

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting

**Date of meeting:** 6<sup>th</sup> September 2019

**Subject:** Residents' Parking Programme of Consultation - Reprioritisation

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

**1.1** The purpose of this report is to establish the priorities of the Residents' Parking Programme, as per paragraph 4.6 of the Residents' Parking Programme of Consultation approved on 31 July 2018.

Appendix A: Citywide plan of requests for new Residents' Parking zones and proposed areas of consultation

Appendix B: Map showing workstreams

Within this report, RPZ means Residents' Parking Zone.

**2. Recommendations**

It is recommended that:

- (a) the progress made since approval of the Residents' Parking Programme of Consultation on 31 July 2018, and described in paragraphs 4.4, is noted;
- (b) the Residents' Parking Programme of Consultation is divided into 3 workstreams and prioritised as described in paragraph 6;
- (c) workstreams 1 and 2 are progressed as set out in Table 2 and described in paragraphs 6.2 to 6.6, and that workstream 3 is initially progressed using consultants as set out in Table 3 and described in paragraphs 6.7 to 6.10, and;
- (d) when either workstream 1 or 2 is complete the next area to be actioned will be determined in accordance with Table 4.

### **3. Strategic Context**

- 3.1 As a national and international maritime gateway on the south coast of England, Portsmouth is the economic centre of the South East Hampshire region.
- 3.2 The city has been shaped by its island and peninsula geography, with the transport network significantly constrained by the limitations of the land, indeed there are only three road links from Portsea Island (where Portsmouth city centre is located) to the mainland, and a population density greater than any outside London.
- 3.3 The transport network is reaching and exceeding capacity, negatively impacting in particular on productivity, economic growth, and air quality. There is a dominance of trips, including shorter intra island trips, being undertaken by private car, with public transport accounting for a small mode share. Bus travel, particularly, for such shorter distance trips, is often costly and time-consuming. Portsmouth was identified by Government as one of eight 'third wave' local authorities required to develop an Air Quality Local Plan aimed at identifying measures to ensure compliance with air quality statutory annual limits for NO<sub>2</sub> in the shortest possible time.
- 3.4 In July 2018, Portsmouth City Council Full Council declared a Climate Emergency, with the Cabinet committing to devising an action plan to address the key challenges faced by the city.
- 3.5 Transport has a key role to play in addressing these concerns to enable continued mobility, while fulfilling the Cabinet's commitment to reducing the number of cars within the city.

### **4. Background**

- 4.1 The Residents' Parking Programme of Consultation was approved on 31<sup>st</sup> July 2018 by Cabinet, following a change in Council administration in May 2018. The revised programme reflected the new administration's priorities. An update report was considered and agreed at the Cabinet meeting held on 26<sup>th</sup> February 2019.
- 4.2 Paragraph 4.6 of the report approving the Residents' Parking Programme of Consultation on 31<sup>st</sup> July 2018 stated -

*A progress update report will be brought to Traffic & Transportation following completion of consultation on the potential MD Kings area parking zone, confirming the next priorities in the Residents' Parking Programme.*

The report on the formal consultation on the proposed MD parking zone was considered by Cabinet members on 1<sup>st</sup> July 2019 and the decision was taken to implement the zone. This report is presented as per paragraph 4.6 of the July 2018 report and recommends the priorities for the Residents' Parking Programme going forward.

- 4.3 This reprioritised Residents' Parking Programme includes the potential new areas and existing reviews of parking zones within the approved 2015 and 2018 Residents' Parking Programmes. The new proposed areas have been identified from residents'

requests and from the need to deal with potential displacement as a result of the implementation of schemes. Appendix A shows requests received for new residents parking zones and proposed areas of consultation. Appendix B presents a visual representation of this report - existing Residents Parking Zones and the new areas identified for consultation.

#### 4.4 Progress between August 2018 and July 2019:

- 3 new RPZs introduced (FH, MB, MC zones)
- 1 existing RPZ reviewed for improved operation and changes implemented (JB)
- 1 new RPZ approved for implementation in September 2019 (MD)
- 5 informal surveys undertaken (MD, ME, HC, GB, MF zones); residents updated with the survey results and next steps.

4.5 The results of the informal survey of GB Alverstone Road area showed that the majority who responded were not in favour of permit parking. Therefore, no formal proposals will be put forward and residents have been advised accordingly. The survey results are published on [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) under 'Parking Surveys Results'.

