

Title of meeting: Cabinet

Date of meeting: 12th March 2019

Subject: Response to the Traffic, Environment & Community Safety Scrutiny Panel's report "A review of general parking issues in Portsmouth with a view to considering alternative strategies"

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Summary

- 1.1 The Traffic, Environment & Community Safety Scrutiny Panel conducted a review into general parking issues in Portsmouth, engaging with local residents, businesses and other stakeholders, to identify key areas for concern, consider existing parking arrangements and practices, measures undertaken by other local authorities, and to explore alternative strategies.

2. Purpose of report

- 2.1 The purpose of the report is to respond to the Traffic, Environment & Community Safety Scrutiny Panel - "A review of general parking issues in Portsmouth with a view to considering alternative strategies".

3. Recommendations

It is recommended that:

3.1 The Panel is thanked for its work in undertaking the review;

3.2 The Traffic, Environment & Community Safety Scrutiny Panel's recommendations be approved in line with the responses noted in paragraph 5 below.

4. Background

- 4.1 At its meeting on 28 September 2016 the Traffic, Environment & Community Safety Scrutiny Panel agreed the scope of the review:

- To understand and evaluate the current parking situation in the city which would include:
 - The legislative background.
 - The management of supply and demand for parking, both on and off street.
 - Parking permits.
 - Parking of commercial vehicles in residential streets.
- To investigate how effectively other local authorities deal with parking issues.
- To identify and evaluate possible long-term solutions.

5. Response to the Panel's recommendations

5.1 Recommendation 1

This report is be used to inform policy formation, such as the redevelopment of the Local Transport Plan, Parking Supplementary Planning Document and Portsmouth Local Plan.

5.2 Response

Accepted. This report will be used to make suggestions on policy formation, such as the redevelopment of the Local Transport Plan, Parking Supplementary Planning Document and Portsmouth Local Plan. Policy formation has to be based and underpinned by evidence and accord with national legislation and the NPPF.

5.3 Recommendation 2

The council does more to promote sustainable transport.

5.4 Response

Accepted. Examples of the current measures undertaken by the Council, including some set up since the Scrutiny Panel's parking review began in 2016:

- The Marketing & Communications team promotes sustainable transport events through *Flagship* and social media, the Safer Travel team promotes campaigns in schools, the Transport Planning team encourages the use of public transport, making improvements to infrastructure in conjunction with the Network Management team and works with local partnerships to promote public transport. These include:
 - Glow Ride
 - Close Pass (educating motorists to leave space when passing cyclists - working with the police)
 - Be Bright
 - Pompey Monsters (promoted within schools)
 - Park and Stride (promoted within schools)
 - My Journey
 - Bike Doctor / Bike security marking
 - Adult cycling skills (to build confidence when using public roads)
 - Cyclescheme for PCC staff
 - Park & Ride, including the recent addition of a University route
 - Offers on season tickets and smartcards

- Extended bus lanes with camera enforcement; to improve journey times
 - Quieter Routes (promotes the city's cycle network)
 - National Cycle Network (shows Portsmouth's link to the national network)
 - Raised kerbs at bus stops to improve access onto buses
 - New buses with Wi-Fi included
- A bid is currently being developed to deliver a transit network within the Portsmouth travel to work area, along with our neighbouring highway authorities, planning authorities and bus operators. The network will to deliver a transformational mass transit network, delivering a highly visible step change in connectivity, reliability and the attractiveness of public transport, creating sustainable communities, spreading prosperity and improving GVA productivity.
 - The Transport service continues to bid internally and externally to deliver further sustainable transport improvements across the city. Funding that becomes available from Central Government/Department for Transport, will continue to be sought each year to fund Capital schemes in relation to promoting sustainable transport, such as:
 - Transforming Cities Fund
 - Local Transport Plan implementation plan
 - Air Quality Grant Programme Funding
 - Central Corridor Improvements Scheme
 - Development of Air Quality Local Plan

These plans and funds enable schemes such as:

- Central Corridor Improvements Scheme (Fratton Bridge - Hilsea roundabout) upgrades cycles paths, junctions and public transport along the route
 - Real Time Information screens at bus stops
 - Traveline
 - Redevelopment of The Hard Interchange
 - Modal shift projects (e.g. low level cycle signals)
 - Many of the events and campaigns listed at the first point above
- There are a number of measures that are being sought through development and regeneration within the city including:
 - Travel plans
 - Car clubs
 - No or low car developments in RPZs
 - Focus of development close to public transport hubs

5.5 Recommendation 3

The current piecemeal approach to RPZs be reconsidered with a view to introducing a city-wide strategy or alternatively remove all parking zones.

5.6 Response

The current RPZ programme was approved in July 2018, with schemes implemented in response to the demand for RPZs, where they are approved following consultation. This is accompanied by a rolling programme of informal surveys; the first step in consulting on the RPZ programme. In this way the needs of residents are assessed

area by area. Most councils use a similar process for implementing residents parking schemes.

