

### **Purpose**

A background evidence presentation was given on the 28<sup>th</sup> September 2016 on parking in Portsmouth as part of the TECS Scrutiny Panel on Parking.

This note provides the additional information that was requested following the meeting.

### **Information Requested**

**1. More recent data regarding availability of car access as the Parking Standards SPD that was circulated came from the 2011 census data.**

The Parking Standards SPD was adopted in July 2014.

The 2011 Census was used as the basis for the document as the 10 year census is the only source containing the detail of information required and this census was the nearest one to the date the document was prepared.

**2. Request for resident population figures.**

Resident Population for 2015: 211,800

(Source: ONS Population estimates - local authority based by five year age band)

**3. A financial breakdown of the Park & Ride.**

(attached)

**4. More information on the use of Southsea Common as a carpark.**

The special events team use the common for parking approximately three days per year;

- Great South Run (2 days)
- Beach Buggin' (1 day, supposed to be VWs only)

There are also ad hoc events which may also use the common for parking but do not occur annually;

- America's Cup (3 days in both 2015 and 2016)

The Common can also be used for overflow parking during the summer if there is sufficient demand at the seafront. Authorisation is provided by the Duty Senior/Supervisor.

Southsea Common is restricted to usage of up to 17 days per year, which does not include the use by Events.

**5a The number of journeys within Portsmouth (people not leaving the island).**

**5b A breakdown of figures relating to people leaving the city in the morning and afternoon peak times.**

The level of self-containment within Portsmouth (i.e., the number of journeys commencing and finishing within the city) is currently estimated to be 65%. (2011 census).

| DESTINATION    | Number | Car   | Walk  | Cycle | Bus   | Rail | Other |
|----------------|--------|-------|-------|-------|-------|------|-------|
| All trips      | 93,792 | 50.5% | 15.4% | 8.3%  | 7.9%  | 3.1% | 3.7%  |
| Internal trips | 52,520 | 48.1% | 25.5% | 10.9% | 10.2% | 1.3% | 3%    |
| External trips | 41,272 | 76.4% | 3.5%  | 4.9%  | 5.1%  | 5.4% | 4.5%  |

The table above shows the total number of trips with Portsmouth as an origin and destination from 2011 Census data. It breaks the data down to show those travelling within the Portsmouth boundary (52,520) and those arriving from elsewhere (41,272) and leaving the city (27,852). The trips are also split into percentage mode use.

It was reported at the TECS Scrutiny Panel in October, that traffic in Portsmouth is expected to grow by 16% in the AM peak, 27% in the PM peak and by 23% in the weekend peak hours between 2013 and 2027, due to a combination of housing and employment related trips that will be attracted and generated by the proposed development sites in the city. These figures were the result of the modelling undertaken as part of the Portsmouth Western Corridor Transport Strategy.

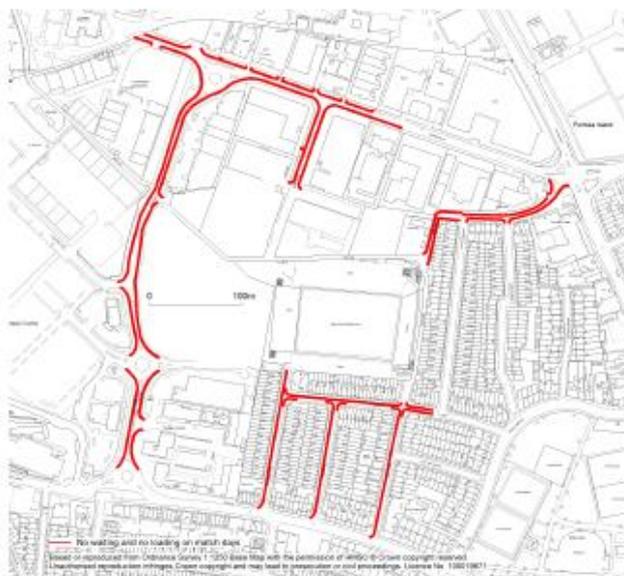
It would not be expected for the growth for both AM and PM peaks to be same, as the PM peak usually includes trips for reasons other than solely commuting (for example retail and leisure) whereas the AM peak is more limited to inbound commuting.