## 5 Programme Development

5.1 The City Council receives many requests for permit parking and has therefore developed a rolling Programme of Consultation to respond to requests and deal with any displacement issues.

5.2 The Programme enables the needs of each area being considered for an RPZ to be assessed individually. The Programme needs to take into account that when a new zone is implemented within part of a wider area experiencing similar issues there is likely to be parking displacement. This needs to be addressed. The proposed Parking Programme of Consultation provides a rolling programme of RPZs to be progressed in a systematic way where they are needed and supported.

5.3 The Residents' Parking Programme was on hold between 2012 and 2016 whilst a full review of parking was carried out, issues with parking zones in Southsea were resolved and consultation on reintroducing a charge for the first Resident permit was undertaken.

5.4. The first Programme after this break was approved in 2015, and since then requests have been received that have caused the Programme to be reprioritised in response to the demand from residents and to deal with displacement parking. This was acknowledged in paragraph 4.9 of the report "Residents' Parking Programme of Consultation" approved on 31<sup>st</sup> July 2018 -

*There have been requests from local ward councillors and residents for consultation on Residents' Parking in the following wards: Charles Dickens, Copnor, Cosham, Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson and Paulsgrove. These consultations will be progressed when resources allow.*

5.5 On 26<sup>th</sup> February 2019, an update on progress of the 2018 Resident Parking Programme of Consultation was presented to Full Cabinet, and a rolling programme of consultation was agreed which has been taken forward.

- 5.6 On 16<sup>th</sup> July 2019 full council passed a motion "Council notes the continuing piecemeal expansion of residents' parking across the city. It remains concerned that this is being implemented in an unplanned and uncoordinated way. It therefore calls on the Cabinet Member for Traffic and Transportation to draw up and publish a strategic plan for the management of parking in residential and non-residential areas covering a period of at least five years." This report presents a strategy developed for considering requests for new RPZs from across the City, prioritising them and dealing with potential displacement as part of a rolling programme. The new Programme proposed in this report will take many years to implement but the precise time will depend on how many areas will require action.
- 5.7 A Parking Strategy for Portsmouth is being developed as part of the Transforming Cities Bid and this is expected to be brought to a Traffic and Transportation Decision meeting later this financial year. The comprehensive strategy will cover on street public parking, public off street parking, park and ride as well as residents' parking.
- 5.8 For reference, the normal consultation process for RPZs is set out below:

Stage 1: Informal Consultation	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	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

## 6. Resources and Workstreams

- 6.1 Additional resources have been recruited to help deliver the Programme. An additional Senior Transport Planner has been recruited to the Parking Team to progress traffic regulation orders and parking zones, working three days a week. In addition the level of resources available to support the team has also been increased, enabling two workstreams to operate at the same time.
- 6.2 Current work on the Programme involves developing MD, ME, MF and HC zones. This work has been divided into two workstreams; one dealing with zones with prefixed with "M" and in the new programme it is proposed the second will work on zones prefixed with "H". It is proposed that when a workstream is introducing a new RPZ which has the potential to cause significant displacement that surrounding areas which do not have an RPZ are surveyed. It is further proposed that this process continues until displacement issues have been addressed or until the residents in adjacent areas do not want a zone. In this way any displacement issues can be dealt with in a systematic way.
- 6.3 The first workstream is looking at the "M" zones. Work is currently progressing on MD, ME and MF zones. Formal consultation on ME zone took place in July/August and formal consultation on MF zone is planned for November/December. It is proposed that this workstream will then continue to consult on permit parking in MG, MH, MI and MJ zones

and beyond unless a point is reached whereby parking zones are not needed or supported by residents.

- 6.4 The second workstream is currently focusing on HC zone within Baffins Ward. If permit parking is introduced within HC zone there is likely to be displacement into the surrounding area, where residents have reported existing problems with parking congestion. The informal survey results tell us that the parking problems are caused by residents' vehicles rather than external factors such as, commuters, shoppers, tourists or parking by students. As such, the Residents' Parking Programme of Consultation has been revised to consider potential displacement into surrounding areas at an early stage.
- 6.5 Accordingly, new zones have been identified for consultation: HD, HE, HF, HG, HH, HI, HJ, HK and HL. These are shown on the map attached at Appendix B. As with the first workstream looking at "M" zones it is proposed that the second, simultaneous workstream will continue to consult on permit parking in "H" zones unless a point is reached where an RPZ is not needed or supported by residents.
- 6.6 Table 2 below indicates the areas for consultation for the two workstreams with estimated timescales, as per the process described at paragraph 5.8 above whereby a positive response at Stage 1 informal survey leads to Stage 2 formal consultation via TRO. The order set out below is indicative, and may need to be adjusted subject to actual displacement and changes in local circumstances.

