

## **Additional Information requested by TECS Scrutiny Panel**

**March 2017**

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### **Marking individual parking bays in residential streets**

Marking out individual parking bays has been trialled but proved to be largely unsuccessful, in fact reducing the amount of parking space available. The different length of vehicles is one reason for this. Each bay is marked to a length that allows room to manoeuvre and to accommodate longer vehicles like estate cars: the majority of cars, particularly with the increase in the popularity of smaller models, require less space and can park closer together. Therefore, although vehicles are neatly spaced out and it is easier to access spaces, up to 3 metres can be wasted between each car or motorcycle parked in a bay.

During the trial, residents felt that the initial effect was positive but after just a few weeks motorists simply ignored the markings. No action can be taken against vehicles that park over the lines, even if it were possible to identify the vehicle that first parked incorrectly. Once a vehicle has parked over a bay marking others are forced to do the same, and the markings become redundant.

Generally, residents are aware of the parking difficulties in the city and make an effort to park sensibly, because it is frustrating driving around looking for a space to park and finding the few available are too small for your vehicle. As well as sometimes seeing awkward-sized gaps you will see many vehicles currently parked very close to each other - spacing vehicles out equally within marked bays does not create more space. High installation and maintenance costs add to the reasons why repeating the exercise would not be worthwhile.

Although it can sometimes appear that drivers have parked vehicles badly, uneven-sized spacing is usually the result of different-sized vehicles parking and re-parking over the course of each day. This can make it look like a particular vehicle has parked badly, when in fact it was parked in a regular space some time earlier and those around it have moved.

### **Echelon parking (bays marked approximately 45' to the kerb)**

The following does not preclude an echelon parking arrangement from being considered, but its suitability in residential streets is rare as the roads have insufficient width. Baffins Road (12 metres wide) and Clarence Parade (16 metres wide), are given as examples below.



- Echelon bays marked at 45 degrees take up a 3m width each (to allow for doors to open). Small cars can park parallel to the kerb within just 4m of space. This means only up to 1-2m is gained with each echelon bay, and not double the amount as is often assumed.
- On a typical 7m wide residential street, there is insufficient width to accommodate echelon parking and facilitate moving traffic –
  - Approximately 2m highway remains: refuse collection vehicles, fire engines etc. are 2.5m wide (wing mirrors excluded)
  - Two-way travel is impossible, so this measure can only be considered for one-way residential streets
  - Impossible for most vehicles to manoeuvre in and out of the bays without mounting the footway due to insufficient carriageway
- No additional space is gained by replacing **two sides** of parallel parking with **one side** of echelon parking; the amount of space available is reduced and half of residents are unable to park outside their properties.
- The differing and varied requirements of local residents should be considered –
  - Disabled bays:
    - Some bays would be moved to the opposite side of the road and outside another resident's house

- Disabled bays are marked wider than regular parking bays, which is difficult to accommodate when a bay is no longer required or a new bay is to be installed.
- Any vehicle longer than a regular car can cause problems overhanging the carriageway and/or the footway
- When parked, motorcycles take up less than 3m (the width of an echelon bay), which can also reduce the amount of space as vehicles either side cannot park any closer to make the best use of the space available

### **Automatic Number Plate Recognition**

Automatic Number Plate Recognition (ANPR) is tool which uses Optical Character Recognition to identify the numbers and letters on a number plate for a number of different purposes.

ANPR is currently used by PCC Parking for two purposes.

- Camera enforcement of Bus Lanes and school Zig Zags
- Identification of untaxed vehicles

We are currently investigating options for the future deployment of ANPR in the city, and are considering uses around emission data and off street car parking charging, subject to legislative changes.

### **School Zig Zags**

Yellow zig zag lines are implemented outside school entrances to provide a clear access and egress from schools for pupils and parents, thereby providing protection from traffic.

Zig Zags restrictions are stated by the accompanying signage, outlining the times of operation for the zig zags. Generally zig zags are in force between 08:00 - 16:00, and motorists are legally permitted to park on the yellow zig zag lines outside of the hours marked on the signs, unless other road markings indicate otherwise such as DYLS or SYLS.

