

Information that was requested at the previous meeting.

1. Number of parking permits produced.

The 36 zones cover 21% of residential roads and 12,839 residents' permits have been issued for 14,361 spaces. The first permit costs £30, the second £100, the third and subsequent permits £590. Third permits are only issued where there is space. There are eight zones where more permits have been issued than there are spaces. Over the next few years, the zones will be reviewed to ensure they operate in the most effective and efficient manner.

2. Details of meetings held with companies regarding parking in residential roads.

The council is yet to arrange and undertake meetings with the companies identified as part of the scrutiny panel.

3. The number of students who have cars.

Portsmouth City Council does not hold any information on the number of students that bring cars to Portsmouth. However, this is an area which could be investigated with the University of Portsmouth.

4. The criteria used by Colas to assess off-street parking applications.

A customer is required to submit applications to Colas to request a Vehicle Crossover the associated Road Markings. The applications seek to identify the following:

Vehicle Crossover:

- Ownership of the property (if the applicant is not the owner of the property, written permission is required from the owner before works can be considered);
- Location - Planning permission is required if the crossing opens onto a Classified Road;
- Type of vehicle using the access i.e. light (cars, vans etc..) or heavy duty (HGV);
- Any obstructions or obvious obstacles (street furniture, utility covers, trees);

Road markings:

- Does the property have an existing purpose built pavement vehicle access? If not the application will be rejected.
- If an existing vehicle access exists is there a clear space to park a vehicle on your property? If not the application will be rejected.
- Are there existing double yellow lines at the proposed location? If not the application will be rejected.

This information is used by Colas to assess the initial application. A site visit will be conducted to review the request and a decision will be made based on this inspection after considering the following factors:

- Available Space
- Safety issues
- Gradient of footway/carriageway
- Street Trees
- Proximity to a Bus Stop
- Proximity to Controlled Crossing and School Zig-Zags

- Proximity to Controlled Crossings
- Presence of Grass Verges
- Presence of a garage
- Residents Parking Zones
- Street Furniture
- Existing vehicle crossovers

5. The comments regarding taxi use for wheelchair users will be raised with the Licensing Department.

Extract from the Deputation

In Portsmouth we have (rightly) assigned dedicate parking for residents who have a blue badge. And yet, from an Fol published yesterday (FOI2018/631). In Portsmouth we discriminate against wheelchair users. I say this with some caution, yet it is true. In the commentary around the Equality Act (section 165-167): The Government strongly encourages local authorities (like PCC) to have due regard to wheelchair users. The Government strongly suggests that Local Authorities should maintain a list of taxis that meet the criteria for wheelchair users. We don't have one, despite it being requested for many years by residents. Without such a list, it's OK for a taxi driver to refuse to take someone in a wheelchair. This is unacceptable discrimination and I ask that this meeting strongly suggest to the licensing panel that PCC should maintain a list in order to provide equable treatment for wheelchair users.

The response from the Licensing Manager sent to the Panel on 25/06/18.

Firstly, and most importantly, referring to Mr Brown's statement "***without such a list it's ok for a taxi driver to refuse to take someone in a wheelchair***", this is incorrect. There are existing provisions within the licensing regime that protect all passengers including wheelchair users. A driver would commit an offence or breach a licence condition (which is also an offence) for the following matters:

Refusal to Carry Passenger - Section 53 Town Police Clauses Act 1847

It is an offence for the driver of a hackney carriage to refuse, without reasonable excuse, to drive a passenger to a particular place or refuses to carry a passenger.

Charging Fares

It is an offence for the driver of a hackney carriage to charge a fare greater than that authorised by the current table of fares approved by the Council.

Private Hire Driver - Conditions of Licence - Local Government (Miscellaneous Provisions) Act 1976

Condition 9: No driver shall refuse to carry a passenger in a licensed vehicle by reason of the fact that the passenger is disabled or requires to have with them a wheelchair or other facility of reasonable size.

Private Hire Operator - Conditions of Licence - Local Government (Miscellaneous Provisions) Act 1976

Condition 7: An operator must not refuse the carriage of a passenger in a licensed vehicle by reason of the fact that the passenger is disabled or requires to have with him/her a wheelchair or other facility of reasonable size for the disabled.

These measures have been in place for some considerable time prior to the commencement of sections 165 and 167 of the Equality Act 2010 in April 2017 and I consider that these provisions currently prevent discrimination for wheelchair users.

Notwithstanding the current protections, it is intended to request that the Licensing Committee consider whether they wish to consider the formulation of a locally prescribed WAV policy encompassing:

- Preparation of lists of designated wheelchair accessible vehicles;
- Prepare policies for exempting drivers on medical and physical condition grounds;
- Consultation on the proposals;
- Consider applications for exemptions by drivers;
- Prepare and produce exemption documentation;
- Publish list of designated WAVs