Table 2: Programme of Consultation - Workstreams and estimated timescales

I = Informal survey F = Formal TRO consultation R= Review

Year Quarter	2019/2020				2020/2021				2021/2022			
	1 AMJ	2 JAS	3 OND	4 JFM	1	2	3	4	1	2	3	4
<b>WORKSTREAM M</b>												
MD Kings (Approved - Implementation Q2 2019)				R								
ME Haslemere (informal complete)		F										
MF Craneswater (informal complete)			F									
MG Festing				I	F							
MH Westfield				I		F						
MI Middlesex				I			F					
MJ Ringwood					I			F				
<b>WORKSTREAM H</b>												
<b>Phase 1</b>												
HC Kendal (informal survey and exhibitions complete; analysing data)		I F										
<b>Phase 2</b>												
HD Wallington			I	F								
HI Dartmouth			I		F							
HJ Winton			I			F						
<b>Phase 3</b>												
HE Portchester						I	F					
HG Langley							I	F				
HH Shearer								I	F			
<b>Phase 4</b>												
HF Emsworth									I	F		
HK Thurbern										I	F	
HL Cobden											I	F

- 6.7 The Director of Regeneration is looking to recruit further resources to progress a third workstream. At this time, it is proving difficult to recruit people with experience of introducing residents parking schemes or similar traffic schemes. As a result we will look to consultants to provide resources until a resource becomes available either through recruitment or through the completion of an existing workstream.
- 6.8 It is more effective for consultants to look at existing zones than design new zones. Designing new zones requires considerably more local knowledge. The third workstream is proposed below to use consultants to focus on reviewing existing zones to optimise their operation. The programme may be amended in future if additional resources become available or circumstances change. There are many factors, both internal and external that may affect the programme as set out in this report so the timeframes should be seen as illustrative.
- 6.9 Table 3 below lists the areas still to be reviewed following the 2015 survey of all residents' zones. Each review will consider the comments raised by residents during these surveys and propose changes. These changes will be put forward as an amendment to the TRO and any objections will be considered at a T&T Decision meeting.
- 6.10 As per the decision taken by Cabinet Members on 1 July 2019, the MD Kings area parking zone is to be reviewed by the middle of March 2020. That review is to obtain feedback from those living and working within the MD Kings area parking zone, to identify any proposals for improvement that it may be appropriate to put forward.

Table 3: - Programme of Consultation in Existing Zones : Third Workstream

<b>Existing parking zones for review, to optimise their operation</b> (date of commencement)
<p><b>KC West Southsea (2004)</b></p> <p>2015 survey: <b>86%</b> keep zone <b>14%</b> remove zone</p> <p>2017 TRO consultation to reduce free parking time (3 hrs to 2 hrs): <b>24</b> in support / <b>9</b> objections (<b>2</b> of those support 'KC permit holders only') Not approved - 2<sup>nd</sup> review agreed in 2018 Programme</p>
<p><b>JF Garnier Street (2006)</b> West of Fratton Road, adjacent Asda superstore</p> <p>2015 survey: <b>67%</b> keep zone / <b>33%</b> remove zone Petition received for 'JF Permit Holders Only'</p>
<p><b>JE Fratton West (2006)</b> West of Fratton Road, south of Asda superstore</p> <p>2015 survey: <b>100%</b> keep zone / <b>0%</b> remove zone</p>
<p><b>GA Fratton (2001, 2004)</b> North of Fratton railway station up to St Mary's Rd</p> <p>Following the results of the 2016 consultation and subsequent info from residents, reduction of 2 hours' free parking to 1 hour may be proposed</p>

