

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 13 September 2018

Subject: Proposed Residents' Parking Zone: FH Twyford Avenue (TRO 76/2018)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Nelson, Hilsea

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1** The purpose of this report is to consider the public response to the proposed residents' parking zone at the northern end of Twyford Avenue.

Appendix A: Resident's Parking survey results (pages 4-5)
Appendix B: Public proposal notice (pages 6-7)
Appendix C: Public responses (pages 8-11)

2. Recommendations

It is recommended that:

- 2.1 the residents' parking zone proposed under Traffic Regulation Order 76/2018 is implemented as advertised (FH Permit Holders Only 2pm-10pm)**

3. Background

- 3.1** The northern end of Twyford Avenue, adjacent to the Mountbatten leisure centre, appeared on the Residents' Parking Programme that was approved in 2015.
- 3.2** The location was surveyed (stage 1 informal survey) in relation to Residents' Parking in June-July 2018. Eight of the 18 survey forms were completed and returned, showing 75% of those who responded in favour of permit parking and 25% against.
- 3.3** Therefore a Residents' Parking Zone was formally proposed via Traffic Regulation Order (stage 2 formal consultation) 76/2018 in July 2018, taking into consideration the information provided by residents in response to the informal survey.

4. Consultation

4.1 There is a 3-stage process in relation to Residents' Parking Zones:

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

4.2 Following the positive response to the informal survey (stage 1 above) a formal statutory consultation was undertaken via TRO 76/2018 (stage 2 above) from 31 July - 22 August 2018 regarding a proposed parking zone.

5. Reasons for recommendation

5.1 The information received from residents during the informal and formal consultations has been considered, and has informed the recommendation.

5.2 The June/July 2018 survey showed:

- 75% of residents who responded were in favour of a permit scheme
- the majority of parking problems occur during the afternoon, evening and overnight
- the main reason given for the parking problems was close proximity to the Mountbatten Centre.

5.3 The formal consultation under TRO 76/2018 proposed a Residents' Parking Zone to operate as FH Permit Holders Only between 2pm - 10pm daily, informed by the survey responses above.

5.4 4 responses were received to the formal TRO consultation: in support, objection and/or asking for clarification on some points raised (see pages 8-11 of this report)

6. Equality impact assessment

6.1 An EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Disabled badge holders are exempt from permit restrictions within Residents' Parking Zones, provided the Blue Badge is clearly on display.

7. Legal implications

- 7.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 7.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3** Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.
- 7.4** A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 7.5** A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.
- 7.6** Where a TRO is made the local authority must within 14 days publish a notice that the order has been made in a local newspaper. The notice must include amongst other things, where and when the order is available for inspection and that within six weeks following the making of the order that an application can be made to the High Court to question the validity of the order or any its provisions.
- 7.7** The local authority must take appropriate steps to ensure that adequate publicity about the order is given and must notify any person who has objected to the order (where such objection has not been withdrawn) that the order has been made.

8. Director of Finance's comments

- 8.1** The costs associated with the advertising of the TRO and the set up costs (which includes signage and line marking) is estimated to be £1,600. This cost will be met from the On Street Parking budget.

- 8.2** The cost of administering, maintaining and enforcing the residents parking zone will be absorbed within the current On Street Parking budget and income generated from the zone will be remitted to the On Street Parking reserve.

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Signed by:
Tristan Samuels
Director of Regeneration

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

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

Title of document	Location
Traffic and Transportation report July 2018	Portsmouth City Council website
Survey results July 2018	Reproduced within this report
4 emails	Reproduced within this report

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

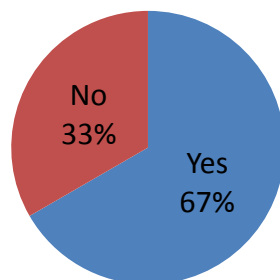
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Signed by:
Councillor Lynne Stagg
Cabinet Member for Traffic and Transportation

Appendix A: Residents' parking survey results (July 2018)

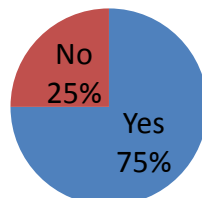
TWYFORD AVENUE (northern end, odd numbered properties 313-347)

