial can be looked at as an indication of the level of modal shift that might be expected. The latest survey carried out regarding the Portsmouth trial by Portsmouth City Council (August 2022) found that 53.5% of rental e-scooter trips replaced car (33.5%) and taxi (20%) trips.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The e-bikes and pedal bikes in the scheme are more sustainable and less polluting than the private car. This will reduce emissions of particulate matter, NOx and other pollutants due to reducing combustion engine vehicle trips.

In terms of policy context, the aims of Bike Share align with PCC's new Local Transport Plan 4. This includes the relevant strategic objectives of 'Delivering cleaner air', which specifically includes 'Policy C: Make parking easier in residential areas through encouraging fewer vehicles and supporting shared transport modes' and 'Prioritise walking and cycling'. Bike Share supports these objectives whilst contributing towards to the Air Quality Local Plan and the Strategic Objective of Deliver Cleaner Air in the Portsmouth Transport Strategy.

How are you going to measure/check the impact of your proposal?

The Council monitor air quality across the city through a series of testing sites. These will continue to be monitored through the Air Quality Team. Throughout the initial two years of the scheme, the operator will undertake quantitative and qualitative surveys that will help better understand the impact on modal shift. This will be gathered from data sourced directly from the bikes' SMART unit as well as through regular user perception surveys.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The scheme provides an additional transport option for residents, workers and visitors to Portsmouth through the availability of both e-bike and pedal bike hire. It is anticipated that the scheme will increase the proportion of journeys made by sustainable transport in the city, but the data collected within the scheme will enable this to be assessed. The operator has a number of measures and initiatives in place to mitigate the impact on highway safety and there has been collaborative working between the council, the operator and the Police on such matters during the trial.

How are you going to measure/check the impact of your proposal?

Surveys and data collected by the Operator and the Council will enable an assessment of the impact on modal shift. Data collection and engagement will also inform the highway safety impact of the project.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

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Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The operator has arranged to procure a local Portsmouth based contractor, GC Bike Repair, to fulfill part of the operational aspect of the scheme, including battery swapping and vehicle redistribution. The operator will also purchase warehouse space and recruit its own local operations team which will ultimately create 13 new jobs across Portsmouth and Southampton if the schemes grow as intended. This team will include warehouse based mechanics and field operatives rebalancing the bikes, swapping batteries and dealing with on site technical issues. The scheme operator is committed to employing locally for these roles.

Additionally, Bike Share offers an alternative public transport service that could open access up to jobs that otherwise people would be unable to reach. The scheme is 24/7 so available at times other public transport services could be unavailable or running less frequent services. Bike Share could also support access to other services such as healthcare, education and leisure facilities.

Micromobility is a new industry, meaning supporting this scheme will generate and provide work for jobs for operator ambassadors, contractors in implementing the infrastructure, local warehouse operatives and others involved in the supply, maintenance and management of the scheme.

How are you going to measure/check the impact of your proposal?

Confirm number of employees in place once scheme has launched and following subsequent expansions, and proportion that have been employed locally.

Q8 - Who was involved in the Integrated impact assessment?

Gareth James

This IIA has been approved by: Hayley Chivers

Contact number:

Date:

12 July 2023

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Equality Impact Assessment

Full assessment form 2018

www.portsmouthccg.nhs.uk

www.portsmouth.gov.uk

Directorate:

Regeneration

Service, function:

Transport Planning

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

Solent Region Bike Share Rental Scheme (Future Transport Zone), Portsmouth sub-project

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

- Existing
- New / proposed
- Changed

Lead officer

Gareth James

People involved with completing the EIA:

Brock Rogers
Gareth James

Introductory information (Optional)

Solent Transport (a partnership of Portsmouth, Hampshire, Southampton and Isle of Wight Councils) was awarded £2.4m to deliver a bike share project within the £28m Future Transport Zone Programme, funded by the Department for Transport (DfT). The scheme, "Beryl Bikes by Breeze", deploys bikes for use by the general public on a rental basis. The scheme helps the delivery of local transport plans and will assist with the long term COVID-19 recovery.

The scheme is publicly accessible to all residents and visitors in Southampton, Portsmouth and the Isle of Wight. It offers a mix of pedal bikes and e-bikes, and a limited number of cargo bikes will be added at key locations. The scheme initially launched in the three LTA areas' administrative boundaries, and the Portsmouth scheme comprises an entirely physically docked parking solution.

Step 1 - Make sure you have clear aims and objectives

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

Solent Transport was well placed to deliver a Bike Share rental service in the region, with team members already experienced in deploying rental e-scooters in Southampton and Portsmouth and links across each local authority established to facilitate delivery of a consistent service across the wider Solent region.

The primary aim of the project is to deliver a bike share rental scheme in the Solent region which initially focuses on Southampton, Portsmouth and the Isle of Wight with a view to later expanding into the wider Solent region. The scheme also aims to:

- Encourage more people to cycle by improving access to more bikes.
- Provide an equitable, affordable alternative to short distance car travel.
- Contribute to reduced congestion and improved air quality.
- Promote multimodal travel, aligning with Future Transport Zone objectives and other initiatives.
- Provide the ability to expand the scheme to cover the entire Portsmouth and Southampton urban areas (and other parts of Solent area).
- Encourage people to purchase their own bike, after trying the bikes in the bike share rental scheme.

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

Bike Share is publicly accessible and, therefore, the bikes need to be parked on public space. As of summer 2023, docking stations are mostly placed on the footway, which creates a risk of conflict with pedestrians. This risk is increased for visually impaired or other disability groups who may find the additional street furniture more challenging to navigate. This risk was similarly experienced in the e-scooter rental trial and was mitigated by consistent consideration of and communication with local disability groups and other stakeholders by the e-scooter operators and LTAs.

Bike Share benefits Portsmouth residents and visitors in the following ways:

Air quality

- Reduced emissions of particulate matter, NO_x and other pollutants due to reducing combustion engine vehicle trips.
- Supports PCC's Clean Air Strategy and Local Air Quality Plan.

Greenhouse Gas Emissions:

- Reducing combustion engine vehicle trips reduces emissions of greenhouse gas.

Public Health and Active Travel:

- Encouraging alternatives to private vehicle use for short journeys. Bike Share provides an active travel option which will likely be combined with other modes (e.g. walking, public transport), providing a 'last mile' option. The mix of pedal bikes and e-bikes will lead to the scheme being well-used by a wider demographic, for example by enabling older cyclists to use e-bikes for more challenging trips, thereby increasing their physical, mental, and cognitive well-being.
- Reduced pollution will improve air quality and reduce pollution related deaths in the city.
- Access to green and leisure spaces.

Economic:

- Bike Share offers an alternative public transport service that could open access up to jobs that otherwise people would be unable to reach. The scheme operates 24/7 so is available at times other public transport services could be less available.
- Bike Share can support access to other services such as healthcare, education and leisure facilities.
- Micromobility is a new industry, meaning supporting this scheme will generate and provide work for local jobs for operator ambassadors, contractors in implementing the infrastructure, warehouse operatives and others involved in the supply, maintenance and management of the scheme.

Safety:

- Bike Share offers an alternative public transport option that can help people travel through areas they may otherwise feel more vulnerable, particularly women traveling alone after daylight hours.
- Bike Share can lead to increased safety for cyclists on the road, through the "safety in numbers" effect (e.g., by making cyclists more visible to motorists), by leading to increased support for the council's proposed cycling infrastructure investments, and by reducing the number of journeys made by car.

Data, Information and Evaluation:

- A large volume of data will be generated by this scheme which will inform future transport schemes in Portsmouth. It will also support monitoring and evaluation for the Solent Future Transport Zone which will help inform the DfT for future transport funding.
- The scheme will be continually reviewed and improved meaning Bike Share provision in Portsmouth will be continually improved, risks reduced, and effectiveness maximised.

What outcomes do you want to achieve?

Introduction of an attractive, safe, equitable Bike Share Scheme which proves commercially and operationally sustainable, and which leads to an increased level of cycling in Portsmouth.

What barriers are there to achieving these outcomes?

User behaviour can impact the safety of the scheme and will need to be carefully monitored.

Non-user behaviour such as vandalism can impact the attractiveness and commercial sustainability of the scheme and would need to be addressed.

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) look at population profiles, JSNA data, surveys and patient and customer public engagement activity locally that will inform your project, national studies and public engagement.

The most relevant local data for informing the Bike Share launch, particularly as regards equalities impacts, is that which has been gathered by the council's Market Research team and its e-scooter operator (Voi) throughout the course of the e-scooter trial. The most recent PCC survey can be accessed here: <https://yourcityyoursay.portsmouth.gov.uk/e-scooter-rental-trial-opinion-survey-wave-four-findings/> The Bike Share scheme is only available (i.e., docks located) citywide from summer 2023, so there is not much local data yet, but this dataset will become more insightful in the next 6-12 months.

Using your existing data, what does it tell you?

Bikes are a more established feature of the urban realm and haven't generally caused the same level of concern among disability groups as e-scooters, with the exception of the "free-floating" bike share model that emerged in the 2010s but which has dwindled in popularity due to the problems it caused. Nonetheless, insights gathered during the e-scooter trial, through resident surveys and GPS data etc., were invaluable in developing the Bike Share scheme and will be equally important in measuring its success and impacts. Most of the concerns raised, such as pavement clutter or irresponsible riding, are much the same for both micromobility modes and affect the same protected characteristic groups.

In terms of the user base, it will be important to monitor the scheme's take-up among those on lower incomes and in more deprived areas of the city, and take appropriate action to tackle any inequity that is identified through this analysis. Additionally, women are less likely to become customers of the scheme than men, so it will be important to monitor this and take all possible measures to promote a more gender-balanced user base. Beryl's "Women's Tour" is a welcome initiative to achieve this and has been well-publicised on social media and other comms channels. Further information can be accessed here: <https://beryl.cc/news/2023/03/08/beryl-celebrates-international-womens-day-nationwide-calendar-events>

Step 3 - Now you need to consult!

Who have you consulted with?

Solent Transport liaised with following organisations on behalf of PCC prior to the scheme launch:

- Community First
- EM3 LEP
- Hampshire & IOW Wildlife Trust
- Hampshire Constabulary
- Lakeside North Harbour Business Park
- University of Portsmouth
- Segensworth Business Forum / BID
- PCC's Visually Impaired Action Group (VIAG)

If you haven't consulted yet please list who you are going to consult with

- Local bus / rail operators
- Local taxi trade
- Local walking and cycling interest groups
- Hampshire Fire Service
- Hospitals - Queen Alexandra / St Mary's / St James's
- MAKE Aldingbourne enterprise
- Enable Ability
- Toucan Diversity

Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys

The majority of stakeholder engagement has taken place via online meetings. Engagement activity with these stakeholders will be ongoing throughout the scheme via online meetings, 1:1 meetings, workshops, and other engagement activity. A wide range of charities and other groups representing those with disabilities, including those listed above, have been invited to participate in the quarterly "Solent Micromobility Equalities Forum" that launched this year and is believed to be unique in the UK.

Two Equalities Forum meetings have taken place so far this year, in March and July, and have resulted in a valuable dialogue between those who could be impacted by the schemes and the operators, Beryl (bike share) and Voi (rental e-scooters). The council has also welcomed feedback from the general public, and a consultation is carried out for every proposed new Bike Share dock.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, gender reassignment, religion or belief, sexual orientation, sex, pregnancy and maternity, marriage or civil partnerships and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

Ethnicity or race

None known

Gender reassignment

None known

Age

Some older people may feel more vulnerable to inappropriately or unlawfully ridden bikes (e.g. on the pavement, not in accordance with the highway code) and may be more vulnerable to collisions.

Younger children may also be more vulnerable to collisions, both with unlawfully ridden bikes and those that are lawfully ridden on shared paths, due to reduced awareness.

Disability

- Concerns that users will ride on pavements, at speed and otherwise inappropriately may be felt by a higher proportion of people with disabilities, especially those who are blind or partially-sighted, or who have mobility issues.
- Those with hearing loss may not be able to hear the bikes.
- Poorly-parked bikes could create an additional hazard on the footway, causing a hazard for a higher

proportion of disabled people, especially wheelchair users and those who are blind or partially-sighted.

Religion or belief

None known

Sexual orientation

None known

Sex

None known

Marriage or civil partnerships

None known

Pregnancy & maternity

Pregnant women and those with young children may experience similar concerns/issues as older people and those with disabilities if bikes are parked or ridden inappropriately.

Other socially excluded groups or communities

None known, although it will be important to work with the operator to deliver effective tariffs and discount schemes to ensure Bike Share is accessible to those on lower incomes.

Note:Other socially 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?

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

Yes No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

As noted above, Bike Share encourages active travel alternatives to private vehicle use for short journeys, and can provide a "last mile" option in combination with other modes (e.g. walking, public transport) for longer journeys.

The mix of pedal bikes and e-bikes will lead to the scheme being well-used by a wider demographic, for example by enabling older cyclists to use e-bikes for more challenging trips, thereby increasing their physical, mental, and cognitive well-being.

Reduced pollution (NOx / particulates) will help improve air quality and reduce pollution related deaths.

Bike share will enhance access to green and leisure spaces.

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

For more help on this element of tackling poverty and needs assessment contact Mark Sage: email:mark.sage@portsmouthcc.gov.uk

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

Please summarise any potential impacts this will have on specific protected characteristics

As detailed in Step 4, age, disability, pregnancy and maternity are the protected characteristics that can be negatively impacted, as a result of being more vulnerable when sharing paths with the a Bike Share scheme's e-bikes and pedal bikes.

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

Yes No

If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?

- Ensure the range of safety measures the chosen supplier offers for Bike Share are implemented and are evidenced to have the intended mitigation effect.
- Training and education requirements and incentives for users.
- Inappropriate riding (e.g. pavement riding) will result in fines and/or bans from using the service.
- Require bikes to be parked in mandatory parking zones and ensure each parking site is risk assessed for passing pedestrians.
- A maximum capacity cap at each docking station hub will be used to reduce the risk of oversupply of bikes causing clutter.
- All bikes are equipped with unique registration numbers, enabling easy reporting and improving accountability for those that misuse them.
- On-board sensors detect fallen bikes thus allowing field operatives to quickly rectify the situation and prevent safety risks to the public.
- Operator is committed to working with local disability groups across its schemes. This includes sharing its docking station network with visual impairment charities to ensure their stakeholders are not surprised and adversely affected by their placement.
- During the implementation of the Solent Scheme, the operator has committed to work with Portsmouth Association for the Blind and Portsmouth City Council Sensory Impairment and Deaf Services Team.
- Representative from local police in contact with project team and invited to attend safety events.
- Consultations on docking station locations offer opportunity for issues to be raised and addressed.

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on and how any engagement shapes your recommendations.

The Solent Region Bike Share Scheme went through an extensive procurement process, led by Portsmouth City Council, and contributed to via stakeholder engagement. The scheme has generally been well-received, with 95% parking compliance helping minimise the potential negative impacts outlined in the above rationale. The initial contract term is two years. The scheme's impact and success will be carefully reviewed during this period to determine whether it should be extended further. The council has worked with Solent Transport and Beryl to develop a strategy to guide future expansion of the scheme towards ensuring it meets the council's wider transport strategy (<https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/>)

What changes or benefits have been highlighted as a result of your consultation?

Stakeholder engagement was undertaken as part of the development of the project and will continue through project delivery, informing the approach to the operational challenges outlined above. This approach will be supported by a continued focus on rider education. The council encourages feedback to help improve the scheme, and consultation is carried out on every site proposed for a new Bike Share docking station, which can lead to relocations informed by equality considerations.

One element of the expansion strategy is a small trial of carriageway (road) parking bays that is planned for later in 2023; this is generally favoured by disability groups to keep footways clear, and was well-received by attendees at the July 2023 meeting of the Solent Micromobility Equalities Forum.

If you are not in a position to go ahead what actions are you going to take? N/A

(Please complete the fields below)

Action

Timescale

Responsible officer

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

The Bike Share Scheme and its expansion will be continually monitored and reviewed throughout the course of the initial two year contract. This document will be updated consistently throughout.

Step 7 - Now just publish your results

This EIA has been approved by: Hayley Chivers

Contact number:

Date:

01/08/22

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 full EIA. Email: sehccg.equalityanddiversity@nhs.net

Agenda Item 7



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Cabinet Decision meeting

Date of meeting: 10 August 2023

Subject: Proposed Permit Parking Scheme, Stamshaw North (Zone FJ)

Report by: Kerri Farnsworth, Interim Director of Regeneration

Report Author: Kevin McKee, Parking Manager

Wards affected: Nelson

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider representations received during the consultation for the proposed Stamshaw North Permit Parking Scheme (FJ Zone).

2. Recommendations

It is recommended that the Cabinet Member for Transportation:

- 2.1 **Approves the proposed FJ Permit Parking Scheme (TRO 116/2023), and the Traffic Regulation Order (TRO) is implemented as advertised.**

3. Background

- 3.1 The Residents' Parking Programme of Consultation, presented at the Traffic & Transportation decision meeting held on 2 September 2021, set out a programme of areas to be consulted on whether Residents Parking Zones would be beneficial. The programme has been significantly delayed by staffing issues. FJ Zone is bounded on the north side by Tipner Park & Ride and open space, on the east side by FD and FH Permit Parking Zones, on the south by FG Permit Parking Zone and on the west by the M275. A plan showing the area covered by the proposed scheme is in Appendix A.
- 3.2 An informal questionnaire survey of residents of the Stamshaw North area was carried out in September 2022. Questionnaires were sent out to 1381 households, and 369 responses were received. Of these, 246 respondents are

in favour of introducing a permit parking scheme, and 117 were against such a scheme. A detailed breakdown of the results of the questionnaire survey can be found in Appendix B.

- 3.3 Given that the majority of respondents to the questionnaire are in favour of the introduction of permit parking, and the adjacent permit parking zones operate on an "at any time" basis (with parking for 2 hours, no return within 4 hours restriction for non permit holders), statutory consultation was undertaken on a proposed parking permit zone with the same restrictions as the surrounding FD and FG zones. This was advertised on 24 March 2023, with a closing date for receipt of objections of 14 April 2023.

4. Consultation and notification

- 4.1 The response rate to the informal questionnaire survey (369 out of 1381) is comparable with similar surveys conducted elsewhere in the city. Statutory consultation is not the same as a survey. The survey gathers information on any parking problems in an area and indicates whether or not local people feel a parking zone would be helpful in addressing the parking problems they experience. The statutory consultation (publication of a Notice of Intent) is a legal obligation and is an opportunity for anyone affected by the proposed zone to give their views and to indicate if they support or object to the proposals. Each response is considered on its own merits, and any questions are answered.
- 4.2 The Notice of Intent was published in The News and on the Council's website. Notices were also erected on street furniture in the vicinity of the proposed restrictions, and a copy of the Notice was sent to every household in the proposed FJ zone.
- 4.3 141 representations were received in response to the Notice of Intent. 62 supported the proposed permit parking scheme, 77 objected, and two responses were unclear. Of the 62 supporting the scheme, 54 were from within the proposed FJ zone, two were from outside the zone and six gave no address. Of the 77 objections, 57 were from within the proposed FJ zone, one was from outside the zone and 19 gave no address. The comments received are shown in full (with personal details redacted) in Appendix C. A full breakdown of responses by road is shown in Appendix D.
- 4.4 The main points in support of the proposals are:
- a) the surrounding residential areas already have permit parking zones, and those residents' cars without permits are often parked in Stamshaw North.
 - b) Some residents own too many cars, which reduces the amount of space available for other residents.

- c) There are too many commercial vehicles, often left there by residents of surrounding areas, because they are unable or unwilling to obtain a permit for the vehicle in their own zone.

4.5 The main points of objection to the proposals are:

- a) Cost of permits when there is a cost of living crisis.
- b) The majority of the parking is by residents, this will just cost more money and parking will be just as difficult.
- c) Friends and family will be deterred from visiting due to the 2 hour limit or cost of visitor permits.

4.6 There is generally a higher level of support for the proposed permit parking scheme in the southernmost roads (Wilson Road and Gruneisen Road) than further north in the proposed FJ Zone.

4.7 The outcome of the formal consultation is less clear-cut than from the earlier questionnaire survey. One option is for the proposed restrictions to be implemented only Wilson Road and Gruneisen Road, as these were the roads which had a clear majority of support from respondents in both the questionnaire survey and the formal consultation. However, this approach would almost certainly lead to displaced parking further north, and it was considered therefore that it would be preferable to implement the scheme as a whole, rather than introducing the scheme in stages. Although the number of objections to the formal consultation from residents within the zone outweighs the number in support, the results of the earlier questionnaire survey indicates that the majority of respondents would support a scheme.

4.8 There is a prospective major development in Tipner, to the north of the proposed zone, and without controls there might be overspill parking into the proposed FJ zone.

4.9 The results of the consultations have been discussed with the ward councillors for Nelson Ward and they were in favour of introducing a zone across the whole area.

5. Reasons for recommendations

5.1 Permit Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. In the Stamshaw North area, where the majority of households have no off-street parking, permit parking schemes help to allocate the available parking space more fairly among residents. Where there is pressure on parking space the maximum resident permit allocation is two permits per address, this provision prevents households from taking up a disproportionate amount of the limited kerbside space available. Overall, this contributes to a reduction in congestion and pollution in the city.

5.2 The proposed restriction of parking for a maximum of 2 hours for non-permit holders can be effective in preventing long-term parking by non-residents' vehicles, which would have the effect of increasing turnover of spaces and thus maximises opportunities for parking.

5.3 The recommendation is to implement the scheme as advertised to address parking issues in the area which are likely to get worse if no action is taken.

6. Integrated impact assessment

6.1 This report has undergone a preliminary Integrated Impact Assessment (IIA).

6.2 A full IIA 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 may park in a time-limited or Permit holder bay.

7. Legal implications

7.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians);
- (b) the provision of suitable and adequate parking facilities on and off the highway; and
- (c) 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 of time by all persons or persons or vehicles of a particular class.

7.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received

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

8. Director of Finance's comments

- 8.1 The cost of setting up the parking zone would be in the region of £50,000. This includes advertising the Traffic Regulation Order and installation of traffic signs and road markings. This cost would be met from the On Street Parking Budget.
- 8.2 The cost of enforcing and administering the zone would also be met from the On Street Parking Budget. Through enforcement the Council would be able to issue Penalty Charge Notices (PCN's), the income from which is remitted to the Parking Reserve. Spending from this reserve is governed by the Traffic Regulation Act. The amount of income generated from PCN's is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this would not be known until the scheme is in operation.
- 8.3 The council does not have information on the number of vehicles registered to addresses in the proposed FJ zone; it is therefore difficult to estimate the income that would be generated from the sale of permits. Based on similar size zone the income could be approximately £25,000 to £30,000.
- 8.4 At the outset it is difficult for the Council to predict what the cost and the income streams will be for each residents parking zone. The £30.00 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone, and encourage residents to consider more sustainable methods of travel.



