

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

Date of meeting: 20 August 2020

Subject: Residents' Parking Programme of Consultation -
Reprioritisation Post Covid-19

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1** The purpose of the report is to provide an update on the progress of the Residents' Parking Programme of Consultation and to recommend adjustments as a result of changes since the reprioritisation report of September 2019.

Within this report, RPZ means Residents' Parking Zone.

Appendix A: Revised Residents' Parking Programme map; a visual representation of this report showing existing RPZs and the areas identified for consultation.

2. Recommendations

It is recommended that:

- (a) The progress since September 2019 described in paragraph 3.7 is noted in conjunction with the 4-month delay caused by the Covid-19 pandemic;**
- (b) The amended Programme set out in Table 1 (page 4) is agreed and consultation continues within the rolling programme until a point where RPZs are not wanted or needed by residents in the areas referred to, and;**
- (c) If the workstream set out in Table 1 reaches a point where RPZs are not wanted or needed by residents that the next area to be considered is the area with the highest priority score shown in Table 2 (page 5).**

3. Background

- 3.1** On the 6 September 2019 a reprioritised Residents' Parking Programme of Consultation was agreed by the Cabinet Member for Traffic and Transportation. The report responded to a Full Council motion passed 16 July 2019 which stated "The 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."
- 3.2** This report reiterates the strategy developed for considering requests for new RPZs from across the City, prioritising issues of displacement as part of a rolling programme and setting a priority matrix for evaluating new requests. It remains likely that the Programme will take many years to implement and the precise time will depend on how many areas will require action.
- 3.3** In September 2019 the work was divided into workstreams; one focusing on Southsea parking zones prefixed with "M" and a second focusing on Baffins/Copnor parking zones prefixed with "H".
- 3.4** In addition, it was the intention to appoint consultants to engage with local people within existing parking zones, on how their operation could be improved, however pressure from the other workstreams has meant this has not progressed and with financial pressure caused by the Covid 19 this needs to wait until funding or resources are available.
- 3.5** The consultations within the 'M' workstream were progressed as per the timetable set out in the reprioritisation report of September 2019 until the end of March 2020 when it was effectively stopped by the Covid-19 pandemic.
- 3.6** The 'H' workstream focused on the area identified as HC Kendal Ave with the intention to consult in other areas if there was displacement from a new RPZ in HC. A programme was therefore developed to address displacement if HC was implemented. As with the 'M' workstream, it was proposed that the 'H' workstream consultations would progress until a point was reached where an RPZ was not needed or supported by residents.
- 3.6.1** The informal survey indicated that most residents would be in favour of an RPZ in HC, and therefore a parking zone was developed and put to formal consultation via traffic regulation order.
- 3.6.2** The proposed scheme did not receive community support, and, at the Traffic & Transportation public meeting held in February 2020, the decision was made to not proceed with the HC Kendal Avenue parking zone. Consequently, as there would not be any displaced parking from HC, the remainder of the "H" workstream was not progressed.

3.7 Progress between September 2019 and March 2020:

- 2 new RPZs were introduced (MD, ME zones)
- 2 new RPZs were agreed in February 2020 and were being implemented (MD zone extension, MF zone)
- Formal consultation in HC zone resulted in a decision not to progress that workstream
- 3 informal surveys were undertaken (MG, MH, MI).

Programme Development

4.1 It is proposed to amend the programme agreed in September 2019 in the following ways;

- extend the areas for consultation in the M workstream eastwards to allow for potential displacement;
- slightly amend the scoring matrix for prioritising areas to be considered;
- add new areas to those for consideration and consider them in priority according to the score they achieve.

4.2 Informal consultation in three "M" areas showed that residents consider a residents' parking scheme would be helpful: MG Festing Grove Area (59% yes, 39% no, 2% unanswered), MH Westfield Road area (73% yes, 25% no, 2% unanswered), and MI Middlesex Road Area (80% yes, 18% no, 2% unanswered). In view of the support for residents parking in these areas, formal consultation on proposed parking zones will take place. Formal consultation is already underway in MG area, which includes an extension to the MF zone to achieve improved boundaries and in response to survey feedback from residents.

4.3 Following the principle established in the September 2019 report that the rolling programme would look to address any displacement issues caused by new zones, 3 new areas have been added to the proposed programme to extend consultation eastwards. Table 1 shows the additions and a proposed timescale if consultation is necessary. The areas will be consulted if the workstream progresses into adjacent areas. The cessation of the "H" workstream means 9 areas have been removed from the programme.

4.4 In 2019 residents in roads around GB Alverstone Road area were surveyed to see whether they were in favour of expanding that zone to include them. A small majority were not in favour of an expanded residents parking scheme: 54% to 46%. Therefore, no formal proposals were put forward and residents were advised accordingly. The survey results are published on www.portsmouth.gov.uk under 'Parking Surveys Results'.