**6. Parking controls that are in place on match days in the Fratton Park area.**

The PFC Traffic Management Plan is managed and maintained by the Council's Network Management team.

As shown below Appendix III shows match day parking/waiting restrictions.

Appendix III Plan of match day parking/waiting restrictions



The plan is activated by Police request (based on the Risk Category). There have been no activations, to date this season. The next planned activation will be

02/01/17 PFC v Luton. The Temporary Traffic Regulation Order signage is dropped/instated by the technical team at around 07:15 on the match day; the Vehicle Registration Marks (VRMs) are recorded by the Duty Parking Enforcement Senior then e-mailed to Hampshire Police.

The police manages the vehicle removal programme. Vehicles parked prior to the signage instatement are towed to B&Q (no charge), vehicles parked after the signage instatement are taken to Boarhunt. The signage is removed by the technical team the following morning.

**7. The occupancy rate of Gunwharf Quays.**

This is commercially sensitive information which we do not have access to.

**8. The number of Residents' Parking Zones where space allows for residents' third permits are issued.**

There are 23 Residents' Parking Zones where space allows for residents' third permits. They are:

1. AA Newbolt Road,
2. AB Wymering,
3. BA Park Grove,
4. BC East Cosham,
5. BD Windsor Road,
6. BE Portsmouth Road,
7. FB Whale Island Way,
8. FC Landport North,
9. FD Bevis Road,
10. FE Bucklers Court,
11. FF Rudmore Court,
12. GB Alverstone Road,
13. HA Baffins,
14. JA Portsea,
15. JB Landport,
16. JC Hyde Park Road,
17. JE Fratton West,
18. JF Garnier Street,
19. KB Hambrook,
20. LA North Southsea,
21. LB Somerstown,
22. MA Beatrice Road,
23. NA Priorsdean

In addition to this BB The Heights are over-subscribed in terms of permits to spaces, however they have significant off-street parking, so additional permits can be considered. GA Fratton and HB Coniston Avenue, are close to capacity.

The Residential Parking Zones that are over capacity and third permits not agreed are;

- FA Old Commercial Road,
- FG Stamshaw South,
- JD North Portsea,

- KA Old Portsmouth,
- KC West Southsea,
- KD Castle Road

At the end of August 2016 there were 139 third residents' permits.

**9. Data regarding usage of taxis and buses.**

The table below shows 2011 Census data for usual method of travel to work, 16-74 year olds in employment. It shows the data in actual numbers alongside percentage per mode. Seven percent travel by bus, minibus or coach, while 1% travel by taxi.

|   | Percentage Mode Use |
|---|---------------------|
| <b>All Usual Residents Aged 16 to 74</b>    | 100%                |
| <b>Work Mainly at or From Home</b>          | 3%                  |
| <b>Underground, Metro, Light Rail, Tram</b> | 0%                  |
| <b>Train</b>                                | 4%                  |
| <b>Bus, Minibus or Coach</b>                | 7%                  |
| <b>Taxi</b>                                 | 1%                  |
| <b>Motorcycle, Scooter or Moped</b>         | 1%                  |
| <b>Driving a Car or Van</b>                 | 52%                 |
| <b>Passenger in a Car or Van</b>            | 6%                  |
| <b>Bicycle</b>                              | 7%                  |
| <b>On Foot</b>                              | 17%                 |
| <b>Other Method of Travel to Work</b>       | 1%                  |

**10. The number of PCC car parks that have been sold in the last five years.**

The number of PCC car parks sold in the last five years is as follows;

- Greetham Street Car Park transferred back to Property directorate and has now had student accommodation built on the site
- Stanhope Road Car Park has been redeveloped into student accommodation (this was not sold as not owned by PCC originally)
- Commercial Road North Car Park was transferred back to Property directorate as the landowner
- Nancy Road was taken back by Property directorate and is now leased to Victory Business Centre (internal PCC lease)
- Rodney Road - returned to Property directorate and is under a 12 year lease with a car dealership.