.....
Signed by:

Appendices:

- Appendix A: plan showing road network covered by the proposed FJ Permit Parking Zone
- Appendix B: summary of responses to questionnaire survey, by road
- Appendix C: list of objections in full (redacted)
- Appendix D: breakdown of representations by road
- Appendix E: Integrated Impact Assessment

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

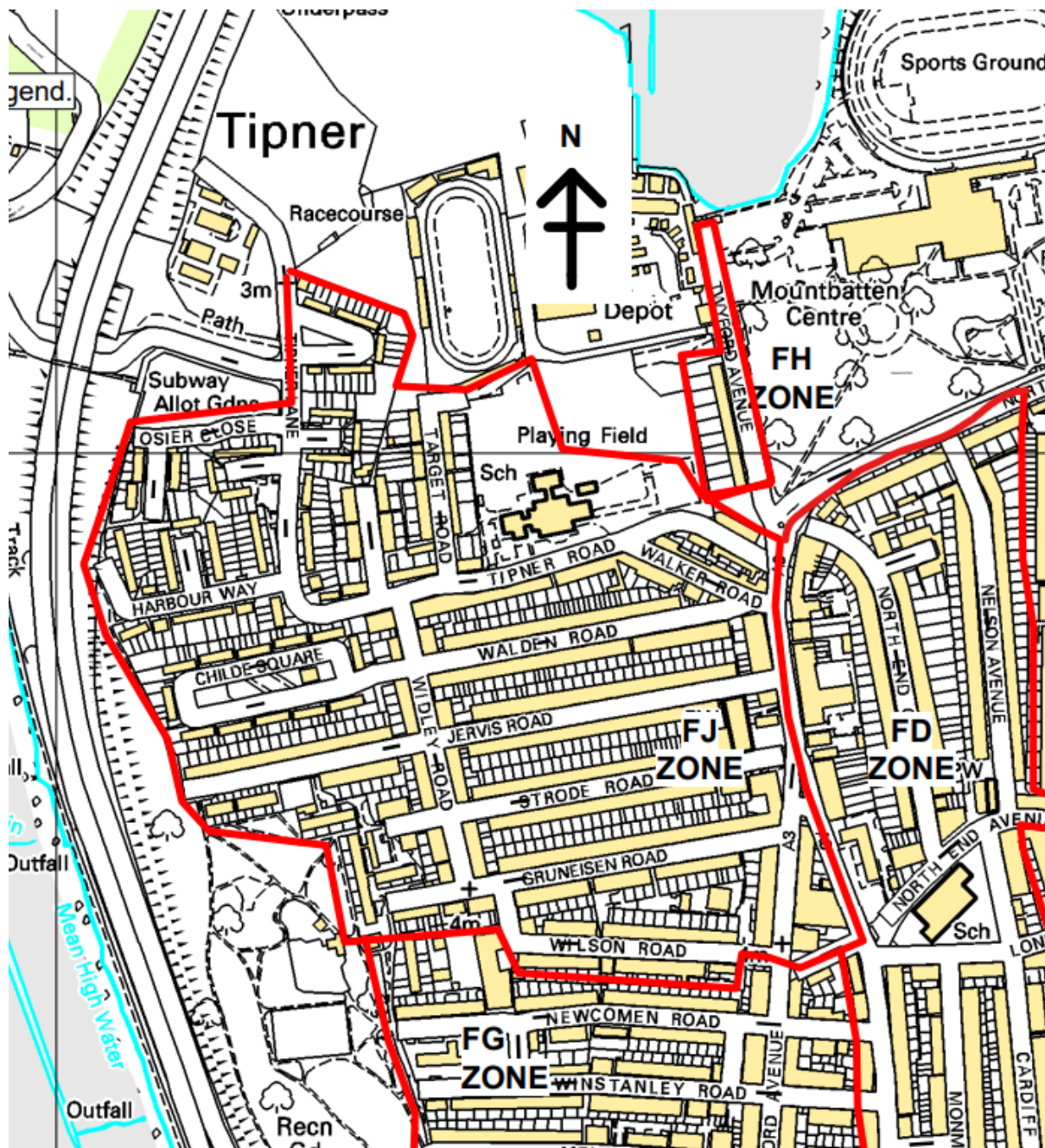
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Reprioritised Residents' Parking Programme of Consultation report (6 September 2019)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)

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

.....
Signed by:

Appendix A Map showing road network covered by the proposed FJ Permit Parking Zone



Appendix B
Summary of responses to questionnaire survey

Road Name	In favour of permit scheme	Against permit scheme	Undecided	No of responses	Number of properties in street
Childe Square	7	2	1	10	72
Gruneisen Road	33	6	0	39	126
Harbour Way	4	5	0	9	24
Hilldowns Avenue	1	6	0	7	21
Jervis Road	45	24	2	71	188
Osier Close	1	4	0	5	19
Range Green	1	5	0	6	23
Somerville Place	2	3	0	5	16
Stamshaw Road (between Penrose Close and Twyford Ave)	1	4	0	5	61
Strode Road	30	8	0	38	144
Target Road	7	7	0	7	16
Tipner Green	6	1	0	7	16
Tipner Lane	1	4	1	6	27
Tipner Road	14	6	2	22	78
Twyford Avenue (between Wilson Road and Northern Parade)	12	6	0	18	197
Victory Green	3	3	0	6	20
Walden Road	19	9	0	28	107
Walker Road	6	3	0	9	31
Western Terrace (the part outside FG Zone)	0	1	0	1	8
Widley Road	18	8	0	26	76
Wilson Road	35	2	0	37	94
Totals	246	117	6	369	1381

Appendix C

TRO 116/23 Stamshaw North FJ zone

Formal consultation representations in full (personal details redacted)

SUPPORT	
Support for proposed zone (from within the zone)	
1.	<p>Target Road</p> <p>We are residents in Target Road. We have just received the proposal for the proposed parking zone and would like to register our support for this. Parking has become increasingly difficult which has resulted in us having to tell our children they can not attend clubs, activities and declining invitations for things after 4pm in the afternoon unless it is accessible by foot or by paying for public transport solely due to the parking issues. I have on a number of occasions had to park in the Mountbatten centre over night and walk home alone late at night which as a woman on my own can be quite scary. There are many work vans which park on our road and around the area and there is even a Pete's air link coach frequently parked on the local roads. We feel that parking permits would be hugely beneficial in reducing some of this. We look forward to hearing more.</p>
2.	<p>Jervis Road</p> <p>Thank you letting us have our say on the parking in our area. We will welcome the permits and would support the implementation of them in our local area.</p> <p>We have a lot of vans in our road and a lot of homes where they have 2/3 vehicles. The main problem is young adults being unable to afford their own homes and stay living with their parents. So it's very common in our road for a parent and a child to having vans, as well as a family car. My concern is it will mean other roads having the problem that we have now, where cars are parked here because they can't get parked in their road/ area, Or people parking here so they don't have to pay the permit. Hopefully some form of enforcement will be provided as well. I do wish we had camera's down Jervis Road sometimes, because we do still have people driving the wrong way, people riding their scooters up and down the road and pathways, people speeding and some very strange parking at times (on the crossing points and on the pavement). I would also ask for a better" One way" sign at the top of Jervis Road. This would help vehicles approaching from Rudmore roundabout.</p>

	<p>A sign for the church would be helpful as well.</p>
3.	<p>Gruneisen Road</p> <p>I am a resident of Gruneisen Road and in response to your proposed parking zone (FJ) in Stamshaw North, I am sending this email given my full support to the parking zone being put in place.</p>
4.	<p>Walden Road</p> <p>I am a resident of Walden Road and have just received a letter about the proposed parking permits following a successful survey in October 2021. I completely approve of this proposal. The only downside of where we live is no parking for residents, and this causes a lot of stress, especially as I get home late some nights so have to park multiple roads away.</p> <p>As a resident who has been struggling to find parking in the area, I believe that the implementation of parking permits would be a significant improvement. I am happy to see that the council is taking steps to address the parking issues in our community, and I believe that this proposal will go a long way in alleviating the stress that residents feel when trying to find parking, and I applaud the council for taking this initiative. Once again, thank you for your efforts in making our community a better place to live. I look forward to seeing this proposal come to fruition and am happy to offer any support that I can.</p>
5.	<p>Jervis Road</p> <p>As a resident of Jervis Road, I am delighted that we may finally have permit parking. It may get rid of some of the commercial vehicles parked overnight and give me a chance of parking nearby after 4pm. Thank You, and I hope that this is in place asap</p>
6.	<p>Gruneisen Road</p> <p>I would like to submit that I fully back this scheme going ahead. Parking is an absolute nightmare in this area due to Stamshaw South having permits, but we do not. Displacement of work vehicles is horrendous and it's not unusual to have over 20 work vans parked down our road after 4pm daily and all weekend. Which incidentally disappeared during covid when all permit zones were lifted!</p>
7.	<p>Gruneisen Road</p> <p>We were delighted to receive your letter this morning on the proposed Stamshaw North Parking Zone. We have lived at Gruneisen Road for over 20 years, so are well aware of the parking difficulties. We are both</p>

	<p>very much in favour of this area becoming a Parking Zone, as it would eliminate some of the problems, such as : Vehicles used for business being parked at night and over weekends by residents from other Zone areas, who park their cars during the day, then use the space for their works vehicles. Multi car households parking awkwardly to ensure they can move their vehicles, so as to create a space for another of their household vehicles when needed. Unused vehicles being left parked for months at a time. Car dealers parking their cars for sale in this area. They remain until sold. So, fingers crossed for a successful outcome.</p>
8.	<p>Strode road</p> <p>I live in Strode Road and received a paper copy of your correspondence in regards to the proposed FJ Zone through the post this morning. I am sending this email to confirm our household is in support of the proposed parking zone. Having had a read through the survey results I can see you received 38 responses from our road; and of those 38, 30 of those were in favour for the parking zone. I can also see, and agree with, that the main reasons for having trouble parking in our area is because of too many commercial vehicles as well as households having more than one car. again, I would like to reiterate that this email is being sent in support of the proposed parking zone.</p>
9.	<p>Jervis Road</p> <p>I am writing to support the proposed parking zone as it will enable parking for residents within their neighbourhood it will reduce parking of business vans and third party camper vans taking residential spaces. I am registered owner of No. () Jervis Rd</p>
10.	<p>Gruneisen Rd</p> <p>I am a resident and homeowner in Gruneisen Rd and welcome the parking zone proposals. I was so fed up trying to find a parking space after 4pm that I even considered moving as it impacted our quality of life. We rarely use the car in the evening due to having to park streets away on our return and I have arthritis in my feet and hips. We just hope that with the parking zone life will be so much easier and less stressful and the sooner the better! Thank you.</p>
11.	<p>Tipner Green</p> <p>Just wanted to email to say I whole heartedly support a permit area in stamshaw north! I live in a cul de sac and one single man has 6 vehicles that never ever move and it causes so many issues as well as</p>

	<p>all the coaches etc that park at the bottom behind park and ride. I think it would really improve the parking around here and happily would pay the year fees to get that improvement.</p>
12.	<p>Jervis road</p> <p>Regarding proposal of permit parking zone in my area I agree that should be introduced.</p>
13.	<p>Wilson road</p> <p>I live at Wilson Road and support the plans . The sooner the zone is in place the better . If the zone doesn't go ahead, you should at least put parking bays in as spaces are wasted where some people don't know how to park properly.</p>
14.	<p>Walden road</p> <p>I live in Walden Road, and I support a parking zone for this area. The only reason I support this is because most of Stamshaw already has parking zones and the result of Stamshaw North not having one is that there is a knock-on effect whereby residents in zoned areas are parking their second/third vehicles and commercial vehicles in the non-zoned areas. This puts residents in the non-zoned areas at a disadvantage. Either the whole of Portsmouth should be zoned or none at all, half and half just does not work.</p>
15.	<p>Victory Green</p> <p>I am all for the permits in this zone ! Been waiting a long time !</p>
16.	<p>Walden road</p> <p>Support /for permit in Walden Rd</p>
17.	<p>Jervis road</p> <p>I am a resident of Jervis rd. and I am fully behind the permit scheme. It will stop all the residents that live in the current permit zone from coming up and using our road rather than buy a permit .</p>
18.	<p>Gruneisen Rd</p> <p>I support the proposed parking zone. There are several cars down Gruneisen road that have not been touched in many months, some with no MOT or tax. Some households have several cars but only use one car. Half of stamshaw that already have permit does not help this</p>

	<p>half that doesn't as they are obviously parking down our roads if they don't want to pay permit on there cars. There's a motorbike parked outside a garage top end of this road with no tax and parked like a car but it's covered up. I have reported several cars down this road with no tax but nothing changes. Loads of work vans park down here on the weekend from Friday to Monday without being touched, wasting a space for people that actually live down here and makes you not want to go out on the weekend because I know for a fact there will not be a space when I come home. I've got a 5 year old daughter and will have a newborn in august and I don't want to be constantly going round and round the streets looking for a space wasting diesel, eventually giving up and parking in Mountbatten centre and then taking my 2 kids come with shopping. I would happily pay £30 a year to have a space down my road or a road near my house Thank you.</p>
19.	<p>Jervis road</p> <p>I fully support the proposed parking scheme. I am a homeowner in Jervis Road and the parking is horrendous. I regularly have to park 3 roads away or down by the Park and Ride when I come home from work at 6pm in the evening. I am unable to go out at night using my car as there is nowhere to park when I get home so have to pay for taxis. Friends are unable to visit me in the evenings also as nowhere for them to park anywhere near my house. The amount of work vans and businesses that use Jervis Road to park in is unacceptable. I'm hoping this proposed parking zone will go ahead and make the parking situation a bit easier.</p>
20.	<p>Wilson Road</p> <p>We approve the residents' parking for the FJ Zone in Stamshaw North</p>
21.	<p>Gruneisen road</p> <p>I have welcomed the proposal to create the FJ Stamshaw North zone. It seems to me a very good idea because, like me, surely other users have parking problems due to the high occupancy of vehicles, such as company vans and non-resident users in the area. Thank you so much.</p>
22.	<p>Strode road</p> <p>I support the proposed stamshaw north parking zone because it is very difficult to get a parking space after 17:00 on every day and i need to search for a parking spot at every street</p>
23.	<p>Gruneisen road</p>

	<p>I fully support the plans i live in Gruneisen Road i have one car and if I go out to visit family at night I can't park when I get back due to work vans 21 the other night taking up two spaces each, I have to park roads away and walk in the dark, I have trouble walking too.</p>
24.	<p>Gruneisen road</p> <p>We are very much in favour of having permits in Gruneisen Road, please can you clarify how many permits can be allocated to Oak Lodge - 49 Gruneisen Road as there are 11 flats and three of us have a car. If proposal is passed, will we be advised and how to apply for a permit.</p>
25.	<p>Wilson road</p> <p>I support parking permits, I live at No() Wilson Road and can't park, all the work vans are parked down our road and the residents have a right to park,</p>
26.	<p>Gruneisen road</p> <p>We are writing to confirm that we totally SUPPORT the proposals regarding permits in the Stamshaw North parking zone. We have been requesting this for many years since other areas in Stamshaw became permit areas and chose to use our roads that were not permit roads rather than purchase permits. We have found it impossible to park down our road and roads nearby but the roads that are for permit holders only have plenty of parking spaces which of course we could not park in. All roads in Stamshaw should be for permit holders not just some of them.</p>
27.	<p>Widley road</p> <p>Thank you for the letter about the proposed parking zone for Stamshaw. I would like to register my full support for this - it has been long overdue. One question or request please - is it possible to have the zone for residents/permit holders only for a period between 4.30 and 6.30 in the evening as I know is the case in other parking zone areas in Portsmouth and Southsea? I think this would be very welcome as this is the time when you see everyone driving around madly trying to find somewhere to park. Again - I am fully supportive of the proposed parking zone and look forward to hearing it will go ahead.</p>
28.	<p>Walker road</p> <p>I support the proposed parking zone for Portsmouth. I live in Walker Road and think this will be a great for me and my family as at the</p>

	<p>moment I cannot get parked anywhere near my home if i arrive after 4.30 because of the amount of vehicles, coaches, work vans being parked in our area when the people don't live in our road. Please keep me updated on the outcome.</p>
29.	<p>Walker road</p> <p>I live in Walker Road, Stamshaw and I would like to register my vote to SUPPORT the proposed parking zone. We have lived there for over 30 years and since the permit parking was brought in nearer to north end we have had a nightmare trying to park our 1 car when we get home from work. It seems that all of the van drivers and people with more than 1 car (and live in the the permit zone nearby) park their vehicles on our road and around the corner on Tipner Lane. I understand that round the corner there are no houses on one side of the street (on the dead end road), however by the time all of the van drivers and second cars are parked there, there is nowhere left for us to go. Very often I end up parking at the back of the park and ride or in the Mountbatten Car Park - where my car got damaged. This is then a 5-10 minute walk home in the dark. I understand that permit parking does not guarantee me a parking space, however it may give me a fighting chance when I get home from work. I hope that the permit parking does go through this time. look forward to the result and hope that it is granted.</p>
30.	<p>Jervis road</p> <p>I write to confirm I am in favour of this proposal. I live at No() Jervis Rd and can confirm that over the last few years the parking situation has worsened, I am fed up with having to drive round, sometimes for 20-30 minutes, just to find somewhere to park. I hope this proposal goes ahead as the surrounding areas are all permit, meaning those unable or unwilling to pay for extra vehicles are parking here instead, making the situation even worse.(resident in the rea since 1988)</p>
31.	<p>Gruneisen Road</p> <p>I'm in support of this it's a nightmare to park anywhere near my house after 4pm and it's not even worth using the car at the weekend currently..... Maybe you could also paint bays in the roads too so that all the inconsiderate people stick to a space and not take up 2 spaces.</p>
32.	<p>Strode road</p>

	<p>I'm in Strode Road and I'm extremely happy with the FJ zone being introduced</p>
33.	<p>Tipner Lane</p> <p>This email is to say that I agree with the proposed permit zone in Tipner and Stamshaw</p>
34.	<p>Tipner Road</p> <p>Being a resident of Tipner Road for nearly 13 years, I fully support the proposal and have been wanting this for many years. Since living here I have seen a lot of vehicles parking in our road that have been displaced due to not being able to park in nearby zones, in particular works vehicles. In addition to this I live opposite a school and members of staff park on the road taking up parking spaces for residents. I, myself, have a car but rarely drive it due to being able to find a space when I return. I look forward to this being introduced.</p>
35.	<p>Range Green</p> <p>With reference to the March 2023 letter regarding a proposed new parking zone (FJ), I would like to confirm that I am in favour of the scheme, as I believe that the current issues of adjacent zone and park and ride overflow will be further exacerbated by the lack of parking consideration in the new Tipner development. Further to recent engagement with local councillors' reference bus and emergency access through Tipner Lane, I believe it essential that restrictions are imposed on junctions. This will of course further reduce perceived on street parking space, which in turn will add to the need for a parking zone.</p>
36.	<p>Walker road</p> <p>I would like to inform you on behalf of Mrs (name removed) of Walker Road, .Stamshaw that I agree with permit parking as over the years, daylight has been cut out by very large vehicles. This is very annoying especially on bank holidays, when lorries, large vans and commercial vehicles never move once parked.</p>
37.	<p>Harbour Way</p> <p>Further to a letter asking for responses to the above proposal I would strongly support this scheme. I am a resident of Harbour Way. The situation with parking in this area has deteriorated significantly over the last few years. I believe the proposal would make people really consider if they need more than 1 car per household & may reduce the number of cars on the road which would help the high levels of pollution in this</p>

	<p>area It would also stop the parking of commercial vehicles from outside the area on these roads.... I have frequently witnessed DPD van drivers being delivered & collected from vans parked in Tipner Roads. Adjoining local areas already have in place permitted parking & the consequence is that many people from these areas simply move to parking in our currently unrestricted roads. Additionally, the lack of parking in the proposed new developments in Tipner East will exacerbate the problem unless the area is permitted. I hope the proposal goes through & is implemented in a timely manner.... we have already waited a very long time to get to this point from the original 'Informal' survey.</p>
38.	<p>Wilson road</p> <p>I would love to have permit parking in my road. I live at No.() Wilson Road and very rarely been able to park near my own postcode . The people who have bays in Stamshaw and Tipner leisure centre park on the street other road further down that have permit parking ,park their vans and other cars down our road .it's frustrating to come home from work then having to try and a space elsewhere sometimes past Mountbatten centre ,I'm sure I am one of hundreds that feel this way so permit parking would be a godsend. Thankyou</p>
39.	<p>Strode road</p> <p>I am writing to confirm that I am happy for the proposal to be given the approval to be implemented. This is because, I am deaf and I have mental health issues I have to park my car 10 minutes' walk away at the Mountbatten Centre Car park when I am working on a late shift from work, that is every other week, which means I arrive home around 2230hrs. For me walking from there makes me nervous, I cannot hear things and I do not feel safe I would prefer to park nearer my home and walk from within the area whether it be in the next road where I am permitted to park my car. Why should I have the park at the Mountbatten Centre when I am paying over thousand quid in council tax, you cannot have it both ways. You either make this happen or I would expect a further reduction in my council tax along with my single persons 25% discount as well. I urge you to do the sensible thing and impose a Permit Parking zone in Strode Road. Also can you perhaps speak to someone who will actually do something and has some common sense about this stupid road system in Strode Road, get rid of this block at the end of the road into Twyford Avenue its awful when there are multiple cars going into the road then having to back out so that other cars can get out especially at night when weather is poor. The Kerbs are of an unacceptable nature, I nearly broke my ankle slipping over it recently, who on earth thought up this silly idea ? You will be liable for any future accidents and if I ever get injured because of these dangerous kerbs I will sue you. Also, I would like to confirm that if</p>

	<p>my car gets damaged or I get attacked whilst being forced to park at the Mountbatten Centre late at night, I will make you liable to pay for any damages and injury, it will not come out of my insurance, it will be your responsibility to pay up for any damages that may occur. Thank you.</p>
40.	<p>Gruneisen road</p> <p>I live in Gruneisen Road and I would agree to the need of parking permits to be implemented in this road. I do not understand why all the roads in Stamshaw are permitted already but from Wilson Road northwards there is none in place. I struggle to find parking and any time after 3pm you have no chance of remotely parking close to your property.</p> <p>At weekends people who do not live in the road park their work vans from Friday afternoons to Monday mornings which creates great annoyance to the people who do live in the road, this is because there are no parking restrictions in place.</p>
41.	<p>Tipner road</p> <p>Regarding the proposed parking zones in Tipner Road , this has been far too long in coming and should have been carried out when other roads in the area were made permit parking a few years ago Hopefully it will be agreed and the volume of non-residents and business vehicles parking in Tipner road will cease , making it easier to park at least somewhere near to my house if I get back any later than 4pm</p>
42.	<p>Strode road</p> <p>I am writing in response to the letter sent out recently asking for views on the parking zone scheme in this area. I totally agree and support this move as this end of Stamshaw suffers immensely with commercial vehicles and over time I have informed the traffic officer and Cllr Lee Hunt on occasions due to the large amount of large vans and lorries that use Strode Road and the fact that children are unable to play in the street as it is too dangerous. I have attached a few photos of the vehicles we have to endure on a daily basis, never anywhere to park and they block out the light in doors. Definitely the right move for a majority of residents and neighbour</p>
43.	<p>Wilson road</p> <p>Good afternoon, I am writing you to give you my views on the proposal of permit parking in the areas you have listed. I am a resident in Wilson</p>

	<p>Road and As a resident, I feel it is a good idea that permits are enforced in the areas stated due to the rise in extra vehicles per house hold and not to mention the larger vans and lorry trucks that all park down the non-permit roads to prevent them from paying permits themselves which result in the normal residents being unable to park.</p>
44.	<p>Gruneisen road</p> <p>Thank you very much for this proposal which includes Gruneisen Road where I live--I would like to say this is a very welcome proposal as parking in this road and surrounding roads which do not have residents parking permits has become very difficult--especially with the new HMO on the north corner of Gruneisen Road--I no longer use my car in the evenings or weekends as parking on my return is almost impossible--recently I have had to twice park in the Mountbatten Centre car park at night and walk for 10 minutes to my home--the main problem is work vans in the evenings and weekends--sometimes as many as 10 in Gruneisen Road--also we watch second car owners from residents parking zones leave their cars and walk away. With the advent of larger cars the problem of courtesy parking has gone--gaps are being left so cars don't get blocked in! I appreciate this proposal will not solve these issues but I think will go some way to making life a little easier for the residents in the proposed roads.</p>
45.	<p>Wilson road</p> <p>This is a message to support the proposed FJ parking zone Stamshaw North. With so many work vans that seem to park around the area it can stop you from going out in your car just in case you cannot park anywhere near your road when you return.</p>
46.	<p>Strode road.</p> <p>We have received your letter to us as a resident of No.() Strode Road, Stamshaw with regards to the Proposed Stamshaw North Parking Zone (FJ Zone). I wanted to give our views on the matter. I have lived at this property since 2014, but the house has been in the family much longer. Parking wasn't great, but I found myself always able to park at least a few roads away. Now we have shared houses and HMOs, which causes chaos and just adds to the parking nightmare. The amount of work vans that are company owned e.g., utility companies take up a number of spaces, along with trailers and a motorhome, alongside homes that now run at least two cars. Most nights there are cars on double yellow lines as they simply cannot park anywhere else, and they are risking the fact they will get fined. People do not want to park their cars near Mountbatten centre and walk 10 / 15 minutes to their houses,</p>

	<p>although sometimes many are forced to, especially given the increase in ASB and crime we have seen in our area. The fact that the North part of Portsmouth Stamshaw is the only area that isn't permit parking has meant that we become the overspill area for those that don't want to pay for permits or keep more than one vehicle (you can also see people with permits parking in our roads and then switching the cars around to ensure they get parking in both their paid permit area and our road). The parking is so bad that we tend to plan our lives around whether we can park at certain times returning home, and we are now house hunting outside of Portsmouth as it's hard to see how things will improve. Although we understand parking permits will not solve the situation completely, it could help at least parking one or two roads away instead of near the park and ride and walking 10 / 15 minutes to home. We only have 1 vehicle, so likely to be more than happy with the permit scheme however we are curious how the system currently works for other areas and whether it has improved matters (or were people just pushed to overspill areas as we are currently used). Also, because it's unclear whether this would improve or make things worse, will you be running a trial scheme? We have a number of 'militant' neighbours who are not willing to pay for permits and have already been rallying support for people to not pay for permits when introduced. We don't want to pay for a permit only to find there is no difference in the parking, and a large number of people not purchasing permits makes the scheme unenforceable - it's a waste of time. On the whole, we are in favour of a permit scheme, if it will have a demonstrable improvement on parking.</p>
<p>47.</p>	<p>Tipner Lane</p> <p>I am fully in favour of parking permits in this area though it does need some thought. The area is too vast for one zone, you need to look at the demographics of this area which is mainly terraced housing and flats. I live in Tipner Rd which is the last road in Stamshaw, we already have trouble with vans, lorries and even buses on occasions parking in this road not to mention cars from Twyford Ave, Target Road, Hillsdown Ave. Bearing in mind there is also a school in this road, and it is a bus route. with there being 2 bus stops in this road and Walker rd., also 2 in Tipner Lane this also restricts the amount of Parking. If you have just one zone people will obviously park in the next road so this has a knock-on effect with Tipner road being the last so you can imagine what it's like trying to park in this road. I would suggest you have 2 Zones one from Wilson Rd to Walden Rd inclusive and the other from Tipner rd. to Osier close, Tipner Lane. This would at least give the residents in this area to have a fair chance of parking. On another note I also feel the fee for the first car should be scrapped or at least reduced to a lesser fee say £5 or</p>

	£10 after all people already pay car tax to park on roads, I feel a minimal amount is enough to cover costs of poles, admin etc.
48.	<p>Tipner Lane</p> <p>On behalf of my Husband and myself I would like to say that we support this proposal. We do have a lot of vans parking along our road. I would appreciate being kept informed of the proposed progress.</p>
49.	<p>Twyford Avenue</p> <p>I'm writing to share that I support the plans for the proposed Stamshaw North parking zone. Parking is extremely busy in this area and at particular times of the day it is very difficult to find a parking space. For people like myself who work until 17:00 it is very stressful after this time and can often mean parking a distance away from my address. I also notice lots of work vans parked in the area so hopefully the parking permits would help to reduce this. I understand the permits still won't guarantee a parking space near my home, but I believe it will make it much easier.</p>
50.	<p>Jervis road</p> <p>I am writing with regard to your recent letter about the Proposed Stamshaw North Parking Zone (FJ Zone) I would like to inform you that I am FOR the proposal. I live in Jervis Road with my partner and we own one car. If I have to leave the house for any reason and get home later than about 4pm, it is impossible to even park in my own road. I am not legally registered as disabled, but I do have arthritic ankles and I sometimes struggle if I have to walk very far to get home from where I parked, this physically deters me from leaving the house during the afternoon/evening unless it absolutely necessary. A large amount of space in the road is taken up by families which have multiple vehicles and also commercial vehicles which often take up more than 1 car's worth of space. I wholly support any proposal that has the potential to improve parking in my area.</p>
51.	<p>Wilson road</p> <p>I agree with the permits.</p>
52.	<p>Gruneisen road</p> <p>I'm writing to agree with the proposed parking permit for Stamshaw North (FJ-zone). The reasons are: HMO residents. We get commercial vans of people who don't live in the road.</p>

	Residents with multiple cars.
53.	<p>Jervis road</p> <p>I write in relation to the consultation exercise circulated to residents in March this year. I support the proposals with one caveat. The access to permits for residents should be examined and the qualifications should be amended to take into account modern living issues. The current qualification, as per the Cabinet Members for Traffic and Transportation criteria issued in 2010, does make allowance for 'exceptional cases' to be reviewed by the Head of Transportation and Street Management. However, a much broader principle should be applied to the extent that each household should have an automatic entitlement to at least one non-commercial vehicle permit if they can show a substantive link between the vehicle and the property/resident. This is not the same as having the vehicle registered to the address as the current criteria demand. The current criteria allow one residential permit per house but only if other criteria are met. This amendment would make the proposal fair and remove review responsibilities from the Council which do not impact on general traffic flow as the expectation is already outlined within the 2010 criteria that each property would secure at least one permit.</p>
54.	<p>Wilson Road</p> <p>I would like to support the proposed parking zone for the following reason:</p> <ul style="list-style-type: none"> • To restrict non residents utilising scarce parking spaces forcing residents to park elsewhere.
55.	<p>Twyford Avenue</p> <p>This email is in response to your communication on the above. We live at No () Twyford Ave and are in agreement with the proposed parking scheme. Main reason for concern are the parking of Commercial Vehicles and cars from other parking zones parking in our area (as they don't want to pay for another car) this limits our parking. Will await the outcome.</p>
Support for proposed zone (outside the zone)	
1.	<p>Stamshaw road</p> <p>My name is (name removed), I am the resident of No() Stamshaw roadhouse. I agree with making a parking zone for our area as it is very hard for us to find a parking. I have read the survey and it is true, all the</p>

	parking slots in this area are occupied by the business cars or cars from other areas. So, I agree 100% with making a parking zone Thank you so much.
Support (no address)	
1.	I support proposed parking zones for Stamshaw North
2.	I am very pleased to hear that this parking zone for North stamshaw is finally happening as this will help the parking. As it will stop people from other zones parking in our street.
3.	I am a resident of Tipner and welcome the proposed parking zone. To many work vans dump Their vehicles here all weekend leaving residents and visitors with nowhere to park. It's a continuous issue.
4.	I support the proposal totally, as my neighbour has 7 cars 3 of which do not move
5.	I agree with the parking permit scheme, there are parking bays in my road and are always taken up by the same people due to owning multiple cars. This makes it difficult to park at times. My neighbour likes to park inconsiderately on the road causing an obstruction for people driving in and out of the road. There is an island just big enough for a car to park there. Does this mean no one will be able to park there and no one can park on the road in front of it? I really hope this goes ahead.
6.	I am in favour of this change to reduce the amount of company vans that are parked in my residential road. This makes it difficult for me and my partner to go out and do our day-to-day necessities as on our return from our travels there are no available spots to park and we are required to park a couple for roads away from our residential home.