Surveys distributed: 18
Surveys completed: 8 (44%)

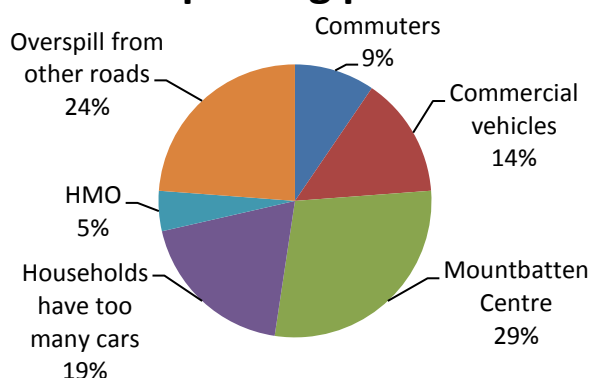
Do you have parking problems in the road/area where you live?



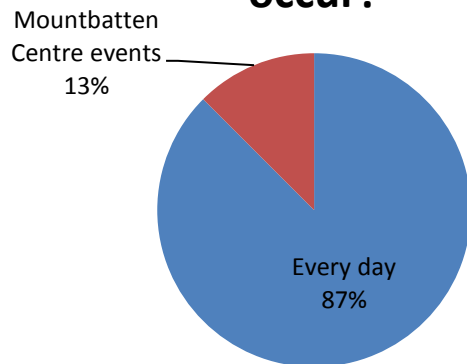
Do you think a residents' parking scheme would be helpful to you and/or your visitors?



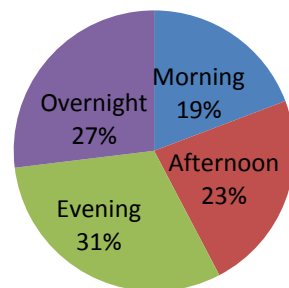
What do you think is the reason for the parking problems?



When do the parking problems occur?



What times do the parking problems occur?



Appendix B: Public proposal notice (TRO 76/2018)

THE PORTSMOUTH CITY COUNCIL (TWYFORD AVENUE) (RESIDENTS' PARKING ZONE AND AMENDMENTS TO WAITING RESTRICTIONS) (NO.76) ORDER 2018

31 July 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 45, 51, 52 and 53 of the Road Traffic Regulation Act 1984. The effect would be as detailed below.

SEND YOUR COMMENTS ON THESE PROPOSALS TO:

engineers@portsmouthcc.gov.uk

CURRENT PARKING CHARGES

Resident permits -. A maximum of 2 Resident permits will be authorised per household each year unless capacity allows. Resident permits are electronic: paper permits are no longer issued

£30.00/year for first permit

£80.00/year for second permit

£550.00/year for third permit (if capacity allows)

Visitor permits (for visitors to residents)

£1.05 for 12 hours

£2.00 for 24 hours

Business permits

£130.00/year for first permit

£260/year for a second permit

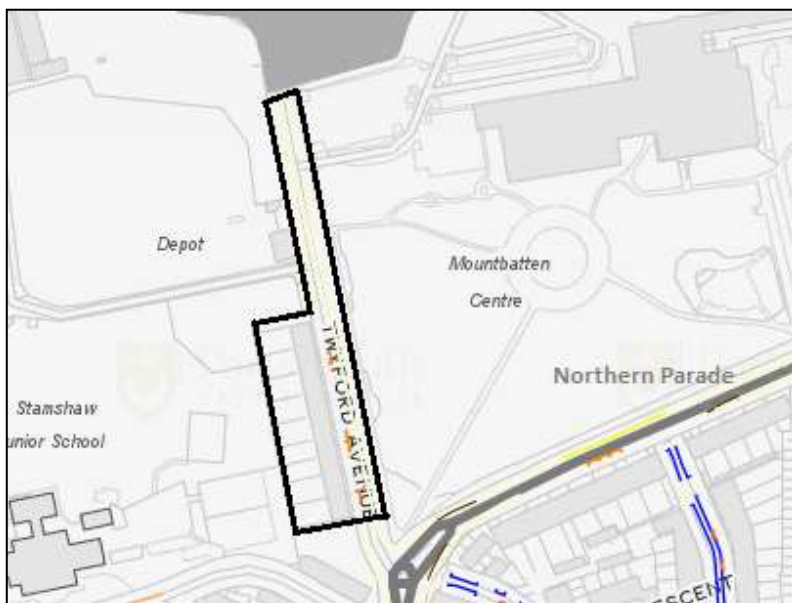
£550/year for each subsequent permit

Replacement/amendment of permit - £10.00 administration charge

Blue Badge holders and **motorcycles** are exempt from the parking zone restrictions.