<b>Existing parking zones for review, to optimise their operation</b> (date of commencement)
<p><b>MA Beatrice Leopold</b> (2005) 2 cul-de-sacs south of Albert Road and MC zone with 2 hours' free parking</p> <p>2015 survey: <b>94%</b> keep zone / <b>6%</b> remove zone</p>
<p><b>AB Wymering</b> (2007, 2008) West of QA hospital</p> <p>2015 survey: <b>76%</b> keep zone / <b>24%</b> remove zone</p>
<p><b>BD Windsor Road</b> (2007) South of Cosham railway station</p> <p>2015 survey: <b>88%</b> keep zone / <b>12%</b> remove zone</p> <p>Petition received for 'BD Permit Holders Only'</p>
<p><b>HA Baffins Road</b> (2009) Baffins Rd and west to the railway line</p> <p>2015 survey: <b>57%</b> keep zone / <b>43%</b> remove zone</p>
<p><b>BC East Cosham</b> (2006, 2008, 2009) South-east of QA hospital</p> <p>2015 survey: <b>61%</b> keep zone / <b>39%</b> remove zone</p>
<p><b>LB Somerstown</b> (2012) Between Winston Churchill Ave and Elm Grove</p> <p>2015 survey: <b>69%</b> keep zone / <b>31%</b> remove zone</p>
<p><b>LA North Southsea</b> (2006) Between Winston Churchill Ave and Kings Rd</p> <p>2015 survey: <b>76%</b> keep zone / <b>24%</b> remove zone</p>
<p><b>JC Hyde Park Road</b> (2005) East of Isambard Brunel Rd</p> <p>2015 survey: <b>75%</b> keep zone / <b>25%</b> remove zone</p>
<p><b>KB Hambrook</b> (1999) Between Kings Rd and Southsea Terrace</p> <p>2015 survey: <b>97%</b> keep zone / <b>3%</b> remove zone</p>
<p><b>KD Castle Road</b> (2006) Between Kings Rd/Elm Grove and Kent Rd</p> <p>2015 survey: <b>90%</b> keep zone / <b>10%</b> remove zone</p>
<p><b>FB Whale Island Way</b> (2004) North of Portsmouth International Port</p> <p>2015 survey: <b>50%</b> keep zone / <b>50%</b> remove zone</p>

<b>Existing parking zones for review, to optimise their operation</b> (date of commencement)
<p><b>FC Landport North</b> (2006) North of Lake Rd, east of Commercial Rd</p> <p>2015 survey: <b>88%</b> keep zone / <b>12%</b> remove zone</p>
<p><b>FE Buckler's Court</b> (2009) Cul-de-sac west of Gladys Ave</p> <p>2015 survey: <b>97%</b> keep zone / <b>3%</b> remove zone</p>
<p><b>FF Rudmore Court</b> (2009) Parking area, west of the southern end of Twyford Ave</p> <p>2015 Survey: <b>80%</b> keep zone / <b>20%</b> remove zone</p>
<p><b>GB Alverstone Road</b> (2007) Adjacent Fratton Park stadium, north of Goldsmith Ave</p> <p>2015 survey: <b>67%</b> keep zone / <b>33%</b> remove zone</p>
<p><b>NA Priorsdean</b> (2003) Cul-de-sac east of Milton Rd</p> <p>2015 survey: <b>89%</b> keep zone / <b>11%</b> remove zone</p>
<p><b>BA Park Grove</b> (2005) North of Knowsley Rd, Cosham</p> <p>2015 survey: <b>80%</b> keep zone / <b>20%</b> remove zone</p>
<p><b>JA Portsea</b> (2003) South of Queen Street, east of The Hard</p> <p>2015 survey: <b>95%</b> keep zone / <b>5%</b> remove zone</p>

Table 4 - Areas with requests for new zones in priority order for future work:

<b>Potential new parking zones</b> (zone identifiers) (framework priority score)
<p><b>(KE) Pembroke Park</b> (score: 12) Blount Rd, Chadderton Gdns, Slingsby Close, Woodville Drive</p> <p>2012 petition: signed by the chairpersons on behalf of 3 Residents' Associations (Lingfield Court, Pembroke Park, Hartford House)</p> <p>Included on 2015 Programme</p>
<p><b>(JH) Railway View</b> area (score: 11) City centre, between Arundel Street and Canal Walk</p> <p>4 requests since 2015 Programme</p>