OBJECTIONS

Objections for proposed zone (from within the zone)

<p>1.</p>	<p>Wilson road</p> <p>My name is (name removed), I am a resident of Wilson road, and I'm against the permit parking you are proposing in the area given above FJ Zone. This does not work for local residents and has been proven, the only thing it does is take additional money off of the hard-working residents and puts it in the council's pocket just like the clean air zones you are going to bring in, in the next year or so without the local public's permission. I do not consent to permit parking outside my house as this brings in more regulations and restrictions.</p> <p>I have no problem with the parking here and neither do anyone I speak to. So if you bring in Permit parking I do not want anything to do with it, so do not expect me to pay to park outside my house as I do not consent to this.</p> <p>I have no contract with PCC and I have a right to park outside my house without any restrictions made by a corporation.</p> <p>I'm sending you this as proof that I have given you my thoughts on the matter just in case i ever need it for future legal purposes.</p>
<p>2.</p>	<p>Jervis Road</p> <p>I have received your proposal through the post this morning and I am writing with my objection. I do not wish to have a parking permit zone in our street of Jervis Road. I have lived in previous areas with permits, and I do not feel this will have any benefit to this area. It is yet another expense for the resident. This is not an area where people come and park to go shopping or stay for any facilities. Everyone who parks around here, lives here. The solution for the parking issues is not permits! The fact of the matter is, are houses and roads were not built for the volume of people in Portsmouth. Everyone needs to go out to work and most people have to drive, penalising working households with expensive permits is unacceptable. This is yet more expense to households that we can't afford and with no benefits to this area. Children are having to live longer with their parents due to the cost of living and trying to save for mortgages etc and it states you can only get a third permit if zone capacity allows it! So, what if it doesn't?? What are working people supposed to do? Where would they park?? If all the surrounding areas are also permits? I cannot understand how this would work with anyone with older children living at home.</p>

<p>3.</p>	<p>Childe square</p> <p>I live at No() Childe square .I currently pay £20 per month and have done since moving here in 2014 for a parking bay. I work shifts and often finish late at night or early hours therefore I oppose the new scheme as you are unable to guarantee that I will always have a parking space outside my house. I do not wish to be driving around Stamshsaw late at night after a 12-hr shift looking for parking. There are other families who also work in the emergency sector in my road. I only have one car for my household, and it would be great to park outside it late at night but sadly I have never been able to. However, I would be happy to pay for a permit if you could guarantee I will always have a space outside my house. Otherwise, I object to the plans.</p>
<p>4.</p>	<p>Childe Square</p> <p>I for one think this will not make a difference to the parking in and around the area at peak times. It will only mean that we as residence with vehicles will have to pay to park close to our homes. I say close as this will still be the case with a parking zone. The proposed parking zone radius is exactly where eventually you will find a space as it stands today. The parking in this area is a challenge (at peak times), but we as residents are fully aware of where we live and how the parking is. I propose to remove the island's part way down the pavements and have parking spaces marked out to stop drivers parking across what could be two or three spaces. Yes, the parking is difficult but for those of us without driveways or garage we knew this before we moved in. Overall, with the cost of living at a high, this would put more strain on people's outgoings and let's be honest, for what gain. We still will be unable to park outside or often even the same road as out homes at peak times. I would also like to take this opportunity to inquire about the garages in Childs Square. I had family that lived in a maisonette and were allocated a garage even though no one living there had a car or could even drive. In front of the garages is just wasted space and are also potentially wasted garages. There is a pathetic park in the middle of Child Square that once again could be re imagined for better use.</p>
<p>5.</p>	<p>Jervis road</p> <p>Following the letter sent regarding the subject heading I would oppose the parking restrictions. I see this as nothing more than an additional tax and it will not alleviate the parking issues in the area.</p>

	<p>The issues with parking are due to houses with a small footprint measuring the width of a car and a half with the average household having multiple vehicles.</p> <p>The permits will not suddenly create more space, it's just a cost to households at a time when we're seeing increasing financial pressures due to inflation and high energy charges.</p> <p>I feel Portsmouth City Council could better serve the community in other ways rather than trying to instigate shadow taxes.</p>
6.	<p>Strode road</p> <p>I would like to oppose the operation of permit parking throughout the FJ zone. The reason for this I do not feel the council have fully addressed people's concerns that there literally is not enough parking for every household that has a car. Regardless of its size. The area is surrounded by flats it doesn't take a genius to work out that there is not enough road space to incorporate everyone. I have also read that the Tipner regeneration there will be no parking incorporated one of your councillors has very helpfully stated the residents of Stamshaw having to absorb the extra cars that this may bring. This very statement shows how out of touch the council is. I and many others cannot understand why you do not open up the park and ride for parking charging £20 a month for a space as you do for the other car parks around Stamshaw. Is this because you can charge more for a parking zone? Also are these spaces in the car parks policed as many people have these spaces yet they sit empty as the owners chose to park on the road. Perhaps this should be addressed before even considering a parking zone! Could you tell me if a house has more than 2 cars are they then supposed to buy visitor passes for every other car in the household? At a huge financial cost and penalising anyone who has worked hard to pass their test. Not exactly thoughtful in an economic crisis. Is your hope to force people onto public transport? If so, then I'm afraid that won't work given the astronomical prices it charges. You have mentioned Osier close. Each house has 2 parking spaces allocated to them as their own. Is this going to continue? Why? Surely this is still road space free to anyone? I would be interested in your thoughts.</p>
7.	<p>Strode road</p> <p>I am sending an email to you because I received a letter today, regarding the proposed Stamshaw north parking zone. Me and my family strongly disagree with the parking permit zone, we used to live in a zone and found parking horrendous, no one cared about following the rules of the parking zone, there were still never anywhere for me and my husband to park our cars and on top of that</p>

we had to pay for permits, we deliberately moved out of the area so that we wouldn't have to live in a zone because no one came to visit us because they can't park. I also saw on the letter that their proposals went out in 2021, when we did not own this house! Since 2021 most houses can't afford a £30 permit. The cost of living has increased, and no one has spare income - especially for a permit! I strongly advise you take a second vote because I guarantee you, we can't afford to pay £30 for a permit these days! Maybe in 2021 people had more disposable income - but not anymore. As someone who can't leave the house often, I rely on friends and family coming to help me and stay with me over night, why should I pay for that? Why should they pay to see me or park here. When we were looking to buy a house, we deliberately chose an area that did not have a parking permit zone! On top of that the fact that you charge residence for a parking permit is ridiculous! what is the point of us paying for a permit?? There are no shops here, no amenities, why would we need a permit zone?? No one is coming here - it's a dump!! It's just clearly another way for the council to gain money from the people of Portsmouth! Me and my husband strongly contest AGAINST the decision to enforce a permit zone in strode road. It's absolutely pointless, when we used to live in a zone that was permit there was never any parking for us anyway because the permits were over sold for the amount of houses that were in the road, so we couldn't park anyway, and on top of that you're charging us for a permit but have made out to residents that it will be a good idea. This area does NOT need a permit zone! Permit zone North End and Hilsea where there are attractions and shops. Why does Stamshaw need a zone? What's the point? And what are the reasons! I would appreciate if you let the residents vote for it! The residents that actually live here now in 2023 and are struggling with the cost of living. Regards

.....

This was taken in 2021! When there wasn't a cost-of-living crisis, I bet 30% of the people in favour have moved away from this area now, Everyone I've spoken to in Strode Road is AGAINST enforcing a parking zone! Unless it is at least 4 hours free parking for visitors. It's unfair to change the road next to the allotments to a 4-hour free parking zone, what about the rest of us who have visitors that help us? What about the elderly that need family care throughout the day?? I demand a recount or a vote for the parking zone! Only just over 300 people responded from this area and after what I've heard from residents in this road, I'm sure more than 50% will disagree with enforcing a paid parking zone now. Most of the people who would of agreed have probably left this area now. Please include this email and my previous one in the proposal meeting.

<p>8.</p>	<p>Strode road.</p> <p>Yesterday we received a letter notifying us of a proposed parking zone on our road.</p> <p>Personally, I feel this is a stupid idea. There is no need for parking zones in Stamshaw. There is nothing that people are coming to visit and there are free to use public car parks. All the permits will achieve is pushing people that can't afford permits to park elsewhere pushing the problem further up the island.</p> <p>I used to live in a permit zone a few years ago and it was shocking! Still nowhere to park people still park inconsiderately weather it's permits or not. No one will visit us in a permit zone with a 2hour no return policy.</p> <p>The original survey was carried out back in 2021 everything has increased in price over the last 2 years the last thing anyone wants is another pointless expense to make the council a little more money. The fact that you are trying to make out you can park closer to your home or there will be more spaces is ridiculous. THEY DONT WORK! Why not make a free to use 12hr stay carpark in Childe Square and make use of the unused tarmac space. This will give people a place to park overnight stopping people parking illegally and on double yellows. We don't want permits</p>
<p>9.</p>	<p>Jervis road</p> <p>Please accept my feedback for the following zonal proposal. I am against this, for a number of reasons, I already pay for a space to park my vehicle and when I have visitors I move my car so they can park, I understand this is a luxury not all have but I have already opted to pay for the privilege to park I do not believe that I should then have to pay a further 30 pound a year for a permit so I can continue to park and have visitors. The whole city is zoned and pay and display prices are through the roof. Your letter states our council tax and road tax does not cover this, then what does it cover being as mine has increased substantially this year. Making some where a zonal area does not reduce the parking crisis, maybe more parking attendants would. Cars continually block the entrance to our car park but are rarely ticketed meaning it continues. I used to live in Southsea 12 years ago and that was zonal, and the first permit was free. Now you charge, I think this is disgusting. Cost of living is hard enough. Maybe, look at the bigger picture and try and pinpoint the main cause of the parking issues, because this will not stop it. I do not believe any resident who can prove their residency and ownership of a car should have to pay on top of road tax, council tax and any other taxes on top of that and now the privilege to park as well. And it's not even guaranteed a parking space, all it guarantees if you don't have one then you will potentially get a ticket, but the</p>

	inspectors never come down my road any way (Jervis road, bottom end)
10.	Target road With regards to the proposed Stamshaw North parking zone, I own a house in Tipner, Target Road and strongly oppose any parking zone. Not only is this forcing residents to pay for parking in a cost-of-living crisis, this will not improve parking within this small dead end road, especially if it's one of those awful part time hours zones where it would have little to no effect in a quiet residential road with no links to shops or services. People park illegally on double yellow lines daily in this road, there is not enough space for the residence with one or two cars let alone have to pay extra for the privilege. Also, if the parking zone are out in place how much pressure does that put on the surrounding roads. Is another tax in the disguise of trying to improve parking when it rarely works. I would also suggest you spend more time looking at the ridiculous housing proposal over the ground where the dog track used to be, having ugly high rises and housing with not enough parking by half would put more strain on the road system than anything else.
11.	Childe square I'm a resident of Childe Square and I object to the new parking permit scheme. The reason is because there hasn't been any issues parking on this road, and any issues that there has been is due to temporary road works blocking access to what would be normally available spaces. We also already have permit spaces in place for anyone who chooses to guarantee a spot. All this does is force us to pay for Parking which we already get for free.
12.	Childe square I am a Tennant of number () Childe square and have received your letter regarding making my road a permit zone. I would like to object to the idea. The reason for this is because I generally don't have any issues parking in my road even when I come home from a 12-hour shift at work. I also don't agree to it because as you may know most properties in this road are council which will obviously say most people struggle with the cost of living or are on low incomes. With the rate of the cost of living rising many people are already struggling for basic needs such as gas, electric, food and paying their bills such as rent and council tax. If this was to take place it is adding yet another bill to many people who may not be able to afford to pay. If this was to go ahead, I think the permits should be free for the first car to those who live on each road to enable them to park outside their

	<p>homes as they should be able to. We pay road tax to park on our roads and use our roads. why add another bill? I know being a single parent to two children and working 36 hours a week at 12 hour shifts I most probably wouldn't be able to afford the parking zone fees. I also have a child who is server asthmatic and sometimes need to get her in my car as quickly as possible to get her to a GP or hospital. Therefore, without being able to afford the extra bill I will have to park roads away where there is not a permit which isn't good for my daughter. We should be able to park freely in our road without the cost of another bill to do so.</p>
13.	<p>Osier close</p> <p>I live at Osier Close and would like to strongly object to this being imposed in Osier Close. One of the main reasons I moved to this Close was because of the parking (ample and no restrictions). I previously lived in Powerscourt Rd. I liked the idea that if a family member / friend visited they could find parking free of charge (with no time constraints) etc. This scheme would not make my life any easier, but rather just cost me money or put people off visiting. The only problem there is with parking, is that residents outside the close, park their cars / vans by the allotments right next to junction leading to the Close (as they are too lazy to park further up). This means that sometimes you have no choice but to exit the close in the middle or on the wrong side of the road (dangerous if a car turns into the close). Double yellow lines are badly needed there. My biggest concern regarding this proposal is that my house came with 2x allocated private parking spaces. If you introduce this, then people will think that just because they have a permit, they can park in them. If you do introduce this, then I think the council has a responsibility to mark / paint residents private parking places within the close to prevent the confusion that will definitely follow. I've never had a problem with people parking in my spaces, but I guarantee this will happen if the council goes ahead with this scheme and does not paint / mark private parking spaces! In short, I object as see this proposal as not helping me in any way and instead will actually cost me money unnecessarily and actually cause me parking problems! If people do start parking in my spaces, it will be because of this scheme!</p>
14.	<p>Widley Road</p> <p>I live on Widley road, and I object to the proposal of stamshaw north parking zone</p>
15.	<p>Tipner Green</p>

	<p>I live at Tipner Green and I object to the plans. I do not have a car but my son does. We do have a space but cannot use it because a neighbour won't let us. Not only that I rely on a friend to take me shopping and to doctors and hospitals. Why should she have to pay to park? It costs enough in petrol etc as it is.</p>
16.	<p>Gruneisen road</p> <p>Please let it be known that I am absolutely against permit parking within the Stamshaw/Tipner area. I am an NHS worker who currently works shifts with a 1-year-old at home. My household has 2 cars purely for the purpose of myself and my partner both having to commute to workdays and nights. As you can imagine during the current financial crisis everyone is suffering from, finding an extra £150 a year is just impossible. Having had experience of living in a permitted zone previously it had been known for me to drive around aimlessly at 2am (when I finish shifts) to then have no choice but to park in a different designated 'zone' and receive a parking charge anyway as there were absolutely no spaces in the zone I was permitted for. We currently have a garage and drop curb outside our house which we can fit both mine and my partners car on, however far too often others park across our 'driveway' per say which then means neither myself or my partner can access our garage. I have reported this to parking wardens' multiple times however this does not deter them. If this was to go ahead and someone was to park across my garage/dropped curb, I would then have to park on the street without a permit. I would have to contest any parking charge that I then received. Which would be a waste of time for both myself and the council. In conclusion I feel this would be a catastrophic financial burden for many of those in the local area and another bill to pay which just isn't possible for many including ourselves.</p>
17.	<p>Jervis road</p> <p>I want to inform you that I do not agree with an enforced parking zone in my area. I will present my reasons below for why FJ Zone is a bad idea for local residents</p> <ul style="list-style-type: none"> - It does not provide more parking spaces for residents; - It costs residents extra funds to secure a parking space and it costs family members more funds to come and spend time. - It does not offer more protection to personal cars, and it does not improve safety. - It does not solve the bad parking practice of residents of occupying two or multiple parking spaces with one car;
18.	<p>Strode road</p>

	<p>Absolutely not, this is not a Commercial road and is a no through road which is only used for residents living down the road. With the cost of living arising, I object to the idea of a parking zone. There are more areas that would benefit from this I.E Northend. I object to the idea of parking zone to Strode Road, Stamshaw.</p>
<p>19.</p>	<p>Hillsdown avenue</p> <p>I received a letter regarding the proposal to implement a FJ zone parking permit for Stamshaw North. I object to the proposal, I live down Hilldowns Avenue, I am usually able to park down my road & on the rare occasion the road is busy, or I am out late, I am able to find a space down one of the roads in Tipner. I personally do not see the benefit of a parking permit unless I was guaranteed a space down my road. It's just another expense everyone can do without at the moment.</p>
<p>20.</p>	<p>Jervis road</p> <p>I am writing this email in response to the letter received regarding the proposed Stamshaw North Parking Zone (FJ Zone). We, as a family, object to this proposal as it will realistically not resolve the parking issue. First of all, I will explain that we are a household of 4 working adults, all working either in remote areas (such as West Harting, Sussex) or unsociable hours (such as 3AM finish). Due to our working hours and there either not being public transport available to the workplace or this taking a considerable amount of time (1.5-2hrs each way), unfortunately, we have no other option than to have 4 cars. Whilst we appreciate that we maybe have more cars than other residents, we have had no issue in parking at the Leisure Centre when required. By enforcing a parking permits zone, it will NOT resolve the parking problem, it will just shift it in a different way. I realistically expect people to park at the Leisure Centre just to avoid paying for the permits or risking a fine and leaving their vehicles in an unsafe manner so they don't pay for a second permit for example. He main problems with parking, from our point of view, are inconsiderate drivers and company/commercial vehicles. By enforcing this permits zone, it will not teach people how to park in a sensible manner, nor will commercial vehicles no longer be parked on the street - as you have explained in the letter, company/lease vehicles will be allowed to park by providing a letter from the company and these are mostly large vans. I strongly believe that this should be looked at in a different manner such as using the Park & Ride specifically for company/commercial vehicles as this is empty overnight anyway. Obviously, some forms of security need to be implemented as we have seen a significant rise in criminal damage</p>

caused to cars parked at either Mountbatten Centre's car park or Nuffield Place's which again, unfortunately make people risk leaving their cars parked unsafe preferring a fine than a broken window. On top of the above mentioned, with pretty much all the prices going up a significant amount, having to pay for parking will add an additional strain on residents who may not afford even the £30 per year for 1 permit, no point mentioning the £150 per year if they require 2 cars. I do not see a benefit in having a parking permit which covers 20 streets because it does not guarantee a space on your street or the next one along. I, as a young female, do not feel safe to walk from few streets away at 10PM or 3AM (some of my start or finish times). It is worth pointing out that I have managed to find a space even at these times, although it has taken go around on the streets at times. We live on the long side of Jervis Road - if you come along to see, almost all vehicles are usual cars, with only 2-3 commercial vehicles at times, so this will not resolve much on our side of the street. On a walk along the street, you will also notice the amount of inconsiderate parking where people leave their vehicles either way too close or too far away from the next vehicle (my mum has had another vehicle literally parked in her rear bumper today with that vehicle having about 2 meters behind). A few more spaces can be created by adjusting the pedestrian sidewalk as you go into Walden Road/Walker Road on the left hand side as well as adjusting the parking time enforcement in front of the church on Jervis Road (this space is empty most of the times during the day). More patrols regarding people dumping construction materials could be enforced as well - we have had all from sand, rubble, bricks and all sorts dumped on the street in front of No.() Jervis Road for over 1 week (this was only few weeks ago) and this was taking at least 2 vehicle lengths. There was also some sand taking up 1 space at the bottom of Walden Road only few days ago. Whilst I fully understand that people need these for whatever they're doing in their properties, there are other ways of storing these than just dumping them on the street such as ton bags. Having looked at the survey result from October 2021, I believe it is very unrealistic to base your proposal on that - the return rate was less than 30% with most streets having a very minimal response (such as Twyford Avenue with 18 out of 197). Due to the above, we OBJECT to the Parking Zone proposal as it will only cause people to have another expense and worry and NOT resolve the problem. On top of these, once the new houses will be built next to the Leisure Park, whilst they will have their own parking spot for at least one car, realistically there will be properties with more than one so they will park at the Leisure Park as we all know that new builds haven't got that much space around them.

	<p>Where will all these vehicles fit even with parking permits??? I would say you need to survey again and consider once you get at higher percentage of the area responding and not base this on a few residents. Thank you for taking the time to read my response and I hope you will incline towards the right decision at this time.</p>
21.	<p>Strode road</p> <p>I am opposed to the FJ Zone coming as I have adult children who cannot afford to move out of our home. They all work and use their own cars.</p>
22.	<p>Walden road</p> <p>We are writing to formally object to the proposed permit parking scheme for Stamshaw North. Our reasons:</p> <ol style="list-style-type: none">1. We are not located in a business or retail area. There is plenty of parking during the day. The problem is from 16.30 onwards Mon-Fri when residents return from work, there is a major lack of parking from this time. A permit scheme would not improve this. In addition, we rarely use the car at the weekend as we won't get parked. There are very few spaces in our road Sat-Sun & we doubt a permit scheme would increase parking.2. There is no provision for work vans registered to a business not within the area. Where would these park? You will be pushing these vehicles out to a non-permit area. Or the drivers would buy a car to travel to their van daily. Again, not improving the parking situation & resulting in additional vehicles on the road. We are considering purchasing a 2nd car if this scheme goes ahead to enable access to the work van.3. As we cannot see why we need a permit zone as per point 1, we can only conclude this is an income generating scheme for PCC.
23.	<p>Hillsdown Avenue</p> <p>I'm writing to let you know that previous , I already asked you that I don't need parking permission in my area as our family, a big family and we have three cars in our road that will cost us 450 a year to park our car somewhere not by our house and I'm always finish job come back late home 10:30pm at night and I will never get parking space by my house even if I pay £450 for free cars in my household. I definitely don't want to pay this much money as I'm struggling to pay my bills and you want extra £450 of me. All cars around are local who lives here, you just want earn money for nothing and for us it means a lot. Then we have to stop buying food??? My job and my husband and my son we all working far away and we all need a car! Plus two kids students, everything cost fortune for kids, we will</p>

	<p>struggle to pay extra £450 for parking permit and nothing Changes after that! Really not happy not just us other neighbours as well! Hope this not going to happen in our area, as we still have to survive and buy food not just spend all money for car parking.</p>
24.	<p>Strode road</p> <p>First of all, it says in your letter there was an informal survey done to assess the mood of residents in Stamshaw concerning the proposed parking permit scheme, that's news to me. I was never asked my opinion by anyone! This will be the third time the council has tried to impose a parking scheme in this area since I have lived here!! Every time it fails you give it a couple of years then try again; you obviously aren't going to give up until you get it in place! I could understand the logic in a parking scheme if it actually made it any easier to park but we all know it won't make the slightest bit of difference. It's clearly a money-making scheme from a council that is short on cash!! You've already put my council tax up by 5% and this will be a tax on parking!! Peoples' livelihoods will be affected as there are a lot of trades people who live in this area. The vast majority of people in my road (Strode Rd) Don't want this scheme and never have. I certainly hope there will be a democratic vote for the residence of this area to decide and not just have it imposed upon them by yourselves! Maybe you should think about making some extra parking in the area that would help ease the situation?? I look forward to having my say at the ballot if there is one?? I hope you read this email and don't just delete it!</p>
25.	<p>Somerville road</p> <p>I am in principle in agreement for the zone but DO NOT agree with charging residents for permits. I pay my council tax and vehicle tax to be able to park my vehicle outside my house. Its people outside the local area and vans we want to stop parking in our residential area. So unless its free for residence then it's a NO from me.</p>
26.	<p>Jervis Road</p> <p>I would like to raise my objection to the proposed FJ parking zone. My objections are principally:* Unlike other parking zones, non-residents are unlikely to park here for any considerable length of time, especially past 17:00, which is the only time where parking becomes an issue*It is an unnecessary expense (see previous point)I hope you take these points into consideration when making your decision.</p>
27.	<p>Hilldown Avenue</p>

	<p>I am writing to let you know that we contacted you previously saying that we don't need paid parking in this area, I am a student at University of Portsmouth and I don't want to be paying couple hundred a month more on just parking near my own household? and there are so many cars in my area so if I was to be paying for this parking I wouldn't even get the parking spots that I want? I pay for so much (tuition fees, food groceries, car insurance, road tax, house bill) and plus a couple hundred more on top of that? that's too much to be living off. I really don't need to be paying more money on just parking.</p> <p>.....</p> <p>We have received a letter to our household saying that we will be needing to be paying for parking? this is beyond me, we pay so much for household, food groceries, car insurance and then everything on top of this parking outside our own household? this must be a joke, we cannot live comfortably with an extra £500 coming out of our balance because of parking, which we aren't even guaranteed that there will be parking spaces on our roads. Do not apply this parking zone as this is a joke with the cost of living.</p>
28.	<p>Target road</p> <p>I have today received information about proposed Stamshaw North Parking Zone (FJ Zone). We wish to OBJECT this proposal, on the grounds that we already pay road tax, I think it is unfair to expect residents to pay these extortionate extra amounts. I agree that parking is a problem, but one which is made worse by introducing permit parking in the first place. People that are in permit parking areas just park their additional vehicles in surrounding streets which have no restrictions such as ours. This proposal will not reduce amount of vehicles trying to park, it just earns extra money for local councils with no benefits to those paying.</p>
29.	<p>Jervis road</p> <p>I was surprised to receive your letter with regard to parking zone proposal. I don't know where or how you get your information from regarding folks wanting this implemented. I know for a fact every survey that has ever gone out that Jervis road overwhelmingly voted not to have one. I cannot speak for the other roads, but I would think there is no need or desire to pay to park. I think that this is the forerunner to digital control, and I would never give my permission for such a scheme. 15-minute cities comes to mind. To sum up I object to any parking zone.</p>
30.	<p>Tipner road</p>