Permits for goods vehicles are restricted to those with a gross vehicle weight of less than 3501kg and registered to an address within the parking zone. Permits are only issued to businesses operating within the parking zone.

A) FH PARKING ZONE BOUNDARY



B) FH PERMIT HOLDERS ONLY 2PM-10PM

1. Twyford Avenue, northern end

West side, the 109m length of unrestricted on-street parking northwards from outside No.313

C) PERMIT ENTITLEMENT

Nos. 313-347 (odd numbers) are eligible to apply for FH zone permits

**D) CHANGE FROM PROHIBITION OF WAITING AT ANY TIME (double yellow lines) TO:
FH PERMIT HOLDERS ONLY 2PM-10PM**

1. Twyford Avenue

The west side, a 5m length northwards from No.347

REASONS FOR THE ORDER

The northern dead end of Twyford Avenue was included on the approved 2015 Residents' Parking Programme for survey. The June/July 2018 survey showed 75% of residents who responded to be in favour of a permit scheme, and that the majority of parking problems occur during the afternoon, evening and overnight. The main reason given for the parking problems was close proximity to the Mountbatten Centre.

To view this public notice on Portsmouth City Council's website, search 'traffic regulation orders 2018' and select 'TRO 76/2018'. A copy of the draft order including the statement of reasons is available for inspection at the main reception, Civic Offices during normal open hours.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 76/2018** by **22 August 2018** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public. These are anonymised. If the proposals require approval at a public decision meeting, representations are included in the associated published report, and are also anonymised.

Pam Turton, Assistant Director of Regeneration (Transport)
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix C: Public responses to the proposed parking zone (TRO 76/2018)

1. Resident, Twyford Avenue

I support the proposal for permit holders only

2. Resident, Twyford Avenue

In general I feel positive about the resident parking permit area. Here I have some suggestions and questions:

- 1) Is it possible to remove couple of meters of double yellow line from no.313 toward roundabout? (Yellow area on attached picture) Because of disabled parking space it is possible to fit 1.5 car and need couple or meters for second one and seems there are enough space.
- 2) Is it the way to convert to parking area not only west side but east as well from 313 till 347? We got there 2 sidewalks running in parallel anyway. Maybe it is good idea to remove one sidewalk and build parking area and improve second one.
- 3) I saw on old plans there was a road behind houses 313-347. Do you have any plans to build it in future? In this case all cars can be parked there but on main road it will be space for cycle path to new Tipner lake path.

Also can you explain more about 5m length double line from 347 (Point D on your proposal). Is it mean residents can park there? Why time is 2pm-10pm?

Officer comments

- 1) This has been considered, but would leave no visibility for vehicles exiting the car park onto Twyford Avenue by the roundabout, and would cause 2 vehicles to try and park, either overhanging the disabled bay or the double yellow lines. The gap between the double yellow lines and disabled bay is 6.5 metres:



- 2) Widening the road by reducing the public footway on the east side would be considered at a future date in conjunction with the redevelopment of Tipner East. There are currently no proposals to adjust the infrastructure of Twyford Avenue.
- 3) This area falls within the Stamshaw Junior School grounds, and there are currently no plans to build an access road there.



TRO 76/2018 includes a proposal to reduce the double yellow lines by 5m, bringing the space into the permit parking zone, proposed to operate 2pm-10pm due to the information provided by residents on when parking problems occur.

3. Resident, Twyford Avenue

With reference to (TRO 76/2018)

A couple of points I am concerned about...

