

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

**Date of meeting:** 16 July 2020

**Subject:** MD Kings area residents' parking zone: results of feedback survey

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

**Wards affected:** St Jude's

**Key decision:** No

**Full Council decision:** No

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**1. Purpose of report**

- 1.1.** To consider the response to the feedback survey on the MD Kings area residents' parking zone, which was introduced in September 2019.

Appendix A: Feedback survey form (published alongside this report)

**2. Recommendations**

- 2.1. Given the positive response to the MD Kings area parking zone, the following recommendations are made:**

- (i) That the MD Kings area parking zone remains in operation 4.30pm-6.30pm;**
- (ii) That formal consultation takes place on extending the permit eligibility of the adjacent KD zone to all properties on the west side of Grove Road South;**
- (iii) That the parking bays proposed under TRO 15/2019 within the MD zone for Richmond Road, Grove Road South, Waverley Road, Lowcay Road and Shirley Road, on which a decision was deferred in July 2019, are deleted and not implemented under that traffic order.**
- (iv) That a report is brought to the Cabinet Member for Traffic & Transportation on shared ("fuzzy") boundaries within parking zones, outlining the options available for permit holders.**

### **3. Background**

- 3.1** Formal consultation on the proposed MD Kings area residents' parking zone took place in February/March 2019 under TRO 15/2019. The proposed parking zone was approved by Cabinet Members on 1 July 2019, and it subsequently came into operation on 16 September 2019.
- 3.2** At the Cabinet decision meeting held on 1 July 2019, two further recommendations were added and approved:
- (2) That a review take place within 6 months of the introduction of MD Kings Area Residents' Parking Zone (at a time to be determined by the Director for Regeneration) to assess its impact.
  - (3) That consultation takes place on varying the use of some of the limited waiting parking restrictions on Albert Road (and those roads abutting it) before the review of the implemented MD Kings Area RPZ has taken place.
- 3.3** Recommendation (2) above: It was agreed that feedback would be sought within 6 months of MD zone being introduced to review its impact. This was due to the variety of suggestions made for alternative operating times, and the variety of parking needs reported by business, residents, visitors, employees etc.
- 3.3.1** The feedback survey was delivered to all 2850 properties within the MD zone in mid-January 2020, to be completed either online or on paper by 17 February 2020. The full results are published on Portsmouth City Council's website; visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) and search "parking survey results".
- 3.4** Recommendation (3) above: Written objections and a personal deputation at the decision meeting against the proposed MD parking zone by a particular business on Albert Road. It was therefore resolved that a proposal would be put forward to extend the operating times of the 2-hour limited waiting bay outside odd nos. 89-95 Albert Road from 8am-6pm to 8am-9pm (TRO 87/2019), to benefit local businesses.
- 3.4.1** When TRO 87/2019 was advertised, an objection was received to the Albert Road proposal, and therefore a report was taken to the Cabinet Member for Traffic & Transportation on 26 September 2019 for consideration. The proposal was approved, and the restriction of the parking bay located on the north side of Albert Road between the junctions of Goodwood Road and Oxford Road was changed at the end of October 2019. The parking bay can accommodate approximately 4 vehicles.
- 3.4.2** A further proposal was included in TRO 135/2019 to replace the residents' parking bay (4.30-6.30pm) with a 2-hour limited waiting bay (8am-9pm) on the east side of Napier Road - the road opposite odd nos.89-95 Albert Road. No objections were received and the signage will be updated this month. The parking bay is adjacent to the school site in Napier Road, and can accommodate approximately 4 vehicles.