<b>Potential new parking zones</b> (zone identifiers)
<p><b>(FJ) Stamshaw North</b> area (score: 10) North of FG Stamshaw RPZ</p> <p>27 requests since 2015 Programme</p>
<p><b>(JG) Froddington Road</b> (score: 9) Fratton/Somerstown, east of Somers Road</p> <p>12 requests since 2015 Programme</p>
<p><b>(BG) Mulberry Lane</b> area (score: 8) Cosham, east and south of BF Park Lane RPZ, south of Havant Road</p> <p>29 requests since 2015 Programme</p>
<p><b>Extension to AB Wymering RPZ</b> (score: 7) Between Wymering Lane and Washbrook Road</p> <p>In conjunction with review of current AB Wymering RPZ operating and free parking times</p> <p>20 requests, 1 petition since 2015 Programme</p>
<p><b>(FI) Doyle Court</b> (score: 6) Service road off London Rd, Hilsea</p> <p>Requests recorded: <b>4</b> (of 10 properties)</p> <p>Included on 2015 Programme</p>
<p><b>(NB) Broom Square</b> (score: 4) North of the eastern end of Locksway Rd, Milton</p> <p>Requests recorded: <b>8</b></p> <p>Included on 2015 Programme</p>
<p><b>Extension to BC East Cosham RPZ</b> (score: 3) Between Burrill Avenue and East Cosham Road</p> <p>In conjunction with review of current BC East Cosham RPZ operating and free parking times</p> <p>8 requests since 2015 Programme</p>

6.11

The potential new parking zones set out in Table 4 have been prioritised by scoring them against the Priority Framework Matrix shown in Table 5 below. The recommended Matrix has been designed to help evaluate key factors relating to requests for new zones. It is intended to provide a measured way of recommending the order in which work is carried out based on the need for a zone and the support for it. No simple system can capture and weight all the factors that may affect parking in an area and so it is proposed as a guide rather than a rule.

Table 5: Priority Framework Matrix for New RPZs

<b>Question</b>	<b>Score</b>
4-20 requests received from local residents	<b>1</b>
21-50 requests received from local residents	<b>2</b>
>50 requests received from local residents	<b>3</b>
Request received from a local residents' group/association	<b>2</b> (per occurrence)
>50% of properties in the area have no access to off-street parking (driveways, hard-standings, garages etc.)	<b>2</b>
>50% of properties in the area have a frontage of under 5 metres in width	<b>2</b>
Is the area located within 500m of a major trip attraction (shopping centre, hospital, leisure venue, educational facility, tourist area...)?	<b>1</b> (per trip attraction)
Is the area located within 500m of a transport interchange (railway station, bus station, ferry terminal...)?	<b>2</b> (interchange without parking) <b>1</b> (interchange with parking)

## **7. Reasons for Recommendations**

- 7.1 RPZs can improve residents' opportunities of finding a parking space near to their homes. In some locations residents can spend a considerable time driving around streets looking for a space, which creates unnecessary congestion and air pollution.
- 7.2 Each area needs careful consideration according to the particular needs and a rolling programme provides the opportunity to do this. The recommendations are presented to provide a systematic way of reviewing requests for zones and addressing any displacement issues while considering the needs on area by area basis.

## **8. Equality impact assessment**

- 8.1 An EIA is not required at this stage as the report does not put forward any proposals to change restrictions and the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Each subsequent new proposal will be subject to public consultation and a separate report that assesses any impact on the Equalities Groups.

## **9. Legal implications**

- 9.1 As the recommendations do not propose any further action at this stage there are no legal implications. Any alterations or additions to the existing traffic regulations orders will require approval in the usual way.

## **10. Director of Finance's comments**

- 10.1 The resources required to deliver the programme have been met from the On Street Parking reserve, the additional resources required are in the region of around £40,000 per annum, but will cease when the programme has been fully delivered.
- 10.2 The costs to establish individual Resident Parking schemes is met from the On Street Reserve. The exact cost of these will not be known until the scheme has been designed and will be detailed when each scheme is considered at future Traffic and Transport Portfolio meetings.