	<p>I'm against the parking zone due to safety aspect. People with more than 3 cars per house hold would have to park further away from their house and with a criminal youth in the area I feel there Safety could be in danger.</p>
31.	<p>Range Green</p> <p>I strongly object to Stamshaw and Tipner becoming a permit parking zone. this is not Southsea where residents that choose to live there can afford to pay for permits. This is an area where the majority of residents struggle to even run a car and for those that do run a car already pay road tax for. In the midst of a cost of living crisis are you really about to hit people who are struggling with yet another bill that they cannot afford to pay. Shall people pay for permit parking or feed their children that is the reality.</p>
32.	<p>Walden road</p> <p>I'm writing in response to the parking proposals for Stamshaw and Tipner which includes Walden Road. I am a resident in Walden Road and I live there with my young family and with my parents. We have 2 cars, my parents and mine/my wife's car. We have to have 2 cars as we all work and have 2 children and work as far as Gosport and Sussex. With 4 adults and 2 children in the house it is a packed house, but it is a necessity, in this hard and trying times with the cost of living and extortionate fuel prices, energy, taxes etc. I cannot afford to buy my own home so find myself trying to save which is very hard when prices have rocketed up. Due to these very hard times, I cannot support this proposal mainly due to the cost and charges. It is so unfair to charge me to park in my own road/area. You would be effectively taking £150 from my family every year for no return. I do not believe there will be sufficient difference in parking to make it worth £150. You are not banning commercial vehicles and people will still buy or park here. By imposing these charges and zones, I couldn't park else where even if I wanted to due to other zones, or sheer distance, I have 2 small children, and this is incredibly unfair. You are forcing me to pay £150 a year and as someone working late at night for the public, I will still end up parking 4/5 roads away when I get home, so there will be no benefit to me. This is not the correct time economically for the community to do this. We are in a financial crisis, and we cannot afford the completely unnecessary costs. I cannot see how you can justify the £120 extra car charge and the £30 for simply owning a car. This is simply unfair and cruel to impose this charge when people cannot afford to heat</p>

	<p>their homes or put food on the table, or even choose between the 2, to add this to the mix. Please do not go through with this default parking tax. Either scrap the extortionate costs, or the scheme. Or make the whole island parking permits but at very low cost.</p>
33.	<p>Tipner road</p> <p>I object and reject the proposed parking zone for the FJ Zone. I believe proposition does not serve the interest of my household. As a constructive suggestion, can't you open the park and ride for residents if parking is an issue. With the cost of living crisis people cannot afford to pay extra for permit just to park, let alone warming their homes.</p>
34.	<p>Tipner Lane</p> <p>I am a resident in Tipner Lane and don't agree with the plans for the proposed permits. I don't believe there is a big enough issue regarding parking to warrant yet another expense for everyone in these difficult times!!</p>
35.	<p>Strode road</p> <p>I am a resident of Strode Road Portsmouth. I OBJECT to the proposed parking zone you are planning for the Stamshaw area (JF Stamshaw North). We are heading into an economic crisis at the moment, I am struggling financially. I am a Ex-forces struggling to gain full time employment with a mortgage, now you want to add more financial stress on the average struggling households by implementing paying for parking permits. Parking permit does not solve the issues of parking, there are too many abandon vehicles and company vans in the area and the council pay no attention to these. On this note I strongly disagree with permit parking period, and I will not support this</p>
36.	<p>Tipner Lane</p> <p>As a resident of Tipner Lane I reject the proposed Stamshaw North Parking Zone (FJ Zone). The reasons I am rejecting it is the living crisis!! Now everyone is trying to get by and with everything prices are hugely up it is not the time to bring in extras unnecessary cost to our daily life.</p>
37.	<p>Target road</p> <p>I write with regards to your permit proposal which I am against. As previously suggested, I feel it would serve the public better if we only</p>

	had permit holders between 5pm-7pm weekday evenings to allow residence to park when getting home from work.
38. Walden road	Initially I was all for this, however, I am now against this. The reason for this is that we can always park, might not be right outside our house, but we do get a space. Money is also tight for us as a household at the moment (like many others) & I feel that paying to park isn't feasible for us & is just another outgoing that we cannot afford.
39. Tywford avenue	I wish to strongly object to the proposed parking zone FJ Stamshaw North. I live in Twyford Avenue just passed Penrose Close between Wilson Road and Gruneisen Road. The area I live in Twyford Avenue is totally unsuitable for Zone parking as there are not enough spaces for the number of vehicles. At night you cannot go out as there is no spaces available on return. Also if this becomes Zone Parking this will limit the time for visitors. I am a law abiding citizen, I am also a pensioner and live on my own and feel if friends cannot visit for a length of time without worrying about how long they have parked, I feel that this would impact my mental health.
40. Widley road	This scheme is purely a method for raising revenue and will do nothing to improve parking in the area; if anything it will make it worse. Therefore, I object as strongly as I can to the proposition and hope it WILL NOT be implemented
41. Twyford avenue	With regards to the proposed Stamshaw North Parking Zone (FJ Zone) I wish to inform you that I object to the proposed parking FJ Zone. It is noted that this proposal is based on a survey of 1381 properties of which for reasons not stated only 369 replies were received. This is just under 26.8% which I consider is far too few on which to base a need for this parking zone proposal. I wish to state that I did not receive one of these surveys back in October 2021 and therefore was not given a chance to participate or express my views at the time. It is also noted that the council has aggravated the situation in recent years by allowing more HMOs to be established than the current parking area can accommodate knowing that these HMOs will inevitable have more than one vehicle per property. It is also realised that some of these HMOs are on the part of Twyford

	<p>Avenue which has double yellow lines outside and therefore any associated vehicles will be parked in the side roads. A lot of one-man small businesses that operate from their home with a commercial vehicle such as transits have no alternative than to park near their home. This will result in extra costs and may well put them out of business. What arrangements will be made to allow carers to park to perform their duties for the residents in the area that need community care? Please note that these carers may have more than just one resident to attend to and therefore may be parked in the area for more than the 2 hours allowed.</p>
42.	<p>Somerville place</p> <p>I object to this proposal especially the charges in the middle of a cost-of-living crisis and huge road tax hikes. I am only in receipt of a state old age pension and rely on my car to get me around to doctors and hospital appointments. The bus service is infrequent and often does not cover the times of my appointments. Although I am not entitled to a Blue Badge, I do have mobility issues which leaves me unable to reach a main road to board a bus. Secondly, I strongly oppose the proposal to the parking in Osier Close which is seriously bias in favour of the allotment holders. They have on-site parking available which the majority do not bother to use and frequently park their vehicles badly in Osier Close. The residents of (numbers removed) Somerville Place frequently are unable to access the rear of their properties because the allotment holders parking across the gates and garages, when requested to move the residents are subject to verbal abuse and the vehicles are left even longer deliberately. The police have no power to remove the obstructions. Permanent residents are often told that the allotment holders have the right to park across the gates and garages as there are no yellow lines and that, in any case, the garages are derelict. This is not the case. Your proposal to extend their parking to 4 hours overlooks the rights of the residents backing onto the allotments in favour of visitors to the allotments, which is unfair and liable to cause more tensions.</p>
43.	<p>Childe Square</p> <p>I've received a letter informing me that you are thinking of introducing Resident Permits zones around Stamshaw. I am strongly opposed to this idea as I believe that it is a simple and disgusting money grab technique used by council. At the time of the cost of living crisis where every penny matters you want to dig into our pockets once you've already increased council tax charges while services are still inadequate to say the least. Permits are not required in this neighbourhood as there is sufficient parking for residents as well. We</p>

	<p>don't have "outsiders" coming round to park as we are far from the center. Also, the proposed limit of up to two hours for non-residents is a joke. This will only cause frustration to residents who've got relatives and family members who simply stop visiting us as there won't be parking available because of your greed.</p>
44.	<p>Walden road</p> <p>Please accept this letter as an official object to the proposed parking restrictions TRO 116/2023.</p> <p>I person have no issue with a permit scheme being implemented, however the 2-hour restriction is absolutely overkill and will cause a detrimental impact to residents and local businesses. If anyone actually visited the area, there is no parking issue between 7am to 4:30 pm. This area does not suffer from daytime parking issues, we have no local attraction for people to park so extremely surprised by such a short period has been proposed. In addition to this placing such a short time on visitors will have a detrimental impact on the residents of the area and increase costs for residents for builders and tradesmen attending the area house to maintain them.</p> <p>Implementing the 2 hours' time would stop residents having friends and family visiting, which I feel would have a negative impact to residents mentally health. Unfortunately for all the permits for visitor are cheap, these will increase in year to come, and residents will pay the price for their friends and family visiting.</p> <p>I'm support a permit however strong feel restrictions should only be in place between 4:30pm to 7am. Which would be more appropriate and help reduce the parking issues while cause as little impact to Portsmouth residents and the trade people of Portsmouth.</p> <p>The council needs to reconsider the proposed restrictions to the road, to only affect the residents of the area when there is actually problem parking.</p>
45.	<p>Range Green</p> <p>I am writing to complain about the above. I have been a resident of Range Green for 14 years, and have never had any problem parking. I understand that we have more vehicles on the roads and parking space is priceless. I do not understand how you cannot charge people for one side of the road, who have private driveways. Yet, where driveways are impossible, you can charge up to £450 for residents on the other side of the road. It feels like we are being penalised for not owning a drive. Outrageous and poor neighbourhood tactics.</p>
46.	<p>Childe Square</p>

	<p>I am the tenant of No () Childe square. I kindly object to the proposal of Stamshaw North parking zone. Myself and my family are on a low income and would really benefit from keeping the area permit free.</p>
47. Jervis road	<p>If Portsmouth City Council introduced a paid permit parking scheme in the Stamshaw area would this guarantee residents a parking space near their home/road...? And the answer is a resounding NO, so what would be the point...? An introduction of a paid permit parking in FJ Zone will only benefit Portsmouth City Council in the revenue it will generate from charging residents the privilege of not being able to park, (more often than not,) anywhere near their home/road. So, in effect nothing will change, except an added cost to the residents of Stamshaw, at a time when the cost of living is up. Portsmouth City Council need to understand the problems that residents face in the Stamshaw area are not non-resident parking issues as may be found in areas near large shopping complexes, high street shops, hospitals, university buildings, stadium/venues, hospitality etc; but the solution is simple. The majority of residents in the FJ Zone would agree that parking is an issue, and the majority would be in agreement that to tackle the problem would be to introduce parking bays. This may mean moving residents disabled bays forward or backwards to accommodate the non-disabled bays, but this measure would go a long way in aiding the parking situation in the FJ Zone. I also believe that Portsmouth City Council really need to think if they can implement any paid permit scheme in the Stamshaw area when they only received a 27% response to the proposal in 2021. So to conclude, I am completely against the paid parking permit scheme and hope the majority of the residents in the FJ Zone feel the same.</p>
48. Walker road	<p>I am writing to object to the proposed parking permit zone. I do not believe that it will improve the parking in my road to such an extent that it is worth paying to park on the public highway, and I am unsure how it will be enforced effectively with no visible permits, and how will anyone know if a random parking has exceeded the permitted time? It will also not stop the bad/inconsiderate parking that regularly occurs, one solution to which I have suggested before is that parking bays are marked onto the road, to ensure the maximum amount of spaces are available. Another solution to give more parking space is to ban all commercial vehicles from residential streets, and to charge commercial business a high fee if they require one of their vehicles to be parked on their employees street for on call / call out issues only.</p>

	<p>In the economic climate at the moment, I feel that imposing the parking zone and fee for a permit could financially impact some individuals in a negative way and cause more problems than it solves.</p>
49.	<p>Victory Green</p> <p>As a resident of victory Green I am totally against this parking scheme as I see it as unnecessary and just another tax</p>
50.	<p>Strode road</p> <p>I'm strongly against parking permits for this area. How do you expect people with no electronic devices to get on with this? I see this is another money-making scheme which will increase all the time. Why don't you open overnight the park and ride at Tipner for all work vans e.g Mountjoy, Commserve and lorries. This will free up space for everyone else. The place is empty all night. I believe we've already voted on saying no during Covid. Will you keep on until you get the answer you want?</p>
51.	<p>Twyford Avenue</p> <p>I would like to complain about the parking permit scheme that you propose for the Stamshaw area, ref 116/2023. I notice the signs that you have put up on lampposts, but you do not mention the costs involved, this cannot be correct, you cannot bring in a new tax without the consent of the people whom you are taxing, and a parking permit is a tax, or levy, we pay enough in council tax as it is or are you going to rebate the permit costs from council tax, no I didn't think so therefore you need to inform all residents with all costs involved as this will affect everyone and unless you do , or you can provide evidence to the contrary this could be seen as unlawful, therefore fining and threatening to have peoples vehicles removed unless they pay what you deem as fair is demanding money with menaces and unlawful, unless they have agreed to this new tax, you have had no public consultation and that amounts is just out of proportion, how can your first car be £30 and second £120 where is the justification in this ? then to £300 for a third car that's criminal, please justify these costs and what people will get for their money because obviously if I pay £300 and my neighbour pays £30 what do I get different, we have 3 cars, so what ? it works now how will paying you money change what it is now, this will generate a huge amount of money, to be used for what ? I look forward to your reply and date for a public hearing</p>
52.	<p>Jervis road</p>

	<p>If a builder comes to do a job, he is going to be parking there for more than 2 hours. He may be able to get a pass, but at what cost to his business? When people are self-employed, they are really struggling to stretch their money anyway. Quite a large number of people living in the area have not received the Proposal paperwork. Your notes on the lamppost are deceiving, and misleading. There is no mention of £30 for the first vehicle, and £120 for the second, let alone the £300 for the third. With electricity, gas, water, and postage prices having all increased, and food shopping going up almost daily, the council now wants to screw even more out of our dwindling wallet. As a member of a small business, you don't seem to realise you are breaking us.</p>
53.	<p>Target road</p> <p>I am totally against permit parking. Having a permit would not guarantee I can park in my road (Target Rd), especially as someone who doesn't live in this road parks there 3 work vans in the street. I do Not want to pay to park 2/3 roads away. With the price rise of everything it would be another expense we can't afford. NO permit parking please.</p>
54.	<p>Victory Green</p> <p>Whilst I would acknowledge that there are parking issues across Portsmouth, I am struggling to see how charging residence to park will resolve these issues. It has been shown in other areas that have adopted this type of scheme, that it has had little or no improvement in residents' ability to park. It has just resulted in an additional funding stream for the council. I therefore wish to register my objection to this parking scheme.</p>
55.	<p>Jervis road</p> <p>After much thought and assessment of the potential benefits of having a parking zone covering Stamshaw and Tipner, I have concluded that there would be little or no advantage to residents. Although initially I got quite excited at the thought of being able to go out and come back after 4pm and find a parking space relatively close to home. But no, this would not happen as the same cars would be vying for the same places as they've always done but with the added complication of being charged £30! So, in conclusion I am against the parking zone as being a pointless exercise.</p>
56.	<p>Range Green</p>

	<p>I am a resident of Range Green, and I am writing to oppose the above proposal. This plan does not guarantee me a parking place, so I do not see the benefit of it. Also, I feel it is just another cost to the motorist and it already costs enough to keep my car on the road. I feel that implementing this plan would be inappropriate, especially due to the present economic climate.</p>
57.	<p>Walker road</p> <p>After the recent letter ref FJ zone, I would like to dispute against this. Resident of Walker Road, 2 car family and I would be paying £150 to still possibly not get a space as all roads in the zone already park on this street, if it was zoned to each road I'd be for but as a result, I'm against the zoning when previously for.</p>
Objections for proposed zone (outside the zone)	
1.	<p>Stamshaw road</p> <p>I have lived in this property for 44 years and although parking has become more of a problem over the last 20 years with a little bit of patience it is manageable. I accept one of the reasons for this is that there are more cars now, but a major reason is that the council keep accepting more HMOs – where we once had corner shops, we now have an HMO with numerous occupants. With regard to the proposed Residents Parking Zone, I am vehemently opposed to it for numerous reasons. I live on Stamshaw Road with no parking outside my house due to double yellow lines. My parking places are limited to:</p> <ol style="list-style-type: none">1. a number of spaces (14) on the opposite side of Stamshaw Road2. a few more (9) on Twyford Avenue3. other than that, I have to park in one of the roads off Twyford Avenue, usually Gruneisen or Jervis. <p>There are 32 properties between Wilson Road/Penrose Close and Gruneisen Road (some of which are HMOs) on Twyford Avenue and 14 properties on Stamshaw Road who all have the same problem and try to use these few spaces or park in adjoining roads. It is obvious, even with residents parking that residents of these properties will no doubt have to park in roads off Twyford Avenue. I understand why the residents of Gruneisen, Strobe and Jervis Roads may opt for residents parking, but they should realise that this will make little difference as we, in no parking areas, will still need to park in their roads.</p>

	<p>The bottom line is that we will all be paying £30 for the privilege of doing exactly what we are at present, driving round to find a space – the only winner is the council to the tune of in excess of £40,000 per year.</p> <p>On the face of it, the figures look quite positive for residents parking but when you consider that only 26% replied to the survey and of that 26% only 67% were in favour, then the vast majority were either against or failed to reply.</p> <p>As you can see, I have copied this to my three local councillors, and I would welcome the chance to discuss these views on a one-to-one basis before the public meeting should anyone be willing.</p>
Objections (no address)	
1	<p>I wish to object to having the resident parking scheme being proposed in the FJ zone. Ref TRO 116/2023. I have been a resident in this area for almost 60yrs and I totally object to having to pay to park my vehicle when there is not a parking problem. Also with everything else having price increases this would put a lot on any household budgets.</p>
2	<p>This email serves to communicate my objection and rejection of the proposed parking zone.</p> <p>The council were happy to refuse my request of turning the front of my home into off road parking due to being 1 foot under the limit of the front of my house to the roadside then I refuse to accept parking enforcements on Tipner road.</p> <p>We have 3 cars as our family work in 3 drastically differing areas, 2 small cars which fit into one space and a hatch back.</p> <p>You can't survey an area in 2021 during COVID LOCKDOWN when space was extremely limited and people needed to be able to drive for shopping etc, open the damn park and ride for residents if parking is an issue, you just want to bleed more money from residents during a cost-of-living crisis when people cannot afford it.</p>
3	<p>I object to the plans for Proposed Stamshaw North parking zone (FJ zone). The plans cover the area of Tipner which on the whole don't suffer from the same parking problems as Stamshaw. I would propose that the roads in Tipner these being Harbour way, Range Green, Somerville place, Tipner green, Tipner lane and Victory Green are not included in the plans. The survey results for the above-mentioned roads shows majority are against the this and this needs to be accounted for.</p>

4	I just want to register that I object to the proposed Stamshaw North parking zone F-J
5	I object to the proposed Stamshaw North Parking Zone because I do not wish for an added £150 per year cost for something I already do for free. I should be entitled to free parking in my area for my household. I also do not feel I should be paying up to £2.20 per day for me to have visitors. It is unnecessary and will not resolve any parking issues as the only people who park in this area are residents so it will not reduce the amount of cars in the area. This is another way for the council to make money out of its residents and it is completely unnecessary, and I do not agree with it.
6	Do you not think with the cost-of-living crisis a removal of overcharged parking zones. Or enforce the zones but put the costs on the business use vehicles or increase the council tax for those who have the expendable income to cope with yet another outgoing. This would have the same effect of better / more parking. This is yet another tax on the poor. The population cannot be taxed on the tools that allow them to work, only to pay tax on that wage, only to be taxed on the ability to travel to those places.
7	I am writing to express my strong objection to the proposed permit parking plan in our neighbourhood. While I understand that some residents may find it difficult to find parking in the area, implementing permit parking would create more problems than it would solve. Firstly, permit parking would unfairly prioritize those who have the means to purchase a permit over those who do not and would create a system of haves and have-nots. This would create tension and resentment among neighbours and could lead to an overall negative impact on the community. Secondly, the proposed permit parking plan would negatively impact local businesses by limiting parking options for their customers. This could lead to a decrease in foot traffic and revenue, which would ultimately harm the economic vitality of the neighbourhood. Finally, permit parking would be difficult to enforce, leading to an increase in administrative costs for the city and law enforcement agencies. In conclusion, I strongly object to the proposed permit parking plan and urge you to consider alternative solutions that take into account the needs and concerns of all residents and businesses in the area.
8	We received your letter regarding North parking Zone (FJ Zone).I would like to say this is a robbery. I this particular difficult time with energy prices. You are trying to impose more charges on residents. I

	am currently parking my car on a street for free, why would I give you money to park????Unless you make it free for PO residents.
9	I am writing this on behalf my parent that do not have an email address. They would both disagree for the parking permits to go ahead. There is also a large number in the hasting house that do not have access to emails that you will be missing their point of view. Please take this into account. My parents are pensioners and money are tight in the current climate. Please share how you would make it so that the over 65's can continue to park and continue to pay their bills and eat. Please think about how this affects the most vulnerable. The only problem is the work vans in the area that I have noticed. Maybe this would be a better way to act.
10	I am writing to express my strong opposition to the new parking zone proposed for the FJ area. As a resident of this community, I believe that this decision does not serve any of the needs of the families that live in the area, but it will greatly affect people from going to the community centre. I strongly urge the council to reconsider this decision and to work with the community to find a solution that meets the needs of all residents. I suggest that the council conducts a comprehensive survey of the residents of the FJ area to get their views on the new parking zone and find alternative solutions that are fair, equitable, and beneficial to the community. Thank you for taking the time to consider my concerns.
11	I am writing to confirm my views and the rejection of the proposed Stamshaw North Parking Zone (FJ Zone).I am NOT in support for this parking zone to come into effect due to the negative consequences that will impact the surrounding community. Firstly, the survey that was initially taken in October 2021, in the middle of the COVID-19. The data collected then will not have an accurate representation of the parking situation in this area now— the situation has changed as people are returning to their workspaces and school, therefore parking spaces are more readily available. Secondly, the imposition of the parking zone will have an impact on the local community centre. This is an essential hub for social activities. With the already limited parking for the centre itself, if people are not able to park near the community centre this will discourage people from attending any social events such as bingo— an event where a group of mostly elderly people attend which could be the only way for them to socialise. This would result in social isolation and have a negative impact on the community. Thirdly, we are in a cost-of-living crisis. People are facing financial difficulties due to the cost of living, within a year bill have gone up approximately £2,000 to £3,000, adding to financial burden. It is unfair to impose such a cost to the community, especially during these challenging times for those who are working everyday for little to no pay rise. For a more personal point of view, my family have 3 cars in

	<p>this household as we are all working adults who commute to different areas. Two of our small cars can fit into one parking space, and we have one hatchback. Imposing this is added financial burden for us, and it would be difficult finding additional parking outside of this zone. I am a young woman, imposing a parking permit would mean I would have to park outside of this designated zone and walk home when I finish work late at night, this is an added concern due to the recent increase in attacks on women, along with drug and alcohol use, and I believe other members of the community would share this concern too. Park and Ride is very readily available as well, instead of imposing further financial burden to the citizens who live in this area I would suggest promoting and advertising the park and ride further as this would also reduce traffic congestion and support the community's financial well-being. To conclude, please take my views extremely seriously as someone who actually lives in this and knows this area. It is ridiculous that the community are having to struggle with the ridiculous added and increased costs of bills and council tax, let alone parking.</p>
12	<p>I object to the parking scheme being permitted in the Stamshaw area. The parking zones are a nightmare down other roads, so this would cause the same effect to this road. Plus, it would be a huge inconvenience for my partner who visits frequently. And we have many houses with multiple cars down our road and they'd still take up all the spaces. Leaving us even less spaces to park due to a smaller area to be allowed to park in. I definitely object and how this doesn't down into effect.</p>
13	<p>I object to the proposal for the Stamshaw parking zone on the following grounds: Our household has 2 cars and would not be able to afford the cost of permits, we moved here partly because not having permits would save us such a considerable amount of money, my family regularly visit and this would also leave us out of pocket for a visitors permit for each time they come. Whilst I accept there is an issue with parking the council Could use other means to help solve this problem, there are 4/5 bus stops within the new parking zone all easily a minute or two walk from the other - removing these will create 3 or 4 new spaces each. In a similar vein the parking restrictions for the school and double yellows near junction seem to be expensive compared to other areas. I work shifts and I am able to park no longer than 3 minutes' walk from my house regardless of the time of day or night as is my partner although this isn't ideal, I accepted this as part of living in a city. Opening the park and ride to local residents to park in would help salivate the pressure on parking more than permits - furthermore this could be used for commercial vehicles, day those over 3.5 tonne which take up more on road parking space with minimal impact on the P&R service. The council</p>

	<p>could also deal with cars that are abandoned or have been left without moving for considerable time like these being done up of which there are several in the zone. To summarise, there are other measures the council could take first and our household will not be able to afford the extra cost burden for the standard 2 cars per family, we require both of these for work so can't take public transport.</p>
14	<p>I have received a letter stating resident, we are a family of 5 and there are 3 of us that have a car parked on our street, as there are 2 of us paying for the household, the cars, our kids college, this is too much for our family to live off, we cannot survive paying an extra £450 on parking outside of our household, I come back from work very late and there is never any parking spaces in our street, this parking fee will not only destroy our lives due to incomes, but also there won't be any space for us to park our cars even if we paid for the parking zone, I am writing to tell you to not apply these changes as there are neighbours that we know off aren't happy with this parking zone letter and it will cause so many issues.</p>
15	<p>I wish to strongly object to the proposed parking zone FJ Stamshaw North. The area I live in is Twyford Avenue between Wilson road and Gruneisen road is totally unsuitable for a parking zone, currently there are not enough spaces in the area for the number of vehicles. The limited spaces provided is 100% inadequate for the local needs + the permission of new multiple occupancy on the corner of Gruneisen Road totally saturated the problem. At night I cannot go out after a certain time as I am unable to park upon my return. Traffic wardens are never in the area enough, I appreciate they have a rota however the local area is constantly blighted by illegal parking every day & night 7 days a week. The zone area would not be able to guarantee a space for a resident, which really leaves me no choice but to object to paying for a service that will not provide the goods as paid for. Also, with the economic crisis currently ongoing and as law abiding citizen I do not wish to incur extra costs at such a difficult time. The FJ survey results you provide are somewhat questionable, as I know if there is no reply from an address you count the lack of response in your favour. Not considering if the property is empty or the resident hasn't bothered to reply. For information the letter sent out regarding the zone proposal was dated March 2023 & posted 21.03.2023, received 24.03.2023. A reply for which was requested by 14th April. (21 days to the day), this again is very poor.</p>
16	<p>I don't agree with the parking zone FJ. This wouldn't been an issue if the cost of living wasn't there. We must consider every pound that we</p>