## **4. Feedback survey results (ended 17 February 2020)**

### **4.1 Headline results:**

351 of 2580 surveys were completed (14% return)

96% were answered by residents, 2% by businesses, 2% by others

81% of respondents feel the parking zone has made it easier to find a parking space

65% of respondents feel the parking zone has reduced traffic congestion caused by vehicles looking for parking spaces

58% of respondents feel the parking zone is adequately enforced by the City Council

### **4.2 Common themes from the feedback survey:**

- Difficult to answer the enforcement question due to having not witnessed enforcement staff or Penalty Charge Notices attached to vehicles, but feel the parking zone is working nonetheless
- Lack of enforcement
- Operating times should be extended into the evening
- Kings Theatre still causes parking congestion
- Businesses and schools still cause parking congestion
- Mornings and weekends can still be a problem
- No long term parking anymore, particularly by students or commercial vehicles
- Commercial vehicles

### **4.3 Enforcement:**

**4.3.1** 58% of respondents indicated the parking zone is adequately enforced.

**4.3.2** 10% of people did not answer either way on whether the parking zone receives adequate enforcement, with some indicating they did not know.

**4.3.3** 32% felt the parking zone is not adequately enforced.

**4.3.4** It should be noted that the MD zone includes nearly 5.5 miles of residents' parking bays to enforce within the 2-hour restricted period.

**4.3.5** Residents felt enforcement levels had dropped off or that more enforcement is needed. This was reported by residents living in Albert Grove, Boulton Road, Chelsea Road, Duncan Road, Hamilton Road, Lawrence Road, Merton Road, St Vincent Road, Victoria Grove, Victoria Road South, Wilson Grove.

**4.3.5.1** Between 16 September 2019 and 18 February 2020 inclusive, 1347 Penalty Charge Notices were issued to vehicles parked in contravention of the 4.30-6.30pm permit holder restriction. 505 of those were issued in the roads listed above.

**4.3.6** 18 respondents specifically mentioned weekend parking remains a problem.

#### **4.4** Times of operation (4.30-6.30pm)

**4.4.1** The most common suggestion made is to extend the zone operating times further into the evening, particularly to restrict parking related to the evening economy of Albert Road.

**4.4.2** In the same way that people suggested a variety of operating times for the MD parking zone during the formal consultation in 2019, a number of different suggestions were put forward in response to the feedback survey:

- 4.30pm-7.30pm
- 4.30pm-7pm
- 4pm-8pm
- 4.30pm-8pm
- 4.30pm-8.30pm
- 4.30pm-9.30pm
- 4.30pm-8am
- 5pm-7pm
- 5pm-7am
- 5pm-8pm
- 5.30pm-8.30pm
- 5.30pm-7.30pm
- 6pm-8am
- 10.30pm-midnight
- 7am-9.30am (due to school on Albany Rd)
- 12 hour restrictions on Kenilworth Rd and St Simon's Rd due to Mayville School
- 4.30pm-6.30pm AND 8.30pm-10.30pm
- 4.30pm-6.30pm AND 10pm-6am
- 4.30pm-6.30pm AND 8am-9am
- 4.30pm-6.30pm AND 9am-10am
- Add 2 hour restriction in middle of the day
- Maximum stay 1 hour, 24 hours a day
- 2 hours' maximum stay, ending at 6pm
- 2 hours for visitors, applying 24 hours a day
- 3 hours for visitors, applying 24 hours a day
- Limited waiting on Albert Road should be reduced to 30 minutes from 2 hrs
- Overnight restriction from 7pm onwards
- Restriction times to include the morning
- Monday - Friday only
- 24 hour restrictions

**4.4.3** 4 representatives of one business on Albert Road have requested designated parking spaces on the public road for their premises' sole use.

**4.4.4** Extending the restricted times later into the evening as people suggest would have a more severe effect on the evening economy of Albert Road area, allowing limited street parking for non-permit holders to park during the evening. Whilst the measures in

place help to manage the parking and allow residents priority when most are returning from work, the impact on the local economy of this area and its future must be taken into consideration.

- 4.4.5** The operating times of 4.30pm-6.30pm take into account the Kings Theatre and evening economy of Albert Road. Many of the theatre performances start between 7pm and 7.30pm, with a number of patrons previously arriving up to 3 hours earlier. This practice is no longer possible if choosing to arrive by private car, and visitors have between 30 minutes to an hour to park before a show within the current times.