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Signed by:  
Tristan Samuels  
Director of Regeneration

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

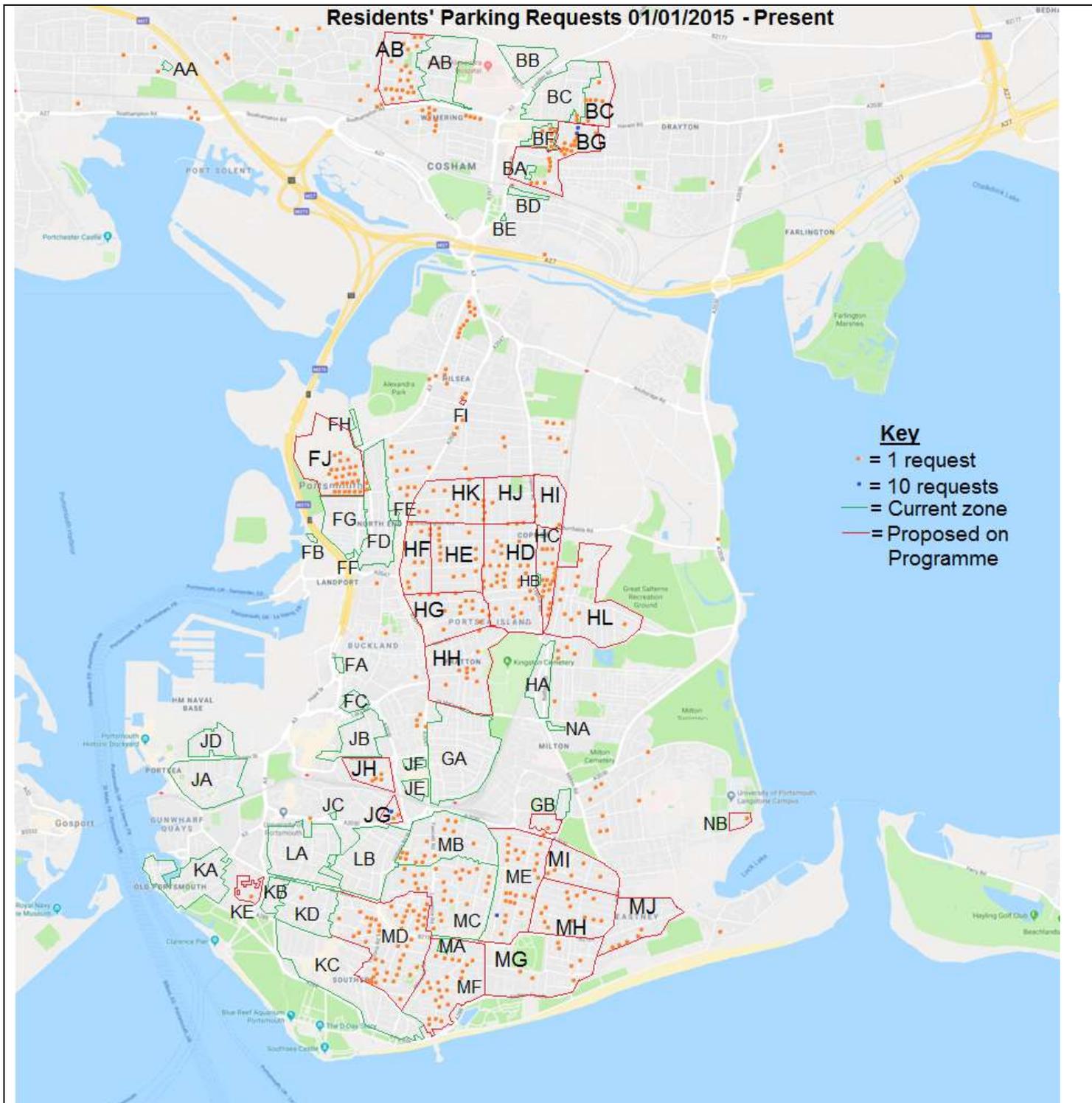
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

<b>Title of document</b>	<b>Location</b>
Residents' Parking Programme of Consultation Update	PCC website - Full Cabinet meetings - 26 February 2019
TECS Parking Review	PCC website - Full Cabinet meetings - 26 February 2019
Revised Residents' Parking Programme of Consultation	PCC website - Traffic and Transportation cabinet meetings - 31 July 2018
Residents' Parking Zones to be retained/amended	PCC website - Traffic and Transportation cabinet meetings - 15 July 2015
Residents' Parking Zones to be removed/reduced/amended	PCC website - Traffic and Transportation cabinet meetings - 15 July 2015

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

.....  
Signed by:  
Councillor Lynne Stagg  
Cabinet Member for Traffic & Transportation

APPENDIX A: Citywide plan of Residents' Parking requests



(End of report)