The main reason for not specifying "term time only" or something similar is to preserve the effectiveness of the restriction where vulnerable people (in this case, children) are likely to be present in high numbers. Not everyone is aware of when term times are, and these can vary across the country and also locally, particularly in relation to inset days.

During the holidays, school buildings are often used for clubs and activities, and therefore it cannot be assumed that no children will be around the premises. Once one motorist has decided the school appears to be closed and parks a vehicle, others are likely to follow instinctively without giving thought to the school entrance. This could result in nose-to-tail parking and children trying to cross in between cars with approaching motorists unable to see them.

Enforcement of the zig zag restrictions is undertaken by Parking Civil Enforcement officers, incorporating camera based enforcement from 2017.

### **PCC Fleet and Fleet Services**

Portsmouth City Council's Transport Planning Team supports a number of departments in their fleet vehicle requirements. The team ensures corporate legal compliance in all aspects of vehicle and driver management, and is able to better utilise the councils fleet providing efficiency and supporting best practice.

Portsmouth City Council's fleet is currently made up of 146 vehicles (January 2017). These vehicles are largely vans and minibuses spread across 11 of Portsmouth City Council's services and carrying out a variety of operational tasks.

Three electric vehicles have also been introduced to the Portsmouth City Council corporate hire car fleet, including two cars and a van. These produce zero emissions and have no fuel costs, providing a fuel efficiency saving for Portsmouth City Council.

Portsmouth City Council operates its fleet under a Community Bus Section 19 Exemption licence. This is a special Operator licence under the 1985 Transport Act which allows 'Not for Profit' organisation such as Local Transport Authorities, schools and charities to operate transport. The Transport Planning Team ensures that Portsmouth City Council is operating under this licence and complying with the standards set out in the 1985 Transport Act. Portsmouth City Council must comply with the requirements of the Section 19 licence and therefore can only operate transport 'Not for Profit' working with charities, schools and other Portsmouth City Council directorates.

Our Integrated Transport Unit, who transport looked after and vulnerable children from home to school as well as adults to Portsmouth City Council Adult Day Care services carefully co-ordinate the scheduling of services allowing the spare capacity of 16 seater minibuses to be utilised throughout the working day. This has allowed the team to develop a minibus hire scheme through Traded Services, and has proven very popular for schools wanting to book transport for one off trips and regular bookings. Portsmouth City Council offer:

- Modern vehicles, well-equipped and compliant with current legislation
- Available to hire by the hour
- Qualified and enhanced DBS checked drivers trained in the transportation of children and vulnerable users
- Professional and experienced staff managing bookings
- Full risk assessments undertaken
- Easy to understand and transparent costing options

### **Further opportunities**

Further opportunities are being explored and developed to promote fleet management to external customers through traded services. With the wealth of experience in delivering transport services and fleet management, Portsmouth City Council can provide technical and practical support to enable other organisations to operate their vehicles with confidence, compliant with current legislation.

What we can offer other organisations:

- Help with the purchase or hire of your own vehicle
- Annual management of your vehicle e.g. arranging repairs, services and MOTs
- DVLA driving licence checks for drivers
- Supply fuel cards to simplify fuel payments
- Design and brand other organisation vehicle
- Professional advice and support regarding Section 19 Operator Licencing for schools
- Wheelchair passports, which includes a risk assessment of the wheelchair and its passenger
- Risk management support for transport to school, day centre activities and excursions
- Training courses for drivers, taxi drivers and passenger assistants/escorts, including MIDAS minibus driver training, Safe Transportation of Passengers, Safe Transportation of Wheelchairs and Disability Awareness training for taxi drivers

Further to the above, Portsmouth City Council are also promoting that their 16-seater minibuses are available for hire for one off trips and regular bookings. This allows for Portsmouth City Council's minibus fleet to be utilised throughout the day, between school start and finish times.