	<p>use now. Now I have to think twice before buying £2 toys for my kids. We can still find parking if we walk a little bit.</p>
17	<p>Opposed to permit scheme . We pay road tax we should not have to pay to park outside our own house. Scheme should only apply to work vehicles. People tend to park their work vans round in Tipner.</p>
18	<p>With reference to your proposed parking charges – Stamshaw North Parking Zone (FJ Zone) – I object most strongly. In light of the current cost of living crisis and the increase in council tax, you now propose to charge residents a yearly rate to park their vehicles on their road. Local resident car owners already pay road tax and council tax and now are stung with an additional hefty charge for the privilege of parking outside their property. I see that some of your low key and hardly noticeable ‘notices’ do not even carry the individual cost per vehicle, and you do not even state the amount per van to park. Van owners are, in the majority, working people who are now being penalised even further. How is this going to affect families with older children who drive but still currently live at the family home? They could be looking at an additional annual sum of £300-£400. Neither have you actually stated what the money will be utilised for. It all appears highly unprofessional, in an attempt to rush it through before residents are made fully aware of their rights complain and bring action to prevent this going forward.</p>
19	<p>I am strongly against your proposal for several reasons</p> <ol style="list-style-type: none">1. I feel it is just another way of get money for the council revenue. It will also bringing revenue from parking tickets handed out.2. The other reason is the main one. Which is, you say it will make parking easier and that is impossible. In Walden Road there are 108 houses. I have counted the cars parked in the road when full. It has 88 parking spaces. Based on the number of houses there is not room for one car per house. As some families have to cars, I estimate there are around a 150 cars registered to Walden Rd. So, to say it will be easier is a joke. If you take into account, there are only 18 parking spaces in Twyford Avenue from the Mother Shipton and there are around 68 homes up to the entrance of Walker Road. It means people live in Twyford Avenue have to park in side roads leading of Twyford Road. <p>Who ever came up with this plan has not done their homework or is it as I said it's just about money.</p>

UNCLEAR	
Unclear within the zone	
1	<p>As a resident on Gruneisen Road – the parking is insane. The yellow lines are always parked on, the work vans take up so much space and it's basically a free for all with no regard to safety. You send traffic wardens there and you will make so much money from tickets. My car is scratched all over from cars that have tried and failed to squeeze into the smallest of spaces – it's a health a safety issue as some of the roads in that zone are so tight and you have to rally car drive through chicanes caused by some of the parking. People will be stood in parking spaces or put multiple bags of dirt in spaces to save the parking space and then move for the car its saved for – I've seen it!! Several of my neighbours have multiple cars – one household has 9 vehicles... 9!! You go along that road and look at the car number plates and these 9 vehicles have the same number plate except 1 digit – they do not use all of these vehicles they just sit there and its work vans and people carriers. Another neighbour rents out every single room and his shed in the garden with everyone has a vehicle so that's another 5 or 6 cars to just 1 household and there's a lot of people renting out down my road. I have to park at the Mountbatten centre nearly every evening because it's a joke to find a space – all those people who were against the parking zone are the people that have multiple cars. I can drive down my road at 12am at night and there will be another 4-5 cars still trying to find a space. You have skips down some of those roads and workmen bags of dirt. You also have these little lay bays of trees that could be ripped down and a few more spaces generated honestly go drive down that road between 5-8pm and see for yourself and you won't even need us residents to give you views because you will see it all and get this done!</p>
Unclear outside the zone	
1.	<p>I have checked the latest parking consultation survey, for the subject zone, online dated 2021 but fear it out of date. My concern is about the type of permits that would be issued if residents should choose to support the proposal. I note that it is proposed that, apart from the area in Osier Close by the allotments where 4 hours parking would be permitted, everywhere else in the zone would be limited to 2 hours parking, for non-permit holders, with no return for 4 hours. The proposed time restriction does not take into account the type of area FJ covers. Zone FJ is not by a railway station where car drivers might be tempted to park all day, nor is it near a shopping district that might also tempt drivers to park for long periods of time.</p>

Zone FJ covers an area of mainly terraced homes, many occupied by people who work, some out of the city, taking their cars with them. Many other homes though are occupied by people, who might be elderly and or disabled, depending on visits from family and or friends for company. Imagine the anxiety of this group of people if they receive a welcome visit, make a cup of tea for the visitor(s) and perhaps decide to play a game of cards, or chat, only to have to keep checking the clock because of the 2-hour parking restriction. It could make for a lot of misery.

I believe that there are other areas of the city where the conditions dictate the type of permit most suitable for the area. There is, for instance, an area of side roads, elsewhere in the city, where the parking restriction covers the time when most drivers are returning home from work (something like, only permit holders allowed to park between the hours of 4pm - 8pm).

That shows imagination. If the residents of FJ Zone opt for permits please give some thought to the type of permits suitable for this area.

Appendix D

Number of representations received to the formal consultation Numbered by road

Name of the road	Support	Objection
Osier Road	0	1
Harbour Way	1	0
Tipner Lane	3	2
Target road	1	4
Tipner Road	2	2
Walker Road	3	2
Walden Road	3	4
Childe Square	0	6
Jervis Road	9	10
Widley Road	1	2
Strode Road	6	8
Gruneisen Road	13	1
Wilson Road	8	1
Range Green	1	3
Twyford Ave	2	3
Victory Green	1	2
Tipner Green	1	1
Hillsdown Ave	0	3
Somerville Road	0	2

Form name	Integrated Impact Assessment
Reference	IA533060986
Date	20/07/2023

Policy details

Request date	20/07/2023 16:02
Directorate	PCC Regeneration
Service	Parking Service
Title of policy, service, function	TRO 116/2023 Proposed FJ permit parking zone, Stamshaw North
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people to think about how they travel to an area, for visiting, working or otherwise.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	The informal questionnaire survey on parking in the area (1381 properties) within an area identified on the Residents' Parking Programme of Consultation as "FJ". The results of that survey showed a majority in favour of a permit parking zone. In summary, the informal survey and feedback from residents did inform these proposals. Statutory consultation on the proposed FJ permit parking zone took place between 24 March and 14 April 2023. The outcome of the statutory consultations indicates that just under half of the respondents were in favour of introducing a permit parking scheme. Full details of the scheme are within the published report.
Has anything changed because of the consultation?	no
Did this inform your proposal?	no

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>Residents of the Stamshaw north area would benefit by having more opportunities to park nearer their homes.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>no</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>no</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>all households were consulted. additionally, the proposals were advertised in The News and on street furniture in the vicinity</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The scheme would be reviewed at the request of residents. The TRO team would be responsible for reviewing the scheme</p>

Crime - Will it make our city safer?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/> Page 198</p>
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Housing - will it provide good quality homes?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Whilst this can be subjective and would not necessarily apply to everyone, the reason for proposing parking zones is the demand from residents. Residents can find themselves driving round nearby streets for some time trying to find parking spaces that are taken up (often for long periods of time) by vehicles used by people who do not live there. This can cause frustration and anger, and affect what people do and when, particularly being mindful of not being able to park if using their vehicles later into the evening. Some residents, such as shift workers, often have no choice but to park some distance away from home and walk back, and some feel that parking in contravention of restrictions (e.g. on double yellow lines, for example), is their only option. Therefore, parking zones may improve mental health and quality of life for some residents. Those who need regular visits by carers are less likely to find visits are delayed by the carer trying to find somewhere to park.</p> <p>Regarding healthy lifestyle choices, parking zones can encourage people to think about how they travel to an area, particularly for work. Understandably, people rarely think about the impact parking all day in residential areas may have until restrictions are proposed or implemented. They can be encouraged to consider alternative, potentially healthier, ways of getting to work that they may not have previously given thought to, such as getting a lift, car-sharing, walking, cycling, using public transport or a combination of these.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area.</p> <p>Subsequent adjustments can be proposed as and when necessary.</p>

and reduce poverty?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Carbon emissions - will it reduce carbon emissions?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The proposed residents' parking zone may reduce the need for motorised vehicle travel, and may encourage residents to reduce carbon emissions.</p> <p>Where there are no restrictions on parking, it can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed.</p> <p>Parking restrictions can encourage people to consider more sustainable ways of travelling to an area, other than by private car.</p> <p>Even small changes in travel behaviour by some can make a difference to an area in terms of parking and reduced traffic congestion throughout a wider area and potentially improve air quality.</p> <p>Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Introducing permit parking zones may have a positive impact as described above, even though it is not their sole purpose.</p> <p>Whether or not carbon emissions are reduced within an area is likely to be due to a number of contributory factors and policies, and therefore identifying specifically how permit parking zone has contributed is unlikely to be measurable.</p>

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

<p>This section is not applicable to my policy</p>	<input checked="" type="checkbox"/>
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Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Restricting parking can encourage people to consider alternatives to the private car, as high volumes of people arriving by private car can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas, and waiting for spaces with engines idling. Households with more than one car might consider reducing the number of cars they own, as permits are limited to two per household (three or more permits are available only if there is sufficient kerbside space to accommodate additional cars, and at a significantly higher cost than a first permit).</p> <p>Parking restrictions can encourage commuters and local employees to consider alternative ways of travelling, as anyone seeking to park onstreet has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include car-sharing, walking, cycling or using public transport.</p>
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<p>How are you going to measure/check the impact of your proposal?</p>	<p>Introducing residents' parking zones may have a positive impact as described above, although it is not their sole purpose. However, in conjunction with other Transport policies, restricting parking and eligibility for permits may reduce motor vehicle traffic congestion by encouraging people to consider alternative ways of travelling to an area, and may encourage residents to consider how many vehicles are linked to their households (permit costs etc). Where properties hold an HMO licence for 3-8 individual rooms, additional vehicles will be deterred from being brought into the area through the control of permits. This is not necessarily measurable.</p>
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Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Double yellow lines are proposed on unprotected junctions, informal pedestrian crossing points and bends, where it would be unsafe or obstructive to allow parking. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic. They are considered on the grounds of road safety and traffic management.</p> <p>Parking restrictions can encourage residents to reduce the number of cars they own, and consider using more sustainable modes of transport. Restricting parking can encourage people to consider how they travel to an area, and the alternative options available.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>by representations received from residents, there would be no formal checking or measuring process.</p>

Waste management - will it increase recycling and reduce the production of waste?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

Please explain how your policy, service, function, project or strategy delivers Social Value	by contributing to improved air quality, a reduction in congestion. the proposal also improves availability of kerbside parking for residents.
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Involvement

Who was involved in the Integrated impact assessment?	Barbara Thomas Kevin McKee
Name of the person completing this form	Barbara Thomas
Date of completion	2023-07-20

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Agenda Item 8



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport Decision meeting

Date of meeting: 10 August 2023

Subject: Portsmouth Bike Hangars and Bike Corrals

Report by: Kerri Farnsworth - Interim Director of Regeneration
Chi Sharpe, Active Travel Officer

Report Author:

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to make recommendations on the Bike Hangars Phase 2 and Corral project under Experimental Traffic Regulation Order (ETRO) 67/2022 and ETRO 37/21 part B.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 Approves to make permanent the provisions of ETRO 67/2022 (second phase of Bike Hangars and corrals in various roads), with the exception of the bike hangar in Landguard Road;
- 2.2 Approves the making permanent of the provisions of ETRO 37/2021 Part B (relocated bike hangar in Lucknow Road).

3. Background

- 3.1 The Portsmouth Transport Strategy¹, (Local Transport Plan 4), outlines the need to prioritise walking and cycling in and around Portsmouth, providing good quality infrastructure, as well as provision of secure cycling parking in areas of demand. Policy G of this strategy outlines the need to; Establish a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities.

¹ [Portsmouth Transport Strategy 2021-2038](#)

- 3.2 Portsmouth has some of the highest levels of cycle theft in the region, partly because of a lack of secure cycle parking in the city and fear of theft is a significant deterrent to more cycling².
- 3.3 Lack of storage space and locations for cycle parking is also a key barrier to cycling in the city, in 2021 a pilot was designed to enable those residents without this storage space to be able to keep their bike securely, close to home.
- 3.4 A pilot was launched in spring 2021 under ETRO 37 2021, introducing secure cycle parking by means of "bike hangars". These are secure lockable pods which are installed on the footway if there is sufficient space or in the carriageway (see image 1). Bike parking within the hangars are rented out to residents who are then issued with a key to access a hangar. The units under the trial were free to use but residents were made aware that a charge of £30 per year follows after the trial. This charge is made to cover the administration of the project and the maintenance of the bike hangars. More information can be found here: <https://travel.portsmouth.gov.uk/schemes/bikehangars>

Image 1 - bike hangar



- 3.5 In February 2021, 8 bike hangars were installed in locations across the city. Following feedback and further requests for bike hangars in Portsmouth, the initial phase was followed by an additional 8 locations which were installed in February 2023. A map is provided in appendix A of this report outlining the locations where these have been installed.

² Portsmouth Future Mobility Zone bid application

3.6 Phase 1:

1. Manners Road x1
2. Lucknow Street x1
3. Eastfield Road x1
4. Addison Road x2
5. Hunter Road x1
6. Clarence Road x1
7. Guildford Road x1
8. Sultan Road x1

3.7 Phase 2

9. Methuen Road x1
10. Worsley Street x1
11. Binsteed Road x1
12. Lennox Road South x1 Off Street
13. Collingwood Road x1 Off Street
14. Lumsden/Ferry Road x2 Off Street
15. Francis Avenue x1

3.8 The methodology which was developed from lessons of the pilot and takes into consideration a number of criteria including:

- Number of requests (multiple requests from one household are counted as one request)
- Type of properties. Flats, houses that are flat fronted with no garden, Flat fronted with no rear access all properties with difficulty storing bikes, lack of outdoor secure space to store bikes.
- The resident requesting must be happy to have the Bike Hanger outside their property. (if the Active Travel team come to install and the resident has changed their mind the next resident in the road will be asked. If all in the road do not want it outside their property, then another road will be chosen by officers from the street nomination tool)
- Level of local support and anticipated uptake
- Geographical spread of requests and provision of bike hangars across the City
- Impact on other local cycle parking infrastructure
- Availability of suitable space to accommodate bike hangar.
- Date of request (first come first serve)

Officers will consider all of the above factors in determining whether to programme the provision of a bike hangar in requested roads.

3.9 The statutory public consultation was undertaken through an Experimental Traffic Regulation Order. Residents living within 150 metres of a bike hangar or cycle corral location received consultation documents and were given the opportunity to respond to through the ETRO consultation. The responses received are outlined in Appendix A of this report.

4 Bike Hangars Phase 2

4.1 The bike hangars in phase 2 were installed in February 2023. The units were provided by Cycle-Works working with Portsmouth City Council. The units hold 5 bikes each.

- 4.2 From the 16 locations installed across Portsmouth as part of phases 1 and 2 of the bike hangar scheme, all units installed are at capacity, and currently have a waiting list. This is being managed by Cycle-Works as part of the operation and maintenance of the scheme.
- 4.3 The data below shows the number of people currently on the waiting list for each of the installed bike hangars in phase 2. Please note, these figures are from July 2023 at the time of writing this report.
- Collingwood Road 9
 - Ferry Road 10
 - Francis Avenue 8
 - Lennox Road South 10
 - Methuen Road 8
 - Worsley Street 10
 - Binstead Road 2
- 4.4 In addition to the waiting list for locations already installed in the city, Portsmouth City Council at the time of writing this report have received 450 further requests for additional bike hangars in Portsmouth.

5. Experimental Traffic Regulation Order 67/2022 Consultation

- 5.1 The ETRO 67/2022 came into force on the 8th of June 2022. The corrals were installed 6 days later. Under an Experimental TRO (ETRO), which can last a maximum of eighteen months, the first six months of operation serves as the consultation period. Due to unforeseen circumstances the Bike Hangars were not installed until 10th of February 2023; the consultation period was therefore informally extended until 10th July 2023. The public notice is outlined in appendix C of this report.
- 5.2 During the consultation Portsmouth City Council received one response from Methuen Road and four responses from residents of Landguard Road (detailed in appendix A). One objection from Methuen Road, and three from Landguard Road. All four objections were citing the lack of available parking within their road and how a bike hangar may take up additional space for vehicles. The other response was positive to Landguard Road supporting the installation of a bike hangar.
- 5.3 The full responses are outlined below in Appendix B of this report.
- 5.4 These responses were considered and discussed with the Member for Traffic and Transport who chose to not move ahead with Landguard Road in favour of a second unit in Ferry Road.

6. Experimental Traffic Regulation Order 37/2021 Part B Consultation

- 6.1 Following the first trial, we were contacted by residents of Sainsbury Lodge who requested that the Lucknow Street Hangar was moved further away from their vehicular access to improve visibility and ease manoeuvring onto the road.

- 6.2 ETRO 37/2021 Part B was introduced on the 14th of February 2022 to relocate the hangar one parking space from the existing location to help with visibility. The move was successful and alleviated the concerns of the residents. The public notice is provided in Appendix D of this report.
- 6.3 Part B has received no feedback since its introduction in February 2022.

7. Cycle Corrals

- 7.1 Following requests from the local community for additional cycle parking on Marmion Road and near Southsea Beach Café, Portsmouth City Council installed a new type of cycle parking, called a Cycle Corral at these two locations. Bicycle Corrals provide space for six bicycles to park and utilise less than half of one car parking space. The bike corrals were installed under the same ETRO as the Bike Hangars. The bike corrals are open to any pedal cycle free of charge and include rails to which bikes can be locked.
- 7.2 The Corrals did not receive any formal feedback from the ETRO 67 consultation.
- 7.3 The corrals have been in place since the 6th of June 2022 and are being regularly used by residents and tourists who visit Marmion Road and Southsea seafront.
- 7.4 During the trial Portsmouth City Council surveyed users of the corrals by online survey with a QR code attached to the units. The survey was open from 11 November until 3 March 2023. A full breakdown of the Corral Survey can be found in Appendix E of this report.

The objectives were:

1. To understand how the bike corrals are being used
2. To understand users and non users opinions of the bike corral installation
3. To explore barriers to using bike corrals
4. To identify other beneficial places bike corrals could be installed in the city

- 7.5 The survey received a total of 117 responses.

- 7.6 Survey Feedback summary:

- Most respondents have positive feelings towards the installation of bike corrals in Portsmouth - over three quarters of respondents feel 'very positive' (69%) or 'positive' (21%) about the installations. On the other hand, 13% of respondents have negative feelings towards them.
- Of those respondents that have positive feelings towards the bike corrals being installed, the most common reasons for this are that the bike corrals make cycling in the city safer and provide a more secure way of locking up bikes. Respondents feel that having more secure cycle parking helps to promote walking and cycling in the city.
- Respondents who have positive feelings about the bike corrals also like that they are situated on roads as they do not disrupt the pavements for pedestrians. They further comment that bike corrals are beneficial to provide space for families who may need to lock up a group of bikes all at once or during the busy summer months where regular cycle parking are full.

- Respondents with negative feelings towards the bike corrals do not like that they take up a car parking space on the road and feel this is made worse if they are seldom used.
- Some respondents also had concerns over the safety of entering and exiting the bike corrals and say they are placed awkwardly.
- The majority of respondents support more bike corrals being installed in the city. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places listed as being beneficial to having a bike corral installed.

7.7 Images of the locations where cycle corrals have been installed:

Image 2: Marmion Road cycle corral



Image 3: Southsea Seafront cycle corral



8. Reason for recommendations

- 8.1 All of the bike hangar units installed as part of phase 2 of this project, are fully utilised and have a significant waiting list showing there is clear appetite and further demand for safe and secure cycle parking.
- 8.2 The Council have received an additional 450 requests around the time of writing this report (increasing from 190 in 2022) requests for new hangars in 250 different roads. This demonstrates the demand for this secure cycle parking within the city.
- 8.3 The recommendations of this report support the delivery and complement the adopted Portsmouth Transport Strategy³, (Local Transport Plan 4), which outlines the need to prioritise walking and cycling in and around Portsmouth, providing good quality infrastructure, as well as provision of secure cycling parking in areas of demand. Policy G of this strategy outlines the need to; Establish a cohesive and continuous network of attractive, inclusive, safe and accessible walking and cycling routes accompanied by cycle parking facilities.
- 8.4 The ETRO consultation received five responses from two roads, four objections and one in support. Following these responses, in discussions with the Cabinet Member for Traffic & Transportation, the bike hangar in Landguard Road was not implemented. One objection was received for Methuen Road.
- 8.5 The Bike Corral informal survey feedback outlined in appendix E of this report, outlined that the installation of the bike corrals have encouraged people to walk or cycle more often; over

³ [Portsmouth Transport Strategy 2021-2038](#)

a third of respondents (36%) have reported walking or cycling 'more' or 'much more often' than before.

- 8.6 Users of the bike corrals reported to have been overall satisfied with their experience - 94% of users report being 'satisfied' or 'very satisfied'
- 8.7 The majority of respondents support more bike corrals being installed in the city. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places listed as being beneficial to having a bike corral installed.
- 8.8 The cycle corrals did not receive any formal objections and overall have been received positively from the feedback of the survey.

9. Integrated impact assessment

- 9.1 A full integrated impact assessment accompanies this report, in appendix F

10. Legal implications

- 10.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
a) securing the expeditious movement of traffic on the authority's road network; and
b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 10.2 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.
- 10.3 The procedural provisions for giving permanent effect to an experimental order is set out in regulations 23 and schedule 5 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOPR 1996).
- 10.4 Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
10.4.1 The following statements were included in the notice of making the experimental order:
- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
 - A person may object to the experimental order continuing for an indefinite period within 6 Months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
 - That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice

10.4.2 The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first

published and ending on the date the order ceases to have effect:

- a. a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
- b. a copy of the order as proposed to be made or as made (as the case may be);
- c. a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
- d. a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;
- e. if the order varies, revokes, applies or suspends another order, a copy of that other order;
- f. if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
- g. where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification

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

10.6 Regulations place restrictions on the ability to suspend or modify the provisions of an ETRO. An order making part only of an ETRO would effectively be a modification. An ETRO can only be varied if a specific power to do so is reserved in the order itself and the order cannot be varied so as to make additions to the order.

10.7 It is possible to suspend or modify certain provisions of an experimental order and to make permanent the order as suspended or modified provided that:

- a) the experimental order included a specific provision empowering a specified officer to modify or suspend the operation of the order or any provision of it if it appears to him essential:
 - (i). in the interests of the expeditious, convenient and safe movement of traffic;
 - (ii). in the interests of providing suitable and adequate on-street parking facilities; or
 - (iii). for preserving or improving the amenities of the area through which any road affected by the order runs;
- b) The notice requirements in section 10 (2) of the RTRA have been fully complied with;
- c) No variation or modification of the order was made than 12 months after the order was made; and
- d) A statement of the effect of each modification has been included with the documents deposited in accordance with the provisions of regulation 23 of the 1996 Regulations.

10.8 A new TRO or ETRO will be required if it is decided to introduce further cycle stations following the completion of the consultation.

11. Director of Finance's comments

11.1 There are no financial implications in the recommendations in this report.



- 11.2 The cost of implementing the bike hangars was funded from Local Authority Cycling and Walking Capability Revenue Grant.
- 11.3 The cost of the corrals was funded through the Cycle Parking Across the City allocation in the approved capital programme.



.....
Signed by:

Appendices:

Appendix A: Bike hangar and bike corral map of locations

Appendix B: ETRO consultation feedback

Appendix C: Experimental Order No. 67 2022

Appendix D: Experimental Order No. 37 Part B 2022

Appendix E: Full breakdown of the Corral Survey

Appendix F: Integrated Impact Assessment

Appendix A: Bike hangar and Bike corral locations



Appendix B: ETRO consultation feedback

1. Objection 1. Manners Road

I'm writing to express my strong disapproval of the proposed cycle bay on Methuen Road.

The parking on this street is absolutely dispicable, and with this cycle bay the parking situation will worsen. I myself only drive a smart car measuring 2.5m and I struggle to park on this street, let alone anywhere near my property.

Additionally the church regularly has parishioners visiting so this end of the street is already very busy. Additional room is required for funerals and such forth. Please consider moving this proposed bay to the opposite end of Methuen road, by Carpenter Close where some of the residents have their own parking on the property and there is not the use of a Church.

Or please relocate to anywhere else, there isn't a que of cyclists looking for somewhere to park! People have gardens, and quite frankly anything parked there would be vandalised or stolen.

1. Objection 1 Resident, Landguard Road

I would like to strongly object to the proposed bike shed or cycle parking container (whatever they are called). It is a nightmare to park in Landguard Road and all surrounding roads, the council already force us to pay to park outside our house, even though we are forced to pay the council for parking we still spend over an hour some evenings driving around and around trying to park.

To have a friend to visit I have to pay £1.55 just for 2 hours , which is disgusting and now you are planning on making it even harder to park by putting one of them very ugly tin green cans on our road so we lose more parking that we have to pay for when everyone in the road has a garden where they can store their bikes. These ugly green bike shed things are the biggest waste of space and money ever and to force people to line the councils pockets just to park outside their homes and then remove more space by adding these very ugly bike shed which always sit empty is a disgrace, I understand the Liberal Democratic when everyone on bikes but you are in fact forcing people to leave Portsmouth because you are making impossible to live in our streets with these awful resident parking rules and these ugly bike sheds.

This bike shed is a every bad idea and no one in the road wants to lose more precious parking spaces when we are all capable of taking our bikes and storing them in our gardens.

In my opinion this is another profit making system which only suits the councillors making money from it, they are very ugly, not one person in Landguard road wants one, they will make the already nightmare situation you made worse with your money making resident parking charges so I beg you not to make an already bad situation worse because you think these ugly sheds are a good idea because normal people do not think they are a good idea at all.

2. Objection 2 Resident, Landguard Road

I am writing to object against the proposed cycle parking shed in Landguard Road.

