

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	11 th July 2019
Subject:	Residents Parking Scheme Changes
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	St Thomas, St Jude, Charles Dickens, Fratton, Nelson, Baffins, Paulsgrove, Eastney & Craneswater, Central Southsea, Cosham and Milton.
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1** To recommend ways of improving the residents' parking scheme to; encourage the use of cars with lower emissions, encourage car sharing, discourage students from bringing cars to the city, make it easier for residents living near Residents Parking Zone boundary (RPZ) and to reduce displacement.

2. Recommendations

- 2.1** That the following variations to the Portsmouth City Council (Various Roads) Residents Parking Places) (No. 9) Consolidation Order 2016 are advertised and any objections considered at a future Traffic and Transport Decision meeting:
- (i) The eligibility for permits is changed to exclude student halls of residents
 - (ii) The procedure for issuing permits is changed to allow car sharing between people living in different zones by permitting the same vehicle to be issued with a permit for more than one zone.
- 2.2** That the following variations to the charge for the issue of Parking Permits be advertised under the statutory notice procedure:
- (i) The charges for permits are changed to allow households with one vehicle powered solely by electricity to obtain a permit free of charge and to reduce the charge for permits for those who have one vehicle which emits less than 100g of CO₂ per Km for obtain permits to £15.
 - (ii) The cost of third permits to be reduced to £300.

3. Background

3.1 The City Council seeks to encourage people to make more sustainable choices when they travel. Residents' parking zones (RPZs) play an important part in prioritising space for the use by residents. Making space available for residents also reduces the time they spend looking for parking near their homes and reduces congestion and air pollution. The permit scheme also controls the number of permits each household can obtain and ensures a fairer distribution of space.

3.2 There is a systematic programme of looking at areas and considering the need for new RPZs and for reviewing existing residents parking zones. During this process a number of comments have been made and considered and as a result it is proposed to make changes to the way permits are allocated.

Sharing cars

3.3 During the implementation of new zones a number of residents who share cars with people living in other zones have been unable to obtain permits. The current criteria set by a Transport and Traffic Decision on 28 October 2010 states that privately owned vehicles must be registered to the resident at their address within the zone before a permit is issued. A vehicle cannot be registered to two addresses so it is not possible to meet this requirement if people are sharing a car and live in different zones.

3.4 The City Council wants to encourage the sharing of cars and it is recommended that the criteria used for allocating permits is changed to allow people sharing a car and living in different zones of the city to obtain permits for both zones if:

- the car is registered in a permit zone in Portsmouth,
- both the registered keeper and the sharer confirm the vehicle is being shared on a regular basis,
- the sharer proves they are living in a different zone and
- the insurance document confirms both the registered keeper and the sharer are insured to drive the car and that the vehicle can be kept at either of two addresses.

3.5 The Traffic and Transport Decision on 28 October 2010 highlighted the need to inform people effected by a change of criteria.

Reduced permit charge for residents with a low emission vehicle

3.6 The City Council wishes to encourage residents who need cars to choose vehicles with lower emissions. One way to encourage this change is to offer a reduced permit price.

3.7 It is recommended that there is no charge for permits for households which only have vehicles powered solely by electricity.

- 3.8 It is further recommended that a household with only one vehicle which has an emissions rating stated on the vehicle registration document (V5) below 100g of CO2 per kilometre are given a £15 discount on the permit charge.
- 3.9 Vehicles registered before 1 March 2001 do not have their emissions shown on the registration document and as they are older and likely to be more polluting vehicles it is recommended that the discount does not apply to these vehicles.
- 3.10 It is also recommended that all diesel vehicles are excluded from the discount scheme because they have higher particulate emissions.

Student Halls of Residence

- 3.11 The University of Portsmouth has a policy of discouraging students from bringing cars to the city. In their own halls they include a condition requiring students not to bring cars. The student halls which are in residents parking zones are near the campus and/or have good public transport links.
- 3.12 The Traffic Regulation Order (TRO) governing residents' permit schemes requires drivers to live at a residential postal address in a parking zone before they are eligible for a permit. The number of permits issued to each address is limited normally to two but a third permit can be issued where parking space allows. Initially each student hall was classed as a single address making the whole hall eligible for just two permits. Increasingly students need to take out insurance and other contracts which require them to have a postal address. To facility this each room in a hall is now classed as an individual postal address.
- 3.13 It is recommended to that a change to the Traffic Regulation Order is advertised with the intention of excluding those living in student halls of residence from permit eligibility. This measure will not prevent students with blue badges from bringing their vehicles and will not apply to houses of multiple occupancy.