21% of the city's residential roads currently fall within an RPZ.

Of the 16 areas surveyed under the 2008-2012 Residents' Parking Programmes, only 50% were implemented as residents rejected 50% of proposed RPZs.

5.7 Recommendation 4

Arrange meetings with businesses that have large fleets to explore ways to reduce the number of their vehicles that are parked overnight on residential roads and the outcome be reported to the Cabinet Member for Traffic & Transportation.

5.8 Response

Accepted. Some engagement has been undertaken previously:

- Over a number of years both Council officers and Councillors have contracted large companies across the city and have requested that commercial vehicles are not parked in residential streets overnight. A number of the companies responded that they would endeavour to ask their staff to leave vehicles in the work compounds where available, such as Colas. Southern Water identified that 10 employees take home works vehicles in Portsmouth and confirmed that this was for emergency response providers.
- Mountjoy and Colas, who both have large fleet vehicles, have contributed to the TECS review, to advise that a very small percentage of their fleet is parked on the main Portsea Island; those required for emergency call-outs or early appointments.
- Council officers have engaged with local business owners who have multiple commercial vehicles within residential areas (and are residents themselves), but no premises were identified as available for parking outside of working hours.

5.9 Recommendation 5

The bus companies to improve access to bus services and particularly regarding extending the bus route to pick up passengers from the Hayling Island ferry.

5.10 Response

Accepted. Council officers and Councillors maintain a good working relationship with the bus companies to continuously negotiate services and operations.

- Bus services that had been discontinued were reinstated in January 2019 (Services 13 & 14 on Sundays, new 6 and 12 services)
- The No.15 route now serves the Hayling Island ferry Monday to Friday.

5.11 Recommendation 6

The council to work with large companies/ supermarkets to ask them how the council could assist them to open up their carparks overnight to either residents or

commercial vehicles and the outcome be reported to the Cabinet Member for Traffic & Transportation.

5.12 Response

Accepted. Unfortunately, previous approaches to companies in relation to use of private land/car parks by residents have been unsuccessful.

5.13 Recommendation 7

The council to work with the University of Portsmouth to discuss a) them doing more to discourage students from bringing their cars, b) opening up their car parks to the public and c) making their Travel Plans more sustainable and the outcome be reported to the Cabinet Member for Traffic & Transportation.

5.14 Response:

Accepted. Further information:

- The University of Portsmouth does discourage students from bringing cars to the city, via its website and information given to students, but this has the potential to be improved. The University promotes walking and cycling, along with use of its own bus service.
- The University provides a bus service available only to students and staff with University passes. This service runs from the University of Portsmouth Cambridge Road, then via Cambridge Junction, Museum Road, King Road, Elm Grove, Victoria Road South, Albert Road, Highland Road, Eastney Road, Goldsmith Avenue, Fratton Bridge, Victoria Road North, Bradford Junction, Winston Churchill Avenue, The Terraces and Cambridge Road.
- Many of the University's car parks are available for public use outside peak times, for example evenings and weekends. These are enforced by PCC.
- There is a significant amount of new purpose built student accommodation with extensive cycle parking that is located in sustainable locations close to the University of Portsmouth and public transport hubs. This discourages that need for students to use and bring their private cars into the city.
- The Council will continue to work with businesses to encourage more sustainable travel to and from work.

5.15 Recommendation 8

Review the council-owned car parks with a view to improving usage. This would cover signage, distance from shops, pedestrian access, safety etc.

5.16 Response

Accepted. More promotion of available parking areas could also be undertaken but one of the reasons the council car parks are not used more is the availability of alternative free parking options within walking distance. Housing are reviewing their car park stock to see if any could be made more widely available. The Parking team manages the many of the public Pay & Display car parks, and others operated on

PCC-land are managed by the Housing & Property team. Signage within the parking areas has to be clear to enable enforcement.

5.17 The council should investigate the following:

5.18 Recommendation 9

The introduction of car clubs.

5.19 Recommendation 10

The introduction of weight and dimensional restrictions for vehicles in residential areas.

5.20 Recommendation 11

The possible removal of limited-waiting areas in some areas.

5.21 Recommendation 12

The viability of a) extending the Park & Ride routes further, the opening hours and the capacity of the Park & Ride service; b) introducing a Park & Ride East and a Park & Ride Rail; and c) the continued evaluation and monitoring of the PR2 University Park & Ride service.

5.22 Recommendation 13

Work is underway on the viability and introduction of a demand-responsive transport service.

5.23 Recommendation 14

The introduction of varying residents' parking permits charges for electric and hybrid vehicles where these are the first vehicle.