**4.5** Shared ("fuzzy") parking zone boundaries

- 4.5.1** A relatively small number of residents in Campbell Road (4), Lawrence Road (3) and St Simon's Road (1) raised the issue of living within a parking zone on the boundary with another zone, and potentially being able to park in either.

**5. Reasons for the recommendations**

- 5.1** The extra measures undertaken, and the feedback received, indicate that the objectives below for the MD Kings area residents' parking zone have been achieved:

- 81% of respondents feel the parking zone has made it easier to find a parking space
- 65% of respondents feel the parking zone has reduced traffic congestion caused by vehicles looking for parking spaces

- 5.2** The extended hours of free, limited-time parking within 2 marked bays in Albert Road and in Napier Road opposite means the turnover of parking spaces continues for a longer period into the evening, for the benefit of customers. Residents of Albert Road may not use these bays for long-term parking until after 7pm each day.

- 5.3** It is not usual practice for local authorities to designate parking spaces on the public roads for the sole use of specific premises, as has been requested by 4 representatives of one business on Albert Road. However, short-term parking bays are provided to cater for customers of an area to enable a turnover of spaces and improved access.

- 5.3.1** There are over 200 businesses along Albert Road in Southsea, all with employees and customers, and it is simply not possible to accommodate them all in conjunction with the thousands of people living in the area. The current restrictions improve the balance of parking opportunities but does not give anyone priority parking at all times.

- 5.4** 6 properties and 1 apartment block on the west side of Grove Road South hold permit entitlement for the adjacent KD zone, as agreed in 2006 when that zone became operational. Since the MD zone was introduced, residents of 3 properties on Grove Road South have asked for permit eligibility either for KD zone or MD zone.

- 5.4.1** Therefore, this report recommends proposing to extend the KD zone permit eligibility to odd nos. 11, 13 and 37-45 Grove Road South. The nearest MD zone bays are some

distance from Grove Road South, which itself does not have restricted parking bays. However, The Retreat and Queen's Crescent are accessed via the west side of Grove Road South, and some properties on Grove Road South have rear access via Queen's Grove and Woodpath within the KD zone.

- 5.5** With regard to those living on the boundary of two parking zones, there are options available within the legislative framework, and changes to permit software to be considered, which will be set out in a separate report to the Cabinet Member on shared boundaries, sometimes known locally as "fuzzy" boundaries.
- 5.6** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The MD Kings area parking zone aimed to better manage the parking and how it is used, improving the balance of parking opportunities between those living in the area and those visiting or working.
  - 5.6.1** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
  - 5.6.2** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and contribute to improving air quality.
  - 5.6.3** In particular, parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by single-occupancy private car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.
- 5.7** However, it remains the case that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. The current MD zone restrictions enable fairer use of the on-street parking available.

## **6. Integrated Impact Assessment**

- 6.1** An integrated impact assessment is not required as the recommendations do not have a positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

## **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 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** A proposed TRO 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.

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

**8.1** There are no costs associated with the recommendations in this report.

**8.2** The costs associated with implementing the zone have been around £50,000. The total amount of Income generated from residents permits since the implementation of the scheme has been in the region of £100,000, this is income from permits and scratch cards and before taking account of any enforcement costs.

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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>
Report to Cabinet Members: TRO 15/2019 Proposed Residents' Parking Zone (RPZ) for MD Kings Area	Portsmouth City Council website - Cabinet meetings, browse meetings, 1 July 2019, agenda and decisions
Report to Traffic & Transportation Committee: Albert Road Proposed amendment to parking restriction under TRO 87/2019	Portsmouth City Council website - Traffic and Transportation Committee, browse meetings, 26 September 2019, agenda, decisions and minutes
Feedback survey results	Portsmouth City Council website - Parking Survey Results page
Raw feedback survey results via SurveyMonkey	Downloaded to PCC system network storage

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

*(End of report)*