My objection is based on the grounds of a serious lack of parking in this road. As Landguard Road is one of the wider roads in our 'grid', we are already subjected to big work vans using it to park, as they struggle to park in the more narrow roads adjacent. This impacts on parking.

I am aware there is one in Eastfield Road, which is barely used. It seems therefore, pointless installing another one in the next road along. Perhaps signage pointing to neighbouring cycle sheds could be used instead, to ensure those that already exist are utilised?

In addition, I objected to parking permits believing it would make little difference to parking opportunities for residents, which has proven to be the case.

To reduce parking further and continue to charge for parking permits is, in my opinion, unacceptable.

In summary, I would like my objection to this proposal lodged and I would be grateful for an acknowledgment of my objection.

3. Objection 3 Resident, Landguard Road

I'm the owner of a property in Landguard road and have noticed a sign of a bicycle parking to be placed in the road, please could you advise as I would like to contest this as the parking is awful as it is and we now have to pay a further £150 a year to pay for the privilege of not being able to park down this road.

Please could you confirm receipt of this email.

4. Support 1 Resident, Landguard Road.

I'd like to show my support for the possible bicycle parking.

I've heard from a few people that their worried about existing parking spaces being taken up by the bike parking, however I'd argue that given time there would be less cars on the road if there was better infrastructure for bikes. I know the one thing stopping my from switching over, getting a bike and cycling to work is the fact that I've got no where to keep it. If this went ahead you'd have at least one person who'd use it. The same fears were mentioned about the permit parking, that it would make it much harder to get parked in the evenings, yet I've seen the opposite happen. Before I had to park 10 minutes away, now I get parked outside my house most days.

There is the worry of the bike storage not being taken care of properly by other residents, but it would definitely be more secure than keeping my bike out on the street at a lamp post.

Appendix C: Experimental Order No. 67 2022

The Portsmouth City Council (Various Roads) (Cycle Parking) (No. 67) Experimental Order 2022
8 June 2022: Notice is hereby given that the Portsmouth City Council have made the above Experimental Order. The effect would be to amend existing parking restrictions in 7 locations as detailed below, to accommodate cycle parking structures within a 3 to 5 metre footprint, as follows:

- A) CHANGE FROM RESIDENTS' PARKING BAY (MH ZONE) TO CYCLE PARKING**
- 1. Landguard Road**
South side, within a 3m length outside No. 41
 - 2. Methuen Road**
North side, within a 3m length outside No. 6
- B) CHANGE FROM RESIDENTS' PARKING BAY (KC ZONE) TO CYCLE PARKING**
Marmion Road
North side, within a 3m length outside No. 87a
- C) CHANGE FROM RESIDENTS' PARKING BAY (MG ZONE) TO CYCLE PARKING**
Worsley Street
North side, within a 3m length alongside No. 90 Cromwell Road
- D) CHANGE FROM RESIDENTS' PARKING BAY (MC ZONE) TO CYCLE PARKING**
Francis Avenue
East side, within a 3m length outside No. 16
- E) CHANGE FROM PAY & DISPLAY PARKING BAY TO CYCLE PARKING**
Southsea Esplanade
South side, within a 5m length outside Southsea Beach Café (the premises east of the junction of The Ocean At The End Of The Lane
- F) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO CYCLE PARKING**
Collingwood Road
North side, within a 3m length within the northern arm of the eastern end

The experimental Order could be in operation for up to 18 months from 15 June 2022 and contains a provision to allow the Director of Regeneration, or an officer of the Council to whom power has been duly delegated, to modify or suspend its operation in certain specified circumstances.

Copies of the Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2022" at www.portsmouth.gov.uk Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

In due course, the Council will consider whether or not to make the provision of this Order permanent, subject to assessment of the experiment. Persons wishing to comment on the effects of this Order must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref ETRO 67/2022 by **16 December 2022** stating name and address details and the grounds of objection, support or comment.

Under requirements of current access to information legislation, please note that all representations submitted in response to this notice, including the name and address of the person submitting it, may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

If you wish to question the validity of the Order or any provision contained in it on the grounds that it is not within the powers conferred by the 1984 Act, or on the grounds that any requirement of that Act or any instrument made under it has not been complied with in relation to the Order, you may do so within 6 weeks from 8 June 2022 apply to the High Court for this purpose.

Felicity Tidbury, Acting Assistant Director of Regeneration (Transport)
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



Appendix D: Experimental Order No. 37 Part B 2022

THE PORTSMOUTH CITY COUNCIL (RESIDENTS' PARKING ZONES) (AMENDMENTS TO RESIDENTS' PARKING PLACES FOR SECURE CYCLE PARKING) (NO. 37) (PART B) EXPERIMENTAL ORDER 2022

7th March 2022: Notice is hereby given that Portsmouth City Council have **modified** The Portsmouth City Council (Residents' Parking Zones) (Amendments to Residents' Parking Places for Secure Cycle Parking) (No.37) Experimental Order 2021 by making the above Order:

The effects of which are to:

A) CHANGE RESIDENTS' PARKING BAY (JE ZONE) TO SECURE CYCLE PARKING

1. Lucknow Street

South side, within a 3m length outside Sainsbury Lodge, starting 4.5 metres east of the car park entrance.

The Order came into operation on 15th March 2021.

Note: this Order has been introduced in Parts, this is Part B. Part A was made permanent on 14th February 2022.

The Council will be considering in due course whether the provisions of the Order shall continue in force indefinitely.

Any person may object to the making of an Order for the purpose of such indefinite continuation, within six months of this Experimental Order coming into force, or within six months of any subsequent variation or modification to this Order coming into force, whichever may be the later.

Persons wishing to object to these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Daniel Selby, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref ETRO 37/2022

Copies of the Order, Statement of Reasons and Map are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2022" at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

This Order shall cease to have effect 18 months after it comes into operation or when a further Order to reproduce and continue in force indefinitely the provisions of this Experimental Order is made, whichever is earliest.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice, including the name and address of the person submitting it, may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Pam Turton, Assistant Director of Regeneration (Transport), Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



Appendix E: Cycle Corral Survey Report:

Due to its size this document will be attached to this report as a separate document.

Appendix F: Integrated Impact Assessment

Due to its size this document will be attached to this report as a separate document.



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:

BIKE CORRALS CONSULTATION REPORT



Research and Engagement Team
PORTSMOUTH CITY COUNCIL

Bike Corrals Report

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1.0 Purpose

The purpose of this report is to provide a comprehensive summary of the bike corrals consultation. The main aim of the consultation was to understand residents experience of using the bike corrals and whether this type of cycle parking will benefit visitors to the local area, and if it is something that would help people in other areas of the city too.

2.0 Background

Portsmouth City Council received a number of requests from the local community for cycle parking on Marmion Road and near Southsea Beach Café. In response to this, they have successfully installed a new type of cycle parking, a bike corral, at these two locations. This type of cycle parking provides space for up to six bicycles to park and takes up about one car parking space.

The facility will help to encourage more people to visit Southsea's shops, dining and leisure facilities, whilst providing more secure cycle parking for people who live, work and visit these locations. If more people swap their car journey for cycling it can help reduce traffic congestion, noise, and create cleaner air for everyone.

3.0 Research

3.1 Objectives

1. To understand how the bike corrals are being used
2. To understand users and non users opinions of the bike corral installation
3. To explore barriers to using bike corrals
4. To identify other beneficial places bike corrals could be installed in the city

3.2 Methodology

A quantitative survey was developed which focussed questioning around the four objectives outlined in section 3.1. The survey was launched on 10 November 2022 and was open for 16 weeks until 3 March 2023 to enable as many respondents as possible time to complete it. The survey was promoted through letters to the residents and businesses on roads where the bike corrals were installed, along with posters at the bike corrals and on social media.

4.0 Response rates

The survey received a total of **117** responses. As the total population of residents, visitors and workers who interact with the bike corrals is not known, it is not possible to calculate the statistical robustness of this consultation.

5.0 Summary of findings

Usage

- Just under half of respondents have used the bike corrals so far (43%) whilst 57% have not.
- Respondents have used each site equally - 32% of respondents report using either Marmion Road or Southsea beach café sites and 36% have used both sites.
- The most popular reasons for using a bike corral as part of a respondent's cycling journey are to reach a leisure destination such as going to the beach or watching a show at the theatre (64%) as well as shopping (60%).
- Nearly half of respondents use the bike corrals 'a few times a month' (48%) whilst just over a third use them 'less often' (34%) as part of their cycling journey. Around a fifth of users (18%) use the bike corrals at least a few times a week.
- If the bike corrals were not available, around a third of respondents would use a private vehicle instead (33%) and just under a tenth would take a taxi (8%). However, the majority of respondents (67% combined) would still use active travel methods such as walking (43%) or cycling but use alternative cycle parking (41%).
- Issues that prevent users from using the bike corral as much as they would like to include low availability on the cycle racks (41%), them not being located near their desired location (29%) and safety concerns (14%).
- The installation of the bike corrals have encouraged people to walk or cycle more often; over a third of respondents (36%) have reported walking or cycling 'more' or 'much more often' than before. A majority of respondents are walking or cycling the same as before (61%).
- Users of the bike corrals have been overall satisfied with their experience - 94% of users report being 'satisfied' or 'very satisfied'.

Non users

- The most common reason for having not used a bike corral as yet is that they are not located in an area where the respondent needs to start or end their journey (43%). Moreover, nearly a quarter of respondents were not aware of them (23%) or have safety concerns (18%).

Overall feeling and experience

- Most respondents have positive feelings towards the installation of bike corrals in Portsmouth - over three quarters of respondents feel 'very positive' (69%) or 'positive'

Bike Corrals Report

(21%) about the installations. On the other hand, 13% of respondents have negative feelings towards them.

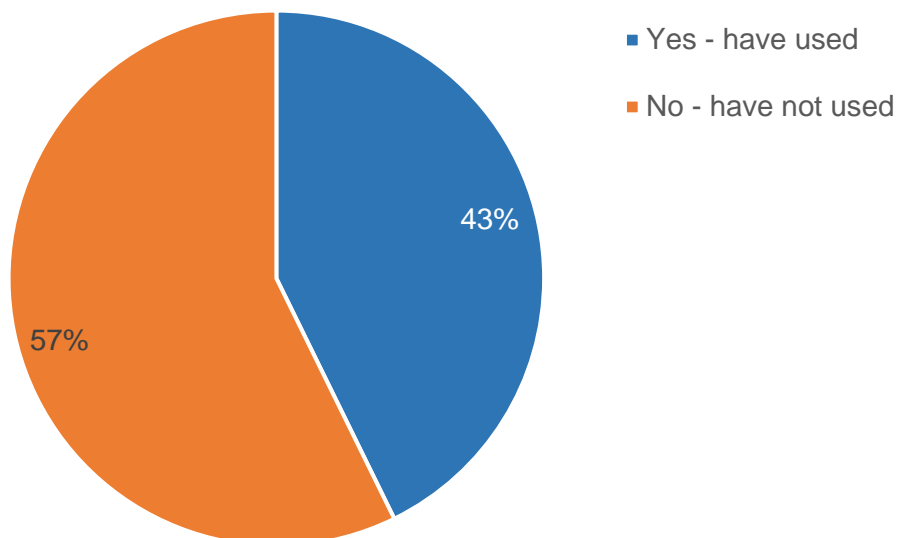
- Of those respondents that have positive feelings towards the bike corrals being installed, the most common reasons for this are that the bike corrals make cycling in the city safer and provide a more secure way of locking up bikes. Respondents feel that having more secure cycle parking helps to promote walking and cycling in the city.
- Respondents who have positive feelings about the bike corrals also like that they are situated on roads as they do not disrupt the pavements for pedestrians. They further comment that bike corrals are beneficial to provide space for families who may need to lock up a group of bikes all at once or during the busy summer months where regular cycle parking are full.
- Respondents with negative feelings towards the bike corrals do not like that they take up a car parking space on the road and feel this is made worse if they are seldom used.
- Some respondents also had concerns over the safety of entering and exiting the bike corrals and say they are placed awkwardly.
- The majority of respondents support more bike corrals being installed in the city. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places listed as being beneficial to having a bike corral installed.

Full breakdowns are available in the following sections of this report.

6.0 Usage

To understand how bike corrals are being used, respondents were asked if they have used either of the bike corrals installed at Marmion Road or Southsea beach café. Figure 1 shows that 43% of respondents in the sample have used the bike corrals whilst over half of respondents (57%) have not used them.

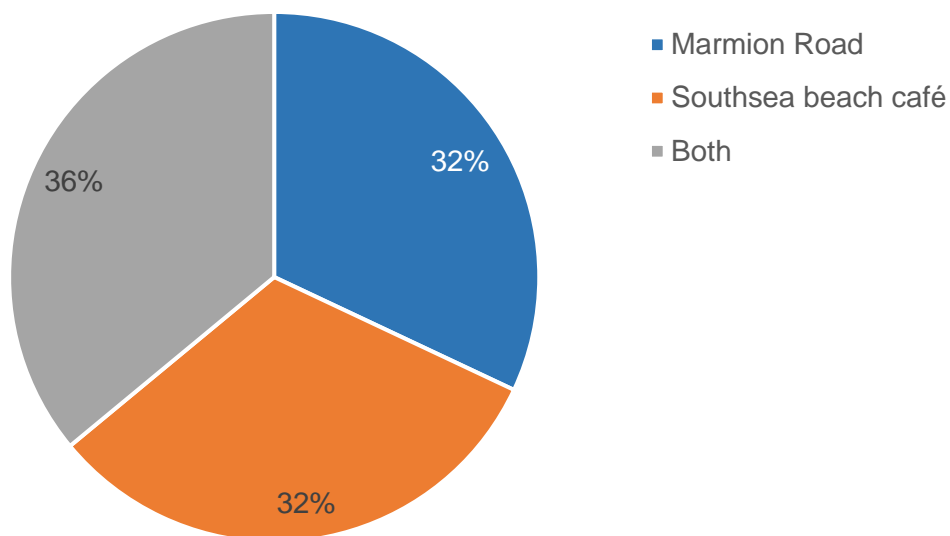
Figure 1: Have you used either of the bike corrals at Marmion Road or Southsea beach café?



Base: Total sample (117)

Respondents who have used a bike corral at either site were asked which site/s they have used. Figure 2 shows that the sites have been used equally; over a third of respondents have used both sites (36%), and just under a third report using either the Marmion Road or Southsea beach café sites each (32%).

Figure 2: Which site have you used?



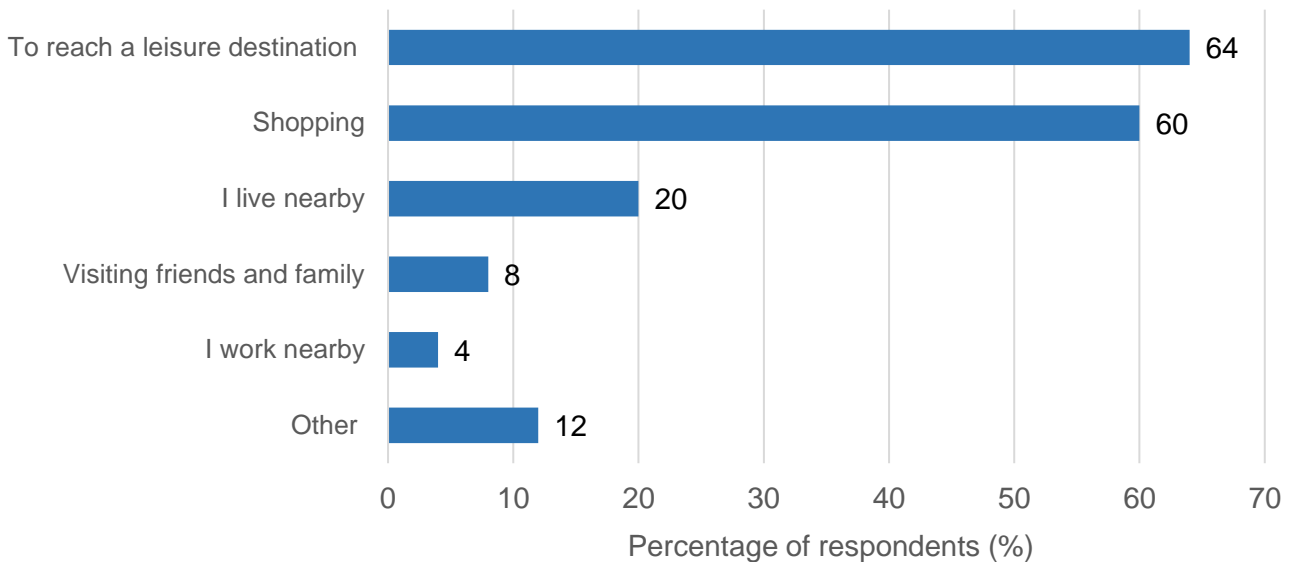
Base: Respondents who have used the bike corrals (50)

Bike Corrals Report

The most popular reasons, selected by over half of respondents, for using a bike corral as part of their cycling journey are to reach a leisure destination such as going to the beach or watching a show at the theatre (64%) and for shopping (60%) - See Figure 3 below.

Respondents who live nearby (20%) of work nearby (4%) one of the sites have also used a bike corral to store their bike.

Figure 3: For what reasons have you used the bike corral as part of your cycling journey?

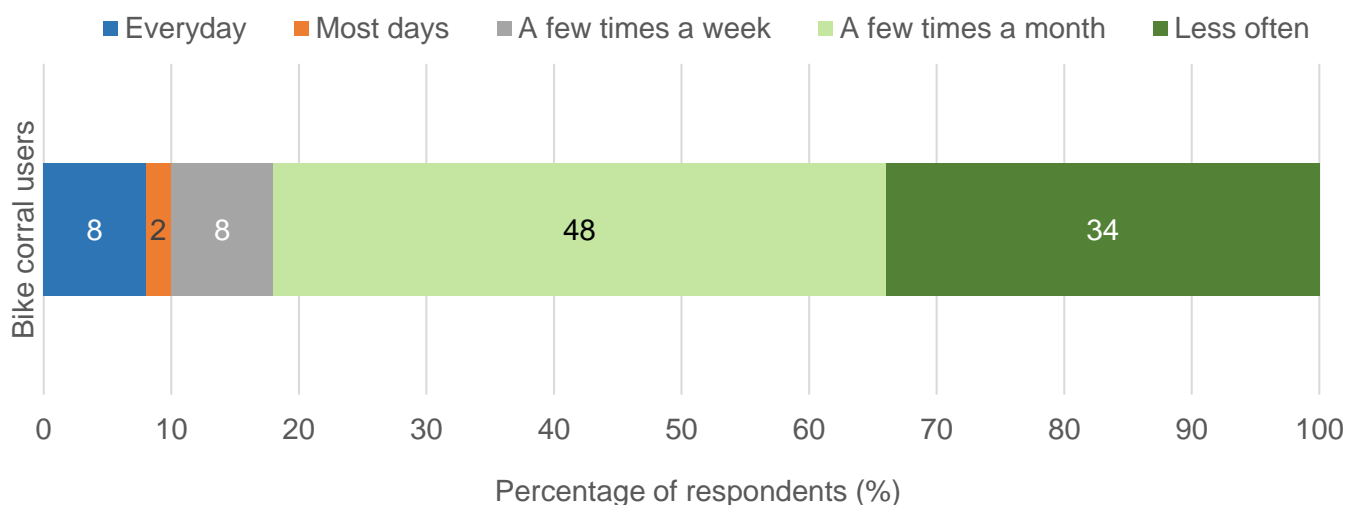


Base: Respondents who have used the bike corrals (50)

Nearly half of respondents use the bike corrals 'a few times a month' (48%) whilst just over a third use them 'less often' (34%) as part of their cycling journey - See Figure 4 below.

Less than a fifth of users (18%) have used the bike corrals at least a few times a week as Figure 4 shows below.

Figure 4: How often have you used the bike corral as part of your cycling journey?



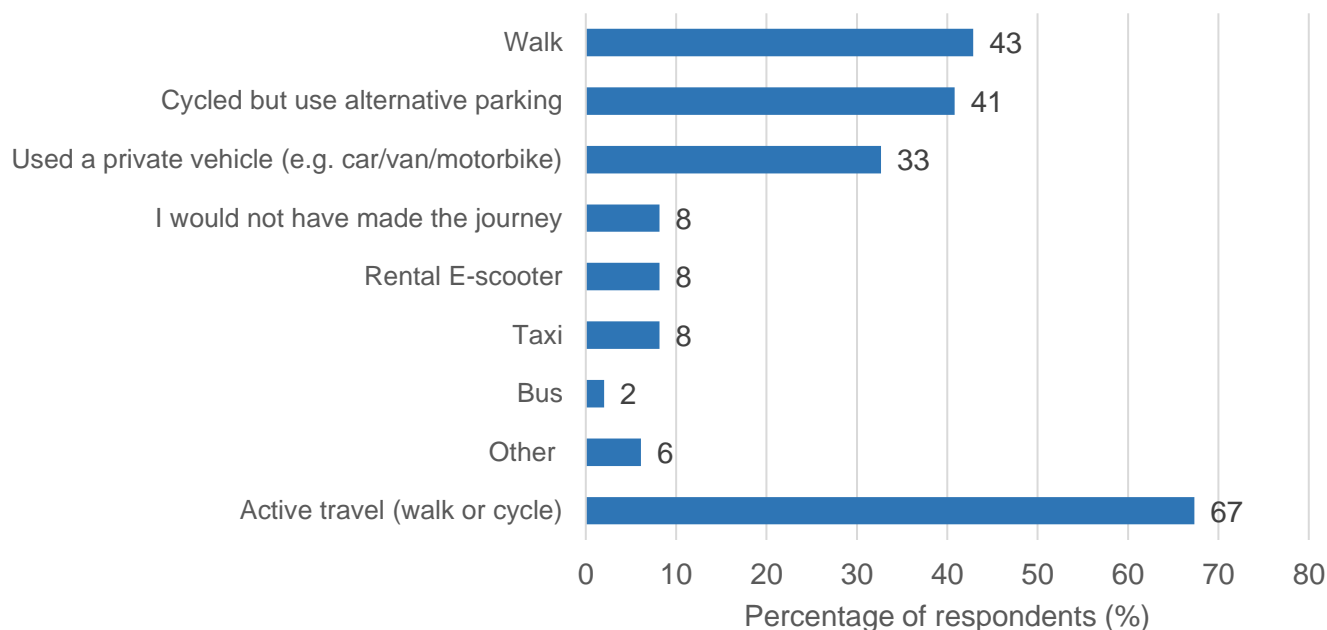
Base: Respondents who have used the bike corrals (50)

Bike Corrals Report

Respondents who have used a bike corral as part of their cycling journey were asked to think back to their last use and consider what other mode of transport they would have used if the bike corral had not been available. Figure 5 below shows that many respondents (67%) would still use active travel methods such as walking (43%) or cycling to their destination but use alternative cycle parking (41%).

A third of respondents would use a private vehicle instead (33%) and just under a tenth would have taken a taxi (8%), or used a rental E-scooter (8%).

Figure 5: Thinking back to your last use of the bike corral, what mode of transport would you have used for your journey if you had not cycled and used the bike corral?



Base: Respondents who have used the bike corrals (49)

Figure 6 on the next page shows that low availability on the cycle racks would have or has prevented current users from using the bike corral as much as they would like (41%). Location is also important - just under a third of respondents say that the bike corral not being located near their desired destination (29%) has prevented them or would prevent them from using the bike corral.

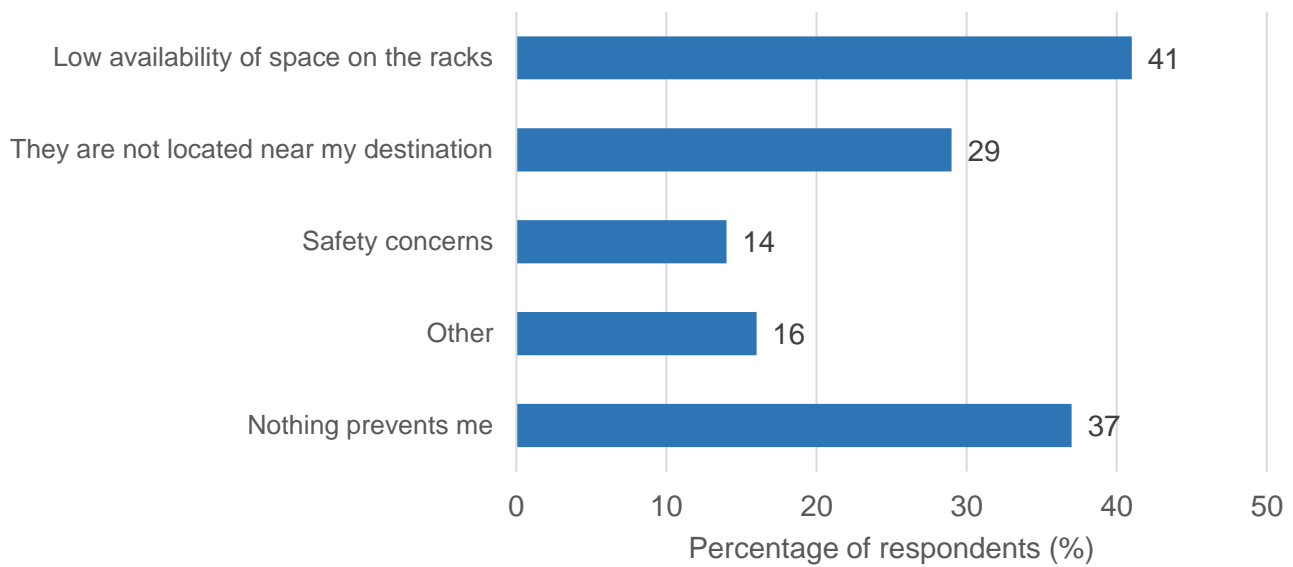
Safety concerns are also a reason for respondents not using a bike corral as much as they would like to - 14% of respondents selected this as a reason.

Those who gave other reasons also mentioned safety concerns such as worry of bike theft as well as a lack of space in the bike corrals to fit bigger bikes such as tandem bikes.

For over a third of respondents who have used a bike corral, nothing has or would prevent them from using the bike corral as much as they would like to (37%).