5.24 Response

Accepted: Recommendations 9 to 14 will be investigated, however for recommendations (10) and (11) the following should be considered:

- There are a number of weight restrictions across the city, however further investigation and consideration will be required if further commercial vehicle restrictions are progressed. This is due to many commercial vehicles being lightweight, and therefore are not in breach of the weight restriction signs that are prescribed by the Department for Transport. Restricting vehicles by dimensions could be difficult to enforce unless officers can obtain vehicle measurements.
- As per the TECS report, there are 755 limited wait spaces within the city which are used to support local businesses and shops, enabling a quick turnover of vehicles. All parking restrictions can be reviewed, and if the need for limited waiting parking bays is no longer required in some locations, these can be considered for removal. Limited waiting parking bays are located in commercial areas to provide free, short-term parking to enable customers to access businesses and services via a regular turnover of parking spaces.

Where there is high demand pay and display offers a more effective way of ensuring a turnover of space as it is easier to enforce.

5.25 Recommendation 15

Off street vehicle cross-over applications policy be reviewed so that the wider impact can be considered

5.26 Response

A report was presented to the Cabinet Member for Traffic and Transport on 28 February to update the existing Portsmouth City Council Provision of Vehicle Access Policy. The recommendations included in the report were approved and the new criteria will come into effect on 1st April. The amount of space required to park a vehicle on a forecourt in a 'traverse manner' i.e. drive the vehicle on and off a drive and park at a 90' angle to the property is 2.5m width and 5.0m depth. The amount of space required to park a vehicle on a forecourt in a 'longitudinal' manner i.e. drive the vehicle on and off a drive and park parallel to the property is 7.2m width and 3.0m depth.

The justification for these measurements is to ensure that a vehicle is parked wholly off the public highway and on private land without the risk of vehicles overhanging the footway and to ensure that vehicles do not make multiple movements backwards and forwards across the footway whilst trying to position a vehicle in a space that is too small.

Only crossovers which provide the same amount of parking or a greater amount of parking will be approved. For example a crossover which takes one space off the road but provides access to one or more off street spaces would be approved whereas a crossover that created a negative on street parking balance i.e. removing more than one on street space for one vehicle parked off road would not.

6. Equality Impact Assessment

- 6.1 A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010.

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 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.
- 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 The council, as traffic authority for the City of Portsmouth, may by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order and may make charges for vehicles left in such parking places. It may also provide off-street parking places on similar terms.
- 7.4 In determining what places can be so designated the council is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:
- a. the need for maintaining the free flow of traffic
 - b. the need for maintaining reasonable access to premises and
 - c. the extent to which off-street parking accommodation is available in the neighbourhood
- 7.5 Under sections 32 to 35 of the Road Traffic Regulation Act 1984 (the 1984 Act) local authorities may provide off-street parking places and may by order make provisions as to the conditions on which it may be used, and any charges which are to apply, including the provision of Pay & Display facilities, and the times and days on which such restrictions and/or charges are to apply. Any variations to such orders other than a variation of charges, must be made by traffic order in the same way as the original order.
- 7.6 A local authority can by order under section 45 of the 1984 Act designate parking places on the highway (on-street parking), for vehicles or vehicles of any specified class in the order, and may charge for such parking as prescribed under section 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 and may specify that such charges or restrictions are to apply at specified times only. Any variations to such orders must be made by traffic order in the same way as the original order.
- 7.7 Guidelines issued by the government provide that the setting of charges for parking on-street or off-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy
- 7.8 When setting charges, authorities should consider the following factors:
- parking charges can help to curb unnecessary car use where there is adequate public transport or walking or cycling are realistic alternatives, for example, in town centres;
 - charges can reflect the value of kerb-space, encouraging all but short-term parking to take place in nearby off-street car parks where available. This implies a hierarchy of charges within a local authority area, so that charges at a prime parking space in a busy town centre would normally be higher than those either at nearby off-street car parks or at designated places in more distant residential areas. Such hierarchies should be as simple as practicable and applied consistently so that charge levels are readily understandable and acceptable to both regular and occasional users;

- charges should be set at levels that encourage compliance with parking restrictions. If charges are set too high they could encourage drivers to risk non-compliance or to park in unsuitable areas, possibly in contravention of parking restrictions. In certain cases they could encourage motorists to park in a neighbouring local authority area which may not have the capacity to handle the extra vehicles. In commercial districts this may have a negative impact on business in the area; and
- if on-street charges are set too low, they could attract higher levels of traffic than are desirable. They could discourage the use of off-street car parks and cause the demand for parking spaces to exceed supply, so that drivers have to spend longer finding a vacant space.

8. Director of Finance's comments

- 8.1 The recommendations within this report are far reaching and their implementation will need to be reviewed alongside the financial constraints of the City Council.
- 8.2 The report lists where the Council is already delivering on some of these recommendations and they are being funded from a mixture of the existing cash limited budget, the off street parking reserve, corporate capital resources, external grants and third party contributions.
- 8.3 If new initiatives are identified as a result of the recommendations within this report then these will need to be financially appraised and a source of funding will need to be identified prior to their implement and a financial appraisal quantifying the long term financial implications will need to be evaluated.

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Signed by:

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

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Signed by:

(End of report)