1. There still will not be enough parking spaces for the number of cars as it is a very small stretch of road without double yellow lines.
2. Why is it only allowing parking at the end of the road after No 347, 2pm until 10pm? I work shift and do not get home till 12pm so I would still not have a space. At 10pm if you are parked there are you then supposed to hunt for a space?
3. Could the double yellow lines outside no.313 not be moved along slightly as between them and the disabled space there is only enough space for one and a half cars. Could this not be changed so there is space for two cars.

Officer comments

1. The 115m length will provide parking space for approximately 21 vehicles. There are 18 properties. Similar parking zones, such as Coniston Avenue in Copnor, Old Commercial Road in Landport and Portsmouth Road in Cosham, see positive results for residents as parking by non-residents is restricted.
2. The parking zone is proposed to operate the restriction of 'FH Permit Holders Only 2pm-10pm' and therefore the new space by No.347 would operate the same restriction should the double yellow lines be reduced as proposed. If you are parked in the space at 10pm (with an FH permit) there would be no need to find another space.
3. See response at No.1) within the previous box.

4. Resident, Twyford Avenue

I am not an avid fan of these type of schemes for the following reasons:

1. Despite paying for one or more residents parking permits there is no guarantee that any parking space will be available.
2. Without a paper indication that a vehicle is included in the scheme how can the parking zone be enforced without frequent monitoring by enforcement staff. I see these officers very rarely in this area and often only when major events are taking place at the Mountbatten centre. {Perhaps there is more chance of issuing tickets when visitors to this venue are struggling to find parking} This proposed scheme will not deter visitors to the Mountbatten centre taking a chance and parking in the zone anyway.
3. Is it intended to increase visits by enforcement officers to ensure compliance from vehicles not included in the scheme.
4. Why are Blue Badge holders exempt from the restriction. Would it not be fairer, where there are multiple Blue Badge bays in a street, that these households pay the standard

charge {1st payment rate} for the Blue Badge bay then the same {first permit rate} for any second vehicle. Some users of the Blue Badge scheme park their primary vehicle {ie: the vehicle registered in the Blue Badge scheme} outside of the Blue Badge bay in order that their second or third vehicle can then have a parking space available when these vehicles return to the street.

5. There are two vehicles within my household. I commute 50 miles out of the city of Portsmouth 5 days out of 7, often returning between 5 - 6pm {during the scheme operating hours} or sometimes between 2359 - and 0100 {outside of the scheme operating hours}. Were I to purchase first and second vehicle permits for £110.00 per year would I realistically be able to ever park in my road.

I voted NO to this scheme and do not see any advantage to my own household if it is implemented, other than generating additional revenue for the council. What would these extra funds be used for - perhaps it could pay for an increased presence of enforcement officers to manage any vehicles contravening the scheme.

Officer comments

1. The comment is noted. This information is included in the Council's survey form, to make residents aware that parking zones do not guarantee a parking space. However, as outlined in point 2) within the previous box, existing parking zones show that residents have more chance of parking outside or near their homes when a parking zone is in operation, than before.

2. Enforcement officers have access to vehicle and permit data via their electronic handheld devices. There is no free parking period proposed for the FH Twyford Avenue zone, and therefore enforcement staff would be able to issue a PCN to unauthorised vehicles within minutes of observing them. Details of the number of PCNs issued to vehicles within locations are available on request, and those who do request them are often surprised at the number of visits made by enforcement staff.

3. It is always possible to increase the number of enforcement visits where low levels of compliance are identified or reported.

4. It is Portsmouth City Council policy that Blue Badge holders are exempt from permit restrictions within Residents' Parking Zones. Blue Badge holders have a national exemption from Pay & Display and limited waiting, and may park on double and single yellow lines for up to 3 hours. Many Residents' Parking Zones include such restrictions and therefore a consistent approach has been adopted to avoid confusion and enable those who need to park close to their destination to do so.

5. See point 1 above. Whilst it is not possible to create a parking zone that will satisfy everyone in terms of their individual circumstances, residents report that it is easier to park with permit restrictions in place as parking by non-residents is reduced overall.

The resident's objection is noted. Yes, enforcement is one of areas funded by parking permits, along with permits, line-marking and signage, and ongoing maintenance of the parking zones and administration.

(End of Report)