Bike Corrals Report

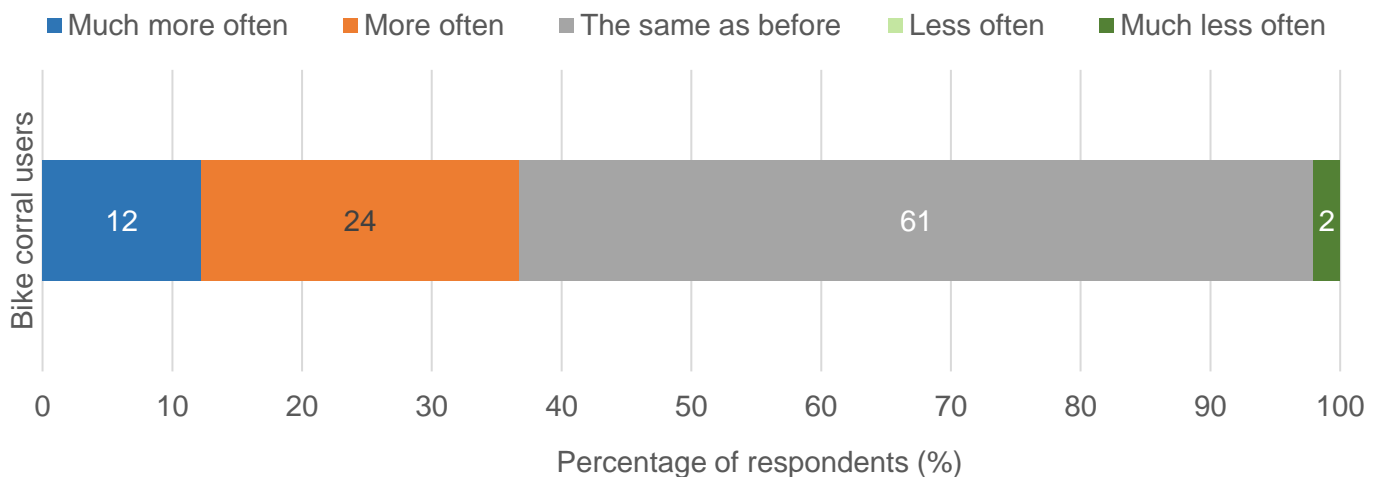
Figure 6: Is there anything that has prevented you/ would have prevented you from using the bike corral as much as you would like to?



Base: Respondents who have used the bike corrals (49)

As a result of the bike corrals, over a third of respondents (36%) have reported walking or cycling more or much more often than before (see Figure 7). Meanwhile, the majority of respondents are walking or cycling the same as before (61%).

Figure 7: As a result of the bike corral installation do you now walk or cycle...?

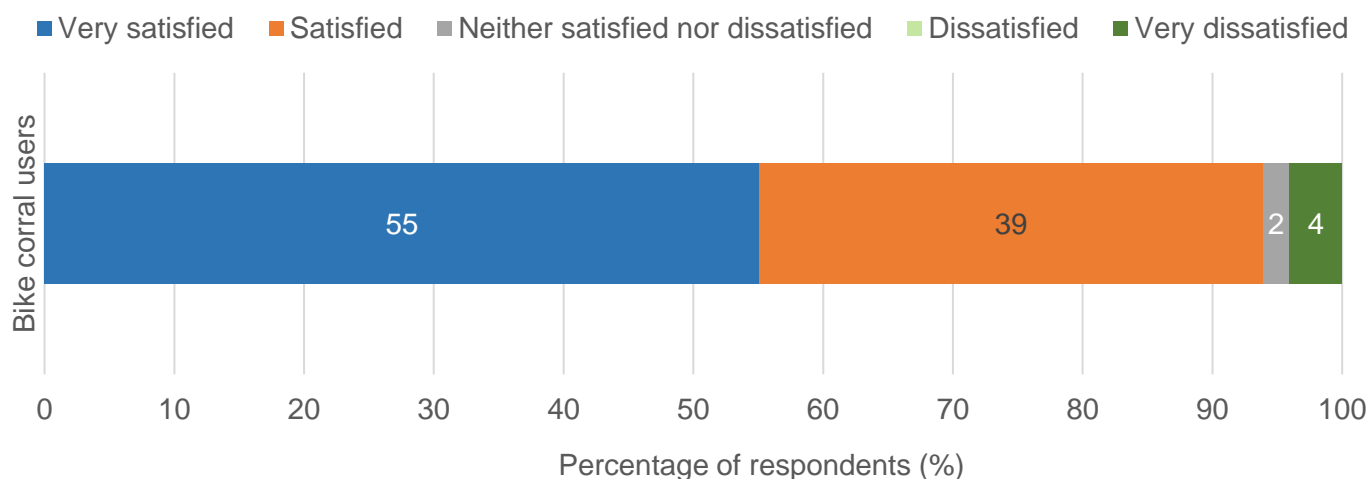


Base: Respondents who have used the bike corrals (49)

Finally, users of the bike corrals are satisfied with their overall experience - 94% of users report being satisfied or very satisfied as shown in Figure 8 on the next page. Only 4% of respondents were dissatisfied with their experience.

Bike Corrals Report

Figure 8: Overall how satisfied were you with your experience of using the bike corral?



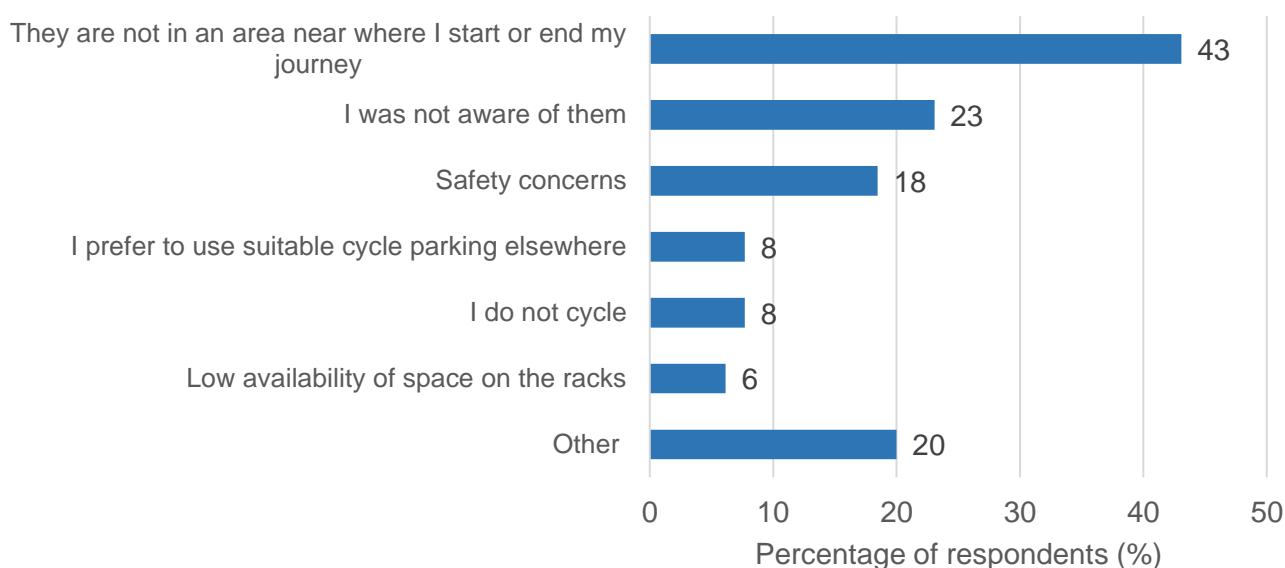
Base: Respondents who have used the bike corrals (49)

7.0 Non users

This section reports on the opinions of respondents who have not used either of the bike corrals at the time of the consultation. The most popular reason for not having used a bike corral yet is that they are not located in an area where the respondent needs to start or end their journey (43%). Moreover, nearly a quarter of respondents are not aware of them (23%) or have safety concerns (18%).

'Other' reasons mentioned for not using a bike corral yet include respondents living in close proximity of where they are installed so not needing to store their bike, and a lack of space to store bigger bikes such as cargo and tandem bikes.

Figure 9: What has prevented you from using a bike corral?

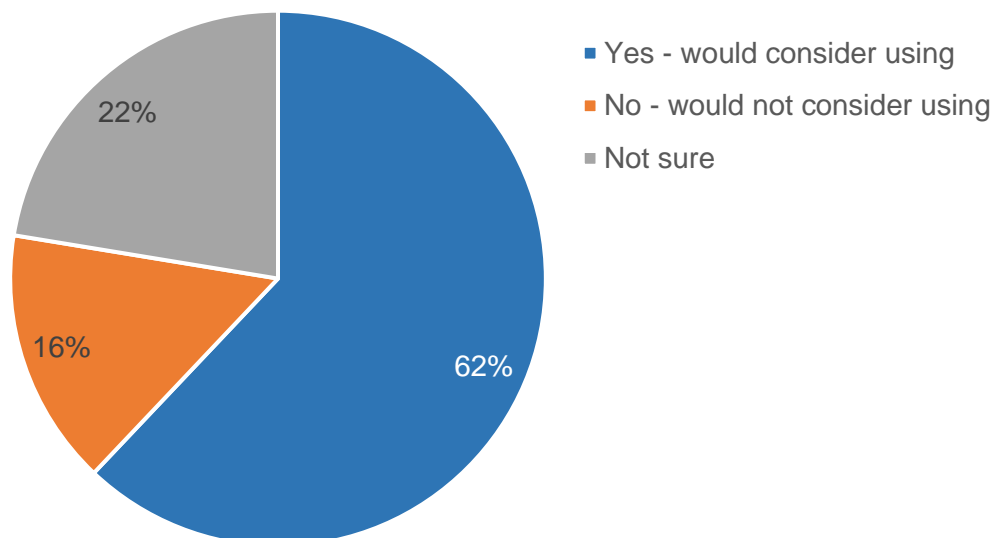


Base: Respondents who have not used the bike corrals (65)

Bike Corrals Report

Non users of the bike corrals were next asked if they would consider using one in the future. Figure 10 below shows that a majority of respondents would consider using one in the future (62%) whilst 16% of respondents would not consider using and 22% are not sure.

Figure 10: Would you consider using a bike corral in the future?



Base: Respondents who have not used the bike corrals (58)

Barriers to using a bike corral in the future include safety concerns and lack of a bike corral being located near a desired destination.

Thematic analysis of the open ended comments show that respondents are hesitant to leave their bike in a bike corral due to concerns that they are not secure enough and could leave their bike subject to theft. It is important to note the small base of respondents here (7 comments) and caution should be taken when interpreting the results.

"Bike crime is too high to leave a bike anywhere in Portsmouth."

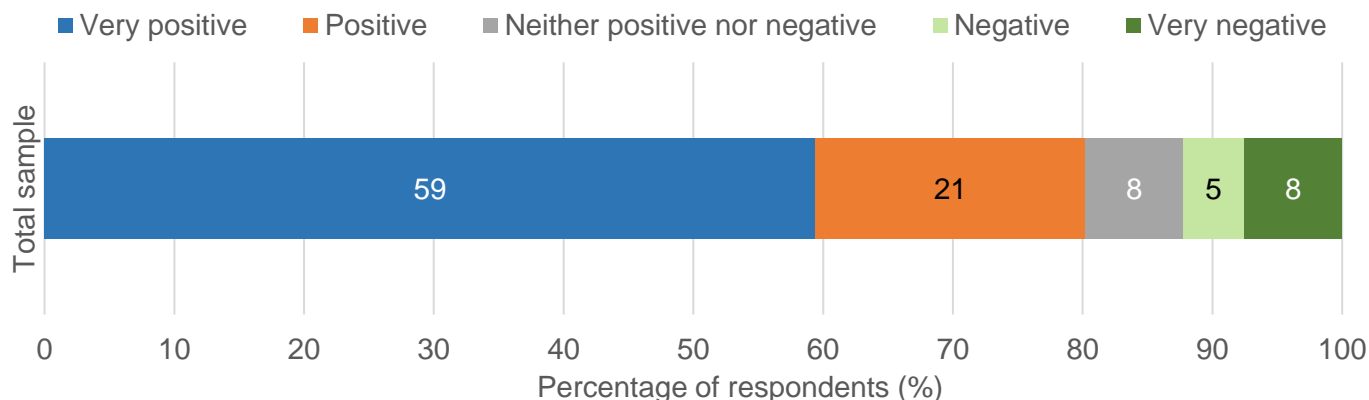
"Too static and not in the best location for journeys I might make."

"I'd rather park my bike off the road and safely. I disagree with removing parking spaces."

8.0 Overall feeling

Overall most respondents have positive feelings towards the installation of bike corrals in Portsmouth. As Figure 11 shows, over three quarters of respondents (80%) feel 'very positive' (59%) or 'positive' (21%) about the installations. On the other hand, 13% of respondents have 'negative' or 'very negative' feelings towards them.

Figure 11: Overall how do you feel about the installation of bike corrals in Portsmouth?



Base: Total sample (106)

Table 1 on the following page shows the common themes to come from thematic analysis of the open ended comments when respondents were asked why they feel the way they do about the bike corrals. The most common reasons for feeling positive about the bike corrals is that they make cycling in the city safer and provide a more secure way of locking up bikes. Respondents feel that having more secure cycle parking helps to promote cycling in the city.

Other respondents like that the cycle parking is situated on roads and so do not disrupt the pavements for pedestrians. They also comment that bike corrals are beneficial to provide space for families who may need to lock up a group of bikes all at once or during the busy summer months along the sea front.

Although feeling positive towards the installation of the bike corrals, many respondents still had concerns over the safety of their bike and being subject to bike theft.

"Bike corrals make parking safer for our bikes and ourselves. It encourages cycling more across the city. As a cyclist I feel more valued if bike corrals are installed across the city."

"We're a family of 4 bikes (2 adults / 2 kids) which means it can be tricky getting parking for all of us along the seafront with the usual singular metal frame (outside the Coffee Cup etc.) In summer, Eastney toilets and single ones along seafront and at Milton lock can be crowded and impossible to lock 4 bikes (1 family). These provide extra bike space so are very welcome."

"Cycle crime is so high I worry about the safety of leaving my bike anywhere."

Bike Corrals Report

Table 1: Common themes of why respondents feel positively about the installation of bike corrals in Portsmouth

Common themes	Percentage (%)
They make cycling safe and secure	23
Promotes cycling	23
Good to have cycle parking on road (e.g. reduces pavement disruption for pedestrians)	15
Provides more cyclist parking spaces (e.g. for families, during busy periods/months)	13
General positive comment	13
Theft and anti social behaviour concerns	11
More installations needed	10
Provides better cycle parking and infrastructure	8
Allows people to visit local shops by cycling (e.g. coffee shops)	6

*Base: Respondents with **positive** feelings towards bike corrals (62)*

Table 2 shows common themes from respondents who have negative feelings towards the bike corrals. Respondents do not like that the bike corral takes up a car parking space on the road and are seldom used, some mention that there is already adequate cycle parking in the areas they are installed.

Some respondents also have concerns over the safety of entering and exiting towards the road and feel the bike corrals have been placed awkwardly. Other comments include that the bike corrals are 'ugly' and 'expensive'.

"The one on Marmion road is in an incredibly stupid place. There is a loading bay opposite that rarely gets used and it should have gone here. It's taken a permitted space when there are only 7 on the road and we can't transfer our KC to MD [permits] to the roads opposite. Apart from anything - it's incredibly difficult to see in the dark so makes reversing in front of very tricky. Also having to take bikes in and out onto the road rather than the pavement seems idiotic."

"They're ugly, take up room, in the wrong places and massively under utilised."

Table 2: Common themes of why respondents feel negatively about the installation of bike corrals in Portsmouth

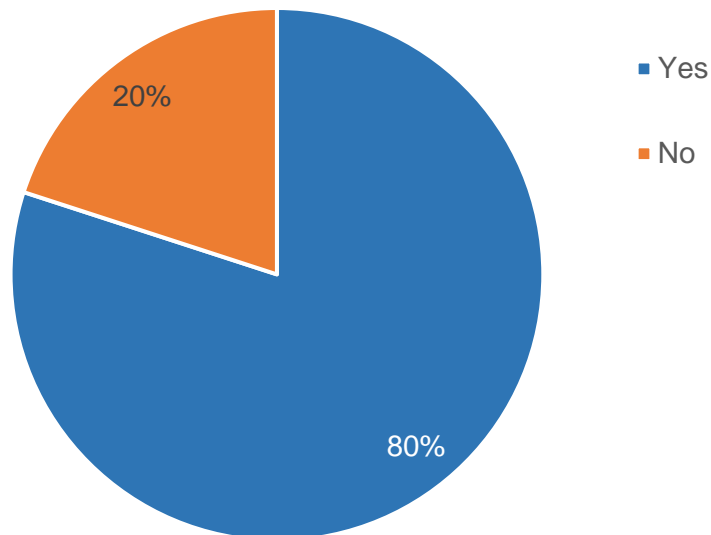
Common themes	Percentage (%)
Takes up useful parking spaces	40
Awkward placement (taking bikes in and out of the road)	30
Concerns over bike theft	10
Not used enough/already suitable parking available	10
Ugly	10
Expensive	10
Other	30

*Base: Respondents with **negative** feelings towards bike corrals (10*) | *Caution small base*

9.0 Other places

The majority of respondents feel that bike corrals would be beneficial in other areas of Portsmouth (80%) - see Figure 12.

Figure 12: Are there any other places across Portsmouth you think would benefit from a bike corral?



Base: Total sample (110)

The most common places suggested are listed in Table 3 below. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places mentioned.

Table 3: Other places a bike corral will be beneficial in order of popularity

Common locations
Albert Road (e.g. near Kings Theatre, outside Port 57 hot desking studio, Waverley Avenue junction)
Elm Grove (e.g. near Tesco, Bread Addiction)
Old Portsmouth (e.g. near Baffled Deli, Still and West pub, Hotwalls area, by the tower)
All across major roads, key destinations or near a cluster of shops
Palmerston road (e.g. the southern end that is open to traffic)
Commercial Road
Various points along seafront
Eastney Beach
Coffee Cup in Eastney
Guildhall walk
Southsea (e.g. along seafront, Brew House, Osbourne Road)
North End (e.g. high street)
Gunwharf / The Hard
By hover craft to IOW
Canoe lake
Milton lock/common
Town centre
Auckland Road
Outside the DD museum
End of Broad Street - The Point

Base: Those leaving a comment (78)

10.0 Further comments

The final part of the consultation asked respondents if they had any other comments to make about bike corrals. Table 4 shows the common themes to come from thematic analysis of the open ended comments.

Table 4: Further comments

Common themes	Percentage (%)
Design improvements (i.e. Adding a roof, entrance pointing away from road, adding integrated locks, more space for bigger bikes and alternative frames)	12
General positive comment (i.e. like the bike corrals)	10
Security concerns (i.e. high level of bike theft in Portsmouth, adding CCTV or installing in places with existing CCTV)	10
More needed (Across city, on the sea front)	6
Placement of corral when entering and exiting (Marmion Road installation mentioned)	5
Don't install on roads (instead consider installing in precincts, wide pavements)	3
Need to design for other bikes (bigger bikes, those with panniers, women's bike frames)	3
General negative comment(i.e. don't install them)	2
Looks messy or ugly	1
Deprioritise cars/ continue to support cycling	1
Cycle racks are hardly used	1
Other	6
<i>No comment</i>	58

Base: Total sample (110)

"A welcome sight on Portsmouth roads. Keep them coming!"

"Also need larger spaces as I struggle to lock up our trike sometimes."

"Where possible, it's best to keep these off of the road. We need to ensure there is milling room near the corrals, so users have space to manoeuvre their bikes in and out safely."

"The only negative about the corral on Marmion road is if you put your bike in front first, you have to reverse it out onto the road."

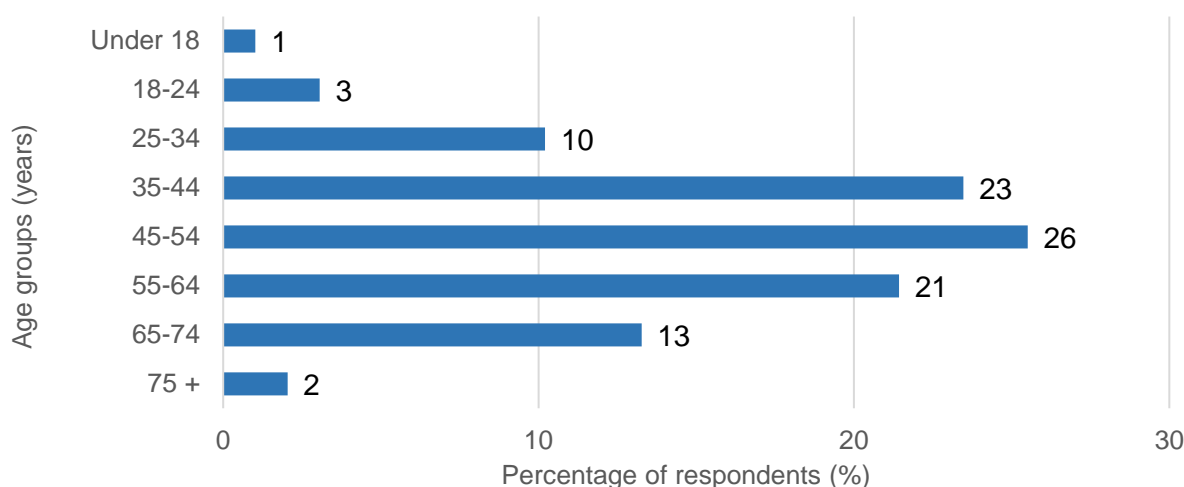
"Seems a good idea but will they prevent bike theft?"

11.0 Respondent demographics

This section provides a demographic profile of the respondents that interacted with the consultation - it summarises the information collected in the demographic section of the survey that included sex, age group, ethnicity, and disability. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.

Figure 13 shows there was a good distribution of respondents by age group with the largest proportion of respondents being aged between 45 and 54 (26%).

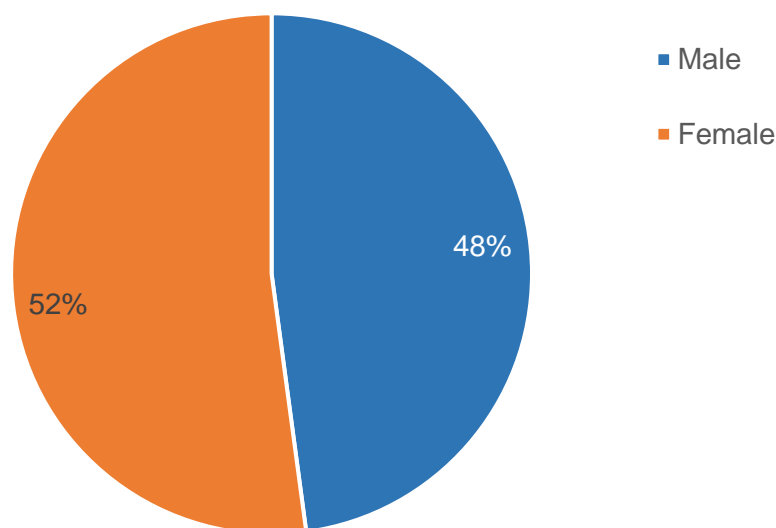
Figure 13: Respondents by age group



Base: Total sample (98)

Figure 14 shows the distribution of respondents that took part in the consultation by sex - 48% were male and 52% were female.

Figure 14: Respondents by sex

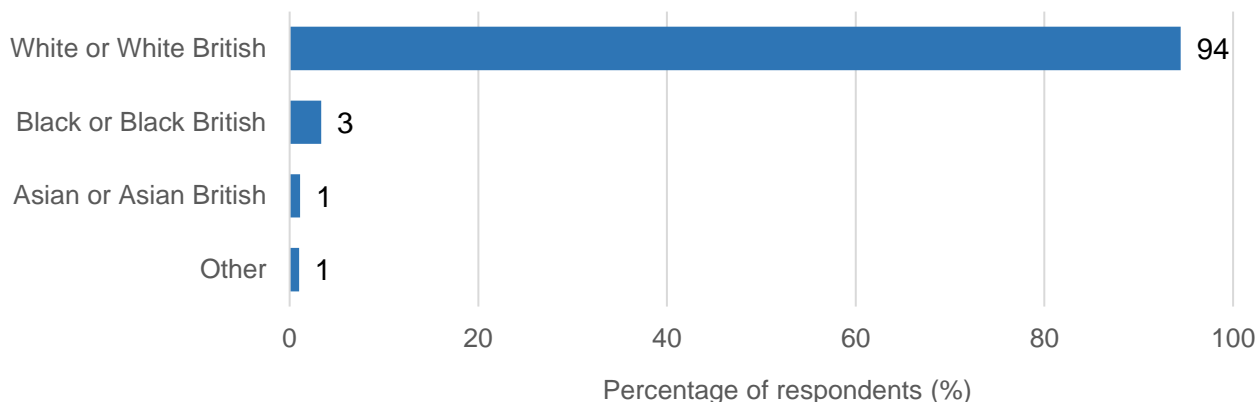


Base: Total sample (94)

Bike Corrals Report

The majority of respondents in the sample were White or White British (94%). Black or Black British respondents accounted for 3% of respondents, followed by Asian or Asian British (1%) and other ethnic groups (1%) - See Figure 15.

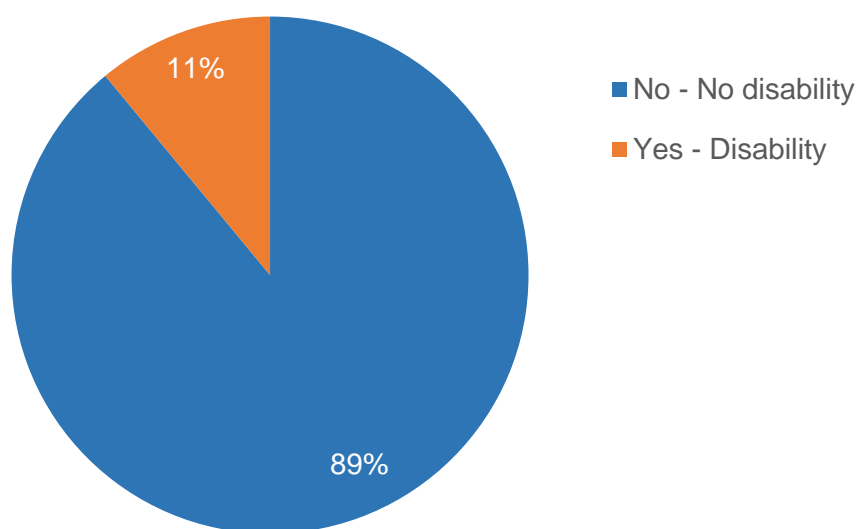
Figure 15: Respondents by ethnic group



Base: Total sample (90)

Figure 16 shows that the majority of respondents do not have a disability under the Equality Act 2010 definition (89%) whereas 11% of respondents do.