Reduced third permit price

- 3.14 The current cost of a third permit is £590. Third permits are only issued where the space in a RPZ allows. There are currently around 37 third permits issued across all the zones. In the two hour zones it costs less to buy daily visitors permits for the full year than to buy a third permit, although visitors permits should only be used by visitors.
- 3.15 Residents have reported that those with more than two vehicles park the additional vehicles outside the zone to avoid the charge and this often creates displacement even when there is space within the permit zone. It is therefore proposed to reduce the cost of a third permit to £300. Third permits will still only be issued if there is space within the zone. The charge will still act as a deterrent to owning multiple vehicles but is intended to reduce unnecessary displacement.

Overlapping (Fuzzy) Boundaries

- 3.16 Along a boundary between two adjacent RPZs a resident is currently issued with a permit which allows them to park in one of the zones. When there is a high demand for parking they may not be able to use the vacant space that is closest to their home because it is in the wrong zone.
- 3.17 To overcome this we can consider making the parking places closest to the boundary available for both sets of permit holders. This would mean that rather than the roads one side of a boundary being only available for X permit holders to park and the other side only available to zone Y permit holders the parking spaces in roads closest to the boundary would be available for both X and Y permit holders. In this way the area which determines which zone letter is on a resident's permit would be fixed but the permit could be used either side of the boundary.
- 3.18 To do this requires the change to be specified in the TRO or where there is an existing TRO for it to be changed. Each area where there is a boundary needs to be considered separately and decision taken as to the benefits.

Permit Numbers

- 3.19 In some areas there are more permit holders than there is space for vehicles to park. Currently under the councils' criteria every household can apply for up to two permits and this means the number of permits can considerably exceed the space available. This situation can be eased by the fact that a number of permit holders maybe away from the zone at any one time.
- 3.20 However to prevent oversubscription a number of councils set a limit on the number of permits that can be issued in a zone so the number of vehicles with permits cannot increase beyond what is reasonable. Officers will investigate fair ways of controlling the numbers of permit issued in such circumstances. Any changes will need to be subject to consultation through the process required to change a TRO.

4. Reasons for recommendations

These proposals are intended to encourage car sharing and encourage the use of vehicles with lower emissions in support of the wider agendas around air quality and climate change. The recommendation on student halls is designed to reduce parking pressure as is the recommendation on the third permit cost.

5. Equality impact assessment

This report has undergone a preliminary Equality Impact Assessment (EIA) and a full 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. Blue badge holders are not affected by any of these proposals.

6. Legal implications

- 6.1 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."
- 6.2 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.
- 6.3 A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.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 or for a specific period or time by all persons or persons or vehicles of a particular class.
- 6.4 A proposed Traffic Regulation Order must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.
- 6.5 Any variations to existing traffic regulation orders other than a variation of charges must be made by traffic order in the same way as the original order, including the advertising and consultation procedures. The variation to the definition of Resident to exclude student accommodation and the variation to allow for car sharing will amount to a variation to the existing order. .
- 6.6 The variation to the charges for electric and low-emission vehicles and for third permits can be dealt with under the simpler notice procedure.
- 6.7 Where any charges have been prescribed by a designation order or by an order under section 46A the charges may be varied by notice. The main provisions are contained in section 25 of the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996. The power to vary charges at designated parking places is contained in section 46A of the Road Traffic Regulation Act 1984,

6.8 Notice of the variation shall be given by publishing in at least once in a newspaper circulating in the area in which the parking places are situated at least 21 days before the changes are due to come into force. The notice must:-

- A) Specify the date on which it is due to come into force;
- B) Identify every parking place to which the notice relates;
- C) Specify in respect of each parking place:-
 - a. The charges payable for the parking place at the date that the notice is given
 - b. The charges that will be payable when the notice comes into force

Where the notice relates to an on-street parking place the local authority shall cause copies of the notice to be displayed in prominent positions in the road in which the parking place is situated.

7. Director of Finance's comments

7.1 The Council does not currently hold accurate information that will allow it to fully financially appraise the recommendation to offer reduced permits to those that own one car emitting less than 100g of CO2 per Km, and free permits for those who own an electrical vehicle. The amount of reduced income is unlikely to be significant in the short term but with low emission and electrical vehicles becoming more popular in the medium to short term this is expected to be more significant.

7.2 There are currently 17 passes issued to people living in Student halls of residence it is anticipated that the loss of income will be in the region of £510 per annum.

7.3 The Council currently issues 37 third permit passes across all zones within the City, by reducing the charge to £300, this will result in a reduction in income of £10,730.

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Signed by:

Tristan Samuels
Director of Regeneration

Appendices:

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:

Cllr Stagg
Portfolio Holder for Traffic and Transportation