Figure 16: Respondent by disability

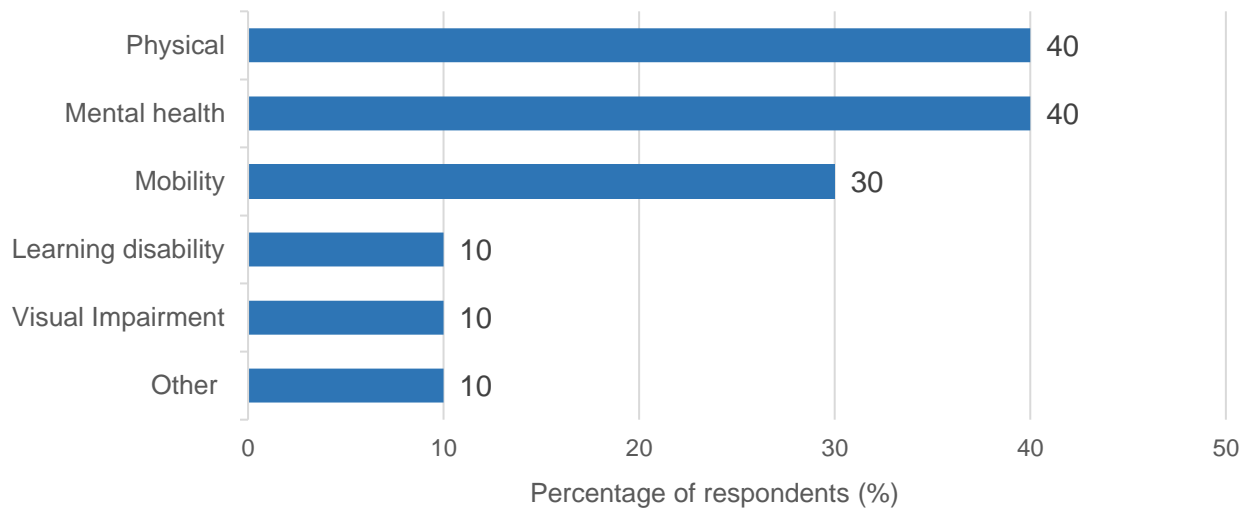


Base: Total sample (96)

The most common disability types are 'physical' (40%), 'mental health' (40%) and 'mobility' (30%) - See Figure 17 on the following page.

Bike Corrals Report

Figure 17: Respondents by disability type



Base: Respondents reporting a disability (10) | *caution small base*

Form name	Integrated Impact Assessment
Reference	IA532439454
Date	18/07/2023



Policy details

Request date	18/07/2023 10:02
Directorate	PCC Regeneration
Service	Active Travel
Title of policy, service, function	Bike Hangar and Corrals
Type of policy, service, function	Changed
What is the aim of your policy, service, function, project or strategy?	To bring the findings from the Bike Hangar Phase 2 and Corrals.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	<p>A survey for cycle corrals and full ETRO consultation was undertaken on the roads with parking restrictions.</p> <p>The main outcomes were</p> <p>1 objection for Methuen Road 3 objection for Landguard 1 support for Landguard.</p> <p>the survey for the Corrals.</p> <ul style="list-style-type: none"> • Most respondents have positive feelings towards the installation of bike corrals in Portsmouth - over three quarters of respondents feel 'very positive' (69%) or 'positive' (21%) about the installations. On the other hand, 13% of respondents have negative feelings towards them. • Of those respondents that have positive feelings towards the bike corrals being installed, the most common reasons for this are that the bike corrals make cycling in the city safer and provide a more secure way

	<p>of locking up bikes. Respondents feel that having more secure cycle parking helps to promote walking and cycling in the city.</p> <ul style="list-style-type: none"> • Respondents who have positive feelings about the bike corrals also like that they are situated on roads as they do not disrupt the pavements for pedestrians. They further comment that bike corrals are beneficial to provide space for families who may need to lock up a group of bikes all at once or during the busy summer months where regular cycle parking are full. • Respondents with negative feelings towards the bike corrals do not like that they take up a car parking space on the road and feel this is made worse if they are seldom used. • Some respondents also had concerns over the safety of entering and exiting the bike corrals and say they are placed awkwardly. • The majority of respondents support more bike corrals being installed in the city. Various locations along Albert Road, Elm Grove and Old Portsmouth are some of the most popular places listed as being beneficial to having a bike corral installed. <p>A full breakdown of the Corral Survey can be found in Appendix D:</p>
Has anything changed because of the consultation?	yes
Please provide details	Landguard Road was not moved ahead and instead Ferry Road was taken forwards.
Did this inform your proposal?	yes
Please provide details	The feedback provided has informed the recommendations within this report

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>The proposal does not directly or indirectly discriminate. The proposal aims to bring secure cycle storage to everyone the cycle hangars suit adapted bikes and can be modified if needed suit unusual style adapted bikes they are placed outside of a requesters property reducing the distance they have to travel to and from storing the bike. it is also easy access as its accessed directly from the street in some cases or outside of the property. the bike hangars aim to include everyone. Corrals can also have space for adapted bikes and can be modified to suit cargo bikes in areas which there are interest allowing users of all abilities to park their bikes.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>No</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>No</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>Consultation was open to everyone.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The Safer Travel Team will continue to review the project as it continues and adapt its needs to as many end-users as possible.</p>

Crime - Will it make our city safer?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>Bike hangars provide safe and secure cycle parking for residents reducing the numbers of bike theft. The hangars have been proven to be very robust against theft and have been tested to in excess of 1 hour for a professional to enter them.</p> <p>Cycle corrals provide cycle parking in areas of the city that may not be suitable for stands due to pavement widths. they also are located near to shops or destinations allowing cyclists to lock there bike to something secure.</p> <p>Active travel greatly improves both physical and mental health. This is through the direct and immediate benefit of physical exercise; which reduces rates of obesity and other chronic health conditions caused by inactivity. Physical exercise also benefits mental health and is increasingly being prescribed by GPs to improve mental health. Active travel also indirectly improves mental health by increasing social connectivity, resilience and a sense of community.</p> <p>Longer-term and city-wide benefits from active travel include the reduction of motor traffic. The abundance of motor vehicle travel in a condensed city like Portsmouth has a range of damaging impacts. This includes the dangerous levels of air pollution and road traffic collisions and casualties.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Active travel will continue to monitor the bike theft data in these areas to see if there is a reduction in roads that have had hangars and corrals installed.</p>

Housing - will it provide good quality homes?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Health - will this help promote healthy, safe and independent living?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The proposal promotes healthy, safe and independent living. Regular cycling stimulates and improves your heart, lungs and circulation, reducing your risk of cardiovascular diseases. Cycling strengthens your heart muscles, lowers resting pulse and reduces blood fat levels. improving the health of the cyclist. it also promotes independent living by giving owners the opportunity to cover greater distances than they would on foot. it is Time-efficient – as a mode of transport, cycling replaces sedentary (sitting) time spent driving motor vehicles or using trams, trains or buses with healthy exercise. A fun way to get fit– the adventure and feeling you can get from coasting down hills and being outdoors means you are more likely to continue to cycle regularly, compared to other physical activities that keep you indoors or require special times or places.</p> <p>regular cycling can lead to reduced anxiety, depression and reduced stress levels.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>The success or otherwise of the bike hangars and corrals can be measured by feedback from people living in the area. In the same way the current proposal was identified as a potential solution to certain issues, so subsequent adjustments may be proposed in future, following the same prescribed processes.</p>

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Carbon emissions - will it reduce carbon emissions?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The proposal is aimed at reducing carbon emissions by enabling residents to access their bikes as easily and conveniently as they do their private vehicles encouraging cycling as an alternative mode of transport. By improving the attractiveness of accessing your bike we will maintain and increase our levels of non-motor vehicle transportation in the city. Over 35% over the city's carbon emissions come from transport, and the level of emissions has remained flat for the last 10 years. Consequently, active travel is one of the most effective ways to reduce carbon emissions.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>The success or otherwise of parking restrictions can be measured by feedback from people living in an area where a hangar is installed. data from air quality can also be measured along with the cycle data from counters around the city to understand the direct correlation between increased cycling and reduced carbon emissions</p>

Energy use - will it reduce energy use?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The proposal is aimed at reducing carbon emissions by enabling residents to access their bikes as easily and conveniently as they do their private vehicles encouraging cycling as an alternative mode of transport. The more people who choose to cycle on their journey will reduce the number of vehicles on the road and improve the traffic flow within the city. Similar to reducing carbon emissions the reduction of motor traffic will also reduce air pollution. However, the transition to electric cars and vans will not completely remove damaging particulates caused by driving. Components like tyres and brake pads, on electric cars and vans, will continue to produce particulates and worsen air quality. Therefore, encouraging active travel will provide long-term and sustainable improvements to air quality.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>The success or otherwise of parking restrictions can be measured by feedback from people living in an area where a hangar is installed. data from air quality can also be measured along with the cycle data from counters around the city to understand the direct correlation between increased cycling and reduced carbon emissions</p>

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The proposal aims to bring secure cycle storage to everyone the cycle hangars this direct prioritises cyclists as these are using road space to provide solutions for cyclists. Cycling helps tackle congestion and local air pollution, as well as the emissions that cause climate change. reducing car trips are less than 2 miles, a distance that is easily cycled in less than 15 minutes. If people choose to make some of those trips by bike, we could have a considerable impact on local congestion and pollution.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>the impacts will be measured by the number of users of the bike hangars and corrals along with traffic data and cycle counts to understand if it has improved the number of cyclists in an area.</p>

Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

<p>Please explain how your policy, service, function, project or strategy delivers Social Value</p>	<p>Both projects provide services for residents which encourage cycling, removing the need for second cars. The units once installed on street pay for their own upkeep from a small rental fee and provide a service to many residents who would not cycle if they were not given this space. The corrals provide parking in areas to which residents want to visit and provide something secure and dedicated for them to park their cycle in. All efforts are made when ordering and delivering items like this to make sure competitive prices are found and longevity of items are considered.</p>
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Involvement

<p>Who was involved in the Integrated impact assessment?</p>	<p>Michelle Love</p>
<p>Name of the person completing this form</p>	<p>Chi Sharpe</p>
<p>Date of completion</p>	<p>2023-07-18</p>

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Agenda Item 9



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	10 th August 2023
Subject:	Moving Traffic Enforcement
Report by:	Kerri Farnsworth, Interim Director of Regeneration
Report Author:	Kevin McKee, Parking Manager
Wards affected:	All wards
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To provide an update on the application for moving traffic enforcement powers under the Traffic Management Act.
- 1.2. Implementation of these powers will additionally assist the Council with its ongoing commitment to improve air quality through reduced traffic congestion and encourage behavioural shift around travel choices by keeping junctions clear and assisting bus reliability.
- 1.3. To seek approval for the delegation of the powers to the Director of Regeneration, in consultation with the Cabinet Member for Transport to submit the application for moving traffic enforcement powers.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Provides delegated authority to the Director of Regeneration, in consultation with the Cabinet Member for Transport, to authorise the submission to the Department for Transport for powers to undertake local enforcement of moving traffic contraventions in the City of Portsmouth. This includes all required activities to achieve this.;**
- 2.2 **Notes that a report will be brought back to the Cabinet Member for Transport after the confirmation of the delegation of enforcement powers from the Department for Transport to request their use within Portsmouth.**

3. Background

- 3.1. Under amendments made to the Traffic Management Act in June 2022, the government gave local authorities outside London the powers to apply to undertake enforcement of Moving Traffic Contraventions using ANPR cameras.
- 3.2. The local authority has statutory network management duties to manage its road network to ensure traffic can move freely through its road network.
- 3.3. Parliament approved the new set of Road Traffic Regulations which give effect to the Part 6 powers for moving traffic contraventions and allow authorities outside London to apply for powers to enforce these restrictions. The Department for Transport (DfT) has invited applications to be submitted no later than 25th October 2023. While applications will be accepted after this time the DfT have indicated that consideration may take longer.
- 3.4. These restrictions were previously only enforceable by the police and include entering box junctions when the exit is not clear, turning left or right when instructed not to i.e., banned turns, driving through a 'No Entry' sign and driving where and when motor vehicles are prohibited. A full list of the new powers are contained in in Schedule 7 Part 4 of the Traffic Management Act 2004.
- 3.5. These powers are in addition to those already available to the authority for bus lane and school keep clear enforcement, whilst these were bought in line with the Traffic Management Act 2004 from the Transport Act 2000, there is no other changes to these.
- 3.6. Moving traffic enforcement would permit the authority to undertake enforcement for a range of contraventions of restrictions, which include box junctions, banned turns, school streets and no entries using Automatic Number Plate Recognition cameras. Many of these being safety critical for the public and where contravened could be at considerable risk.
- 3.7. The process for issuing a Penalty Charge Notice under the new powers would be similar to that currently used for bus lanes and school keep clear markings. Offending vehicles would be detected by an Automatic Number Plate Recognition (ANPR) camera. The images would be reviewed by a trained Civil Enforcement Officers and where appropriate the details of the owner of the vehicle requested from the DVLA. A penalty charge notice would then be sent by post.
- 3.8. Penalty Chare Notices would be of value £70, but payable at a 50% discount if payment is made within the first 14 days of receipt of the PCN. Owners of vehicles receiving a PCN who wanted to challenge it could do so by first making a representation to the council and if that was not accept by appealing to an independent adjudicator. When any new areas are enforced using these powers the DfT will require the council to issue warning notices to first time offenders for the first six months. Any money received from penalty charges will first go to

cover the cost of providing the service and any surplus would be ringfenced in the same way current enforcement and on street parking income is.

- 3.9. Applications for these powers require a number of activities to be undertaken, including the identification and review of appropriate sites including any required traffic regulation orders, consultation on these sites with review of any comments and the completion of a supporting report to be supplied with the application to the Department for Transport (DfT).

4. Application Process

- 4.1 The DfT published clear guidance around the application process and steps required of the Local Highways Authority within this which are as follows:
- a) Consult the appropriate Chief Officer of Police.
 - b) Carry out a minimum 6-week public consultation on the detail of planned civil enforcement of moving traffic contraventions (rather than whether people agree with the principle of moving traffic enforcement), including the types of restrictions to be enforced and the location(s) in question.
 - c) Consider all objections raised and take such steps the council considers reasonable to resolve any disputes.
 - d) Carry out effective public communication and engagement as the council considers appropriate.
 - e) Ensure all moving traffic restrictions to be enforced will be underpinned by accurate TROs, where applicable, and indicated by lawful traffic signs and road markings.
 - f) Ensure all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions.
 - g) As part of ensuring that TROs and traffic signs are accurate and lawful, applicant local authorities are encouraged to take the opportunity to identify and remove any signs that are either obsolete or no longer necessary, whether or not relating directly to the restriction being enforced.

- 4.2 All the above will be completed as part of the application process to ensure that the Local Highways Authority is able to submit its application to meet the 25th October 2023 deadline.

5. Site selection

- 5.1. With the initial application we will be looking for a limited number of sites as part of our first phase, with additional sites considered moving forwards. Initial sites were identified in co-ordination with our Network Management Team and have included some engagement with relevant internal parties and bus service providers.

- 5.2. With the sites identified, they have been assessed based on criteria around each site, with the criteria linking to the following areas:
- Safety critical
 - Public transport efficiency
 - Bus Strategic Improvement Plan site
 - Transport Network efficiency
- 5.3. The top sites identified through this process are as follows-
- St George's Road/Park Road/Gunwharf Access - Banned Turns & Box junction
 - Park Road/Anglesea Road - Banned Turns & Box junction
 - Milton Road/Velder Avenue- Banned turns and box junction
 - Anglesea Road/Bishop Crispian Way- Box junction and banned turn
 - Rudmore Roundabout/M275 slip- Box junction.
- 5.4 As part of the process there are key requirements to be undertaken for each site including-
- A survey of the existing road layout particularly road signs and markings to determine if they are visible or potentially confusing to motorists. This should also determine whether the restriction can be readily adhered to.
 - A determination of compliance levels observed or recorded at the location. This could come from several sources including accident data, police records or surveys. It would not be necessary or cost effective to install a potentially expensive camera in a location if compliance levels were already generally good.
 - A minimum six-week public consultation about the placement and use of each proposed enforcement camera will also be required in advance. This could also pick up feedback and observations from the public/highway users about traffic behaviour at the location and might indicate alternative solutions would be preferable.

6. Next steps

- 6.1 For phase 1, subject to the Cabinet Member for Transport's approval, Portsmouth City Council propose to launch the formal public consultation for each site in August 2023 for a 6-week period.
- 6.2 Further site surveys and review, to look at compliance of the site and monitor contravention levels. This review will ensure legal compliance of the site to ensure it meets Traffic Signs Regulations and General Directions (TSRGD) and Traffic Regulation Order (TRO) requirements.
- 6.3 Following above steps the Council will complete an application to the DfT in October 2023. This will include a detailed report of the site surveys and consultation undertaken.

- 6.4 For any future phase sites, a further application to the DfT is not required, though the actions listed previously including consultation on sites are required to be undertaken. These sites would be bought back before the Cabinet for consideration.

7. Reasons for recommendations

- 7.1 The government in the explanatory notes accompanying the law changes have said the Moving Traffic Enforcement powers are to support: "improve air quality through reduced traffic congestion and to encourage behavioural shift towards sustainable transport choices".
- 7.2 The powers will also provide the council with greater influence in controlling traffic flow and safety to meet its obligation under section 122 of the Road Traffic Regulation Act 1984, which is to: "secure the expeditious, convenient and safe movement of vehicular and other traffic".

8. Integrated impact assessment

- 8.1. The attached assessment is based on the general benefits of using the powers we are applying form, a separate assessment will be undertaken for each location.

9. Legal implications

- 9.1. Section 73 and Schedule 7 of Traffic Management Act 2004 sets out the contraventions that are subject to civil enforcement. This includes parking, enforcement of bus lanes and moving traffic contraventions. A moving traffic contravention is essentially an offence of failing to comply with a traffic sign or failing to comply with a traffic regulation order.
- 9.2. Civic Enforcement of parking and bus lane contravention currently applies in Portsmouth.
- 9.3. Local authorities wishing to undertake civil enforcement of moving traffic contraventions need to apply for an order designating the local authority the enforcement authority for their area.
- 9.4. The Department for Transport may, on an application under paragraph 10 of Schedule 8 of the 2004 Act make an order designating the whole or part of a local authority's area as civil enforcement area for moving traffic contraventions. The area to be designated must be co-extensive or within an area already designated as a civil enforcement area for parking contraventions.



- 9.5. The local authority must develop civil enforcement policies, if it has not already done so, that are consistent with and contribute to its overall transport policy. Such policies must be monitored to judge impact on road safety and traffic contraventions.
- 9.6. A review of all applicable traffic regulation orders, traffic signs and road markings in the civil enforcement are consistent and comply with relevant regulations.

10. Director of Finance's comments

- 10.1 The costs for officers to carry out the application processes will be met from the On Street Parking budget.
- 10.2 If the delegation of traffic enforcement powers is approved, a report will be brought back to the Cabinet for Transport. Any subsequent recommendations will be subject to a full financial appraisal.



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Signed by:

Appendices:

- Appendix A - map of proposed sites
- Appendix B - Integrated Impact Assessment

Background list of documents:

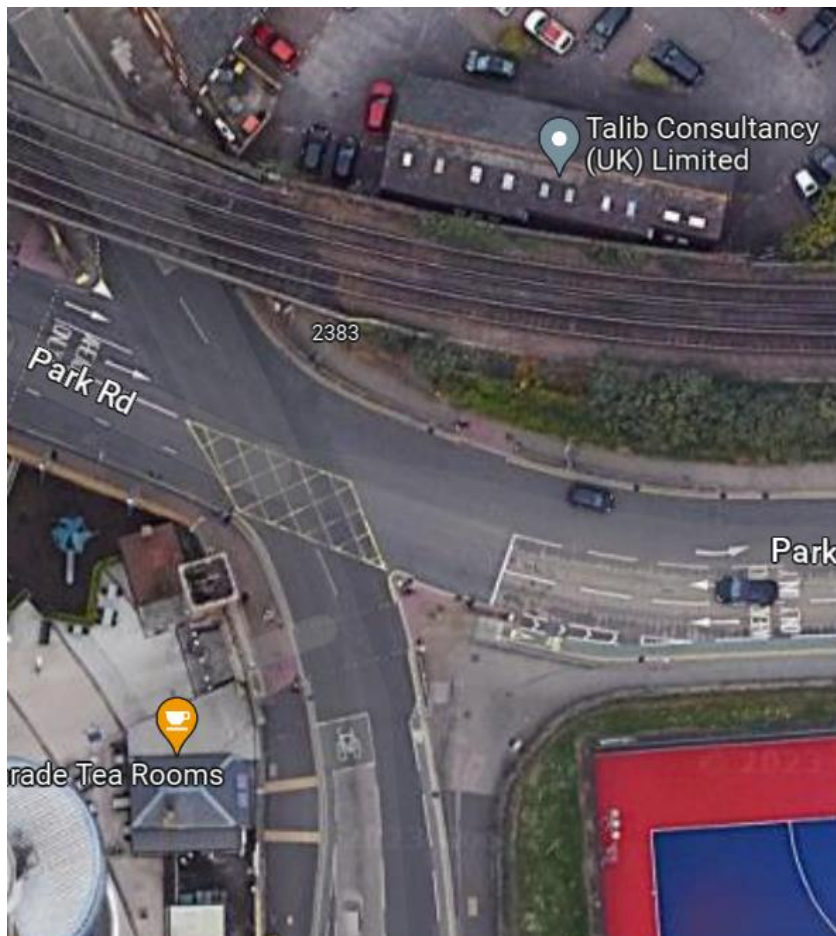
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by:

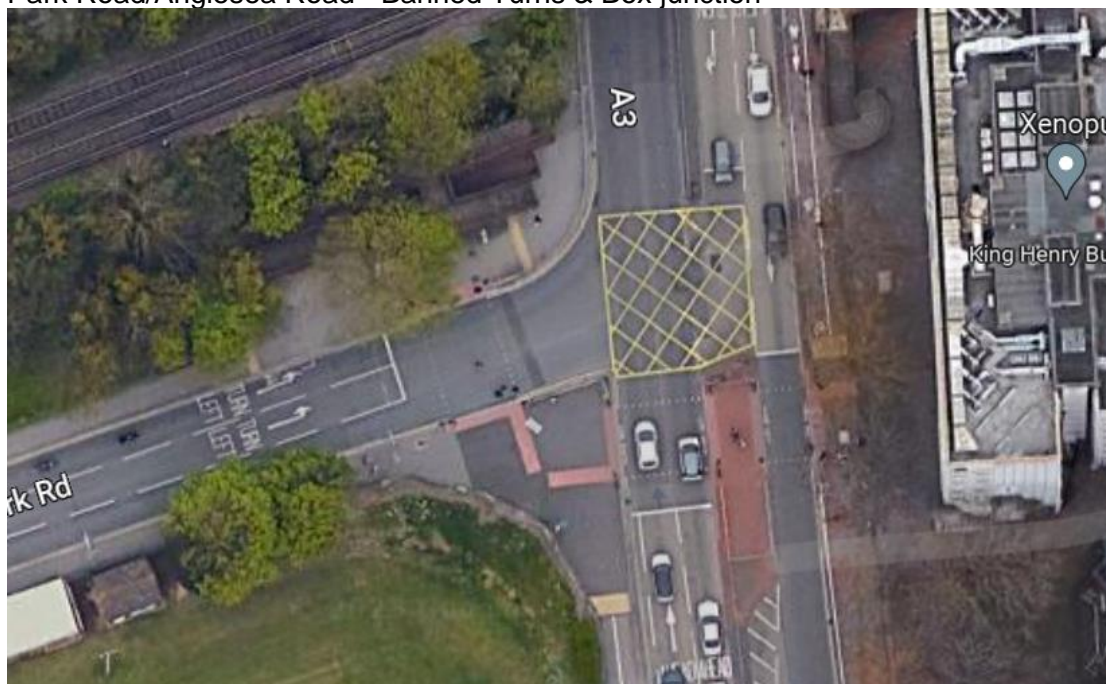
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Location Images-

St George's Road/Park Road/Gunwharf Access - Banned Turns & Box junction



Park Road/Anglesea Road - Banned Turns & Box junction



Milton Road/Velder Avenue- Banned turns and box junction



Anglesea Road/Bishop Crispian Way- Box junction and banned turn



Rudmore Roundabout/M275 slip- Box junction



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Form name	Integrated Impact Assessment
Reference	IA533147244
Date	20/07/2023



Policy details

Request date	20/07/2023 16:04
Directorate	PCC Regeneration
Service	Parking Service
Title of policy, service, function	Moving Traffic Enforcement
Type of policy, service, function	New
What is the aim of your policy, service, function, project or strategy?	To undertake enforcement of moving traffic, such as banned turns and box junctions. This is for road safety, public transport and network management improvements.
Has any consultation been undertaken for this proposal?	no

Equality & diversity - will it have any positive/negative impacts on the protected characteristics?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Crime - Will it make our city safer?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Housing - will it provide good Page 268

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Income deprivation and poverty - will it consider income deprivation and reduce poverty?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Carbon emissions - will it reduce carbon emissions?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Air quality - will it improve air quality?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>This proposal will support the movement of vehicles, including public transport through the enforcement of moving traffic contraventions. This includes keeping box junctions clear, preventing unnecessary obstruction of traffic and therefore reduce unnecessary idling at these locations. Improved public transport journey times will encourage increased use.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Engagement with the Cleaner Air team and through compliance figures from enforcement cameras.</p>

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>By undertaking enforcement of banned movements, this will increase road safety in locations where contraventions of these banned movements are regularly contravened potentially causing a conflict between traffic and pedestrians. By ensuring box junctions are kept clear on major routes through the city, this will assist the free movement of public transport through the city. Through this increasingly free movement will assist in improving bus journey times and help to encourage mode shift to these forms of transport.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Bus journey times, bus usage.</p>

Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

<p>Please explain how your policy, service, function, project or strategy delivers Social Value</p>	<p>The improvement in network journey times benefits local people by improving public transport journey times, providing reliable and efficient public transport. This will also benefit local business, by creating improved access to local business by ensuring the free movement of transport.</p> <p>With reference to the environment, enforcement of box junctions will ensure there is a reduction in unnecessary idling around junctions which should be clear, with enforcement being in place to improve compliance.</p>
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Involvement

<p>Who was involved in the Integrated impact assessment?</p>	<p>Matthew Crowder in consultation with Kevin McKee.</p>
<p>Name of the person completing this form</p>	<p>Matthew Crowder</p>
<p>Date of completion</p>	<p>2023-07-20</p>

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