4.5 Due to the implementation of the ME Haslemere Road area RPZ immediately to the south of Goldsmith Avenue and the additional parking restrictions during football league matches at Fratton Park, residents have reported problems finding parking space. It is therefore proposed to resurvey that area and the Programme has been updated accordingly.

Workstreams

Table 1: Programme of Consultation - Workstreams and estimated timescales

I = Informal survey

F = Formal TRO consultation

Year		2020/21			2021/22
Quarter		2 July August September	3 October November December	4 January February March	1 April May June
	Covid-19 lockdown				
MF Craneswater area extension		F			
MG Festing Rd area		F			
MH Westfield Rd area		F			
MI Middlesex Rd area			F		
MJ Ringwood Rd area		I	F		
GB Alverstone Rd area extension		I		F	
MK Ferry Rd area			I	F	
NC Kingsley Rd area			I		F
NB Locksway Rd area				I	F

- 4.6** During the restrictions imposed by the government in response to Covid- 19, consultations and work to implement an extension to MD zone and MF zone was halted. Instead the team focused on preparing consultations and legal documents for the approved 'M' workstream and other work relating to parking, road safety improvements, traffic management and statutory undertakings, which may continue for some time.
- 4.7** It should be noted that the revised programme shown in Table 1 is significantly shorter than the programme proposed in the report in September 2019 report due the H workstream ceasing. The current workstream could end sooner than shown in Table 1 if there is insufficient support or need for further RPZs in the areas highlighted. If that happens the recommendation is the next area to be consulted will be the one with the highest score shown in Table 2 below.
- 4.8** The 6 September 2019 reprioritisation report set out the new areas to be consulted about residents' parking, prioritised according to the framework set out in the September 2019 report see paragraph 4.10 below.
- 4.9** The area with the previous identifier of HH Shearer remains on the Programme with a new, more accurate identifier of GC, due to community requests, proximity to the GA zone, hospital, church, school, shopping centre etc.

Table 2 - Areas with requests for new zones in priority order for future work:

Potential new parking zones (zone identifiers) (framework priority score)
<p>(JH) Railway View area (score: 11) City centre, between Arundel Street and Canal Walk</p> <p>6 requests since 2015 Programme</p>
<p>(FJ) Stamshaw North area (score: 10) North of FG Stamshaw RPZ</p> <p>27 requests since 2015 Programme</p>
<p>(JG) Froddington Road (score: 9) Fratton/Somerstown, east of Somers Road</p> <p>12 requests since 2015 Programme</p>
<p>(KE) Pembroke Park (score: 8) Blount Rd, Chadderton Gardens, 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>(GC) Shearer Rd area (score: 8) Between St Mary's Road and New Road</p> <p>19 requests since 2015 Programme</p>
<p>Extension to AB Wymering RPZ (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>(BG) Mulberry Lane area (score: 6) Cosham, east and south of BF Park Lane RPZ, south of Havant Road</p> <p>29 requests since 2015 Programme</p>
<p>(FI) Doyle Court (score: 6) Service road off London Rd, Hilsea</p> <p>Requests recorded: 4 (of 10 properties) Included on 2015 Programme</p>

Potential new parking zones (zone identifiers) (framework priority score)
Extension to BC East Cosham RPZ (score: 3) Between Burrill Avenue and East Cosham Road In conjunction with review of current BC East Cosham RPZ operating and free parking times 8 requests since 2015 Programme
(NB) Broom Square (score: 4) North of the eastern end of Locksway Rd, Milton Requests recorded: 8 Included on 2015 Programme. Note: This area has been absorbed into the NB Locksway Rd Area, shown within Table 1, and therefore no longer requires separate consideration.

4.10 The matrix below in Table 3 was designed to help evaluate key factors relating to requests for new zones. It intends 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 was proposed as a guide rather than a rule. Following concerns about Residents' Associations scoring separately and potentially unfairly, they have been removed from the updated matrix.

Table 3: Priority Framework Matrix for New RPZs

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

4.11 Table 4 below lists the areas 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. Consideration has been given to recruiting further resources to progress the workstream reviewing existing parking zones. It proved difficult to recruit people with experience of introducing residents parking schemes or similar traffic schemes. The plan was to use consultants to help with this area but with the current financial position brought about by Covid 19 we will currently need to use in-house resources when they become available.

Table 4: - Programme of Consultation in Existing Parking Zones

Existing parking zones for review, to optimise their operation (date of commencement)
<p>KC West Southsea (2004)</p> <p>2015 survey: 86% keep zone 14% remove zone</p> <p>2017 TRO consultation to reduce free parking time (3 hrs to 2 hrs): 24 in support / 9 objections (2 of those support 'KC permit holders only') Not approved - 2nd review agreed in 2018 Programme. This remains the parking zone that residents most complain about in terms of the long free parking time for visitors.</p>
<p>JF Garnier Street (2006) West of Fratton Road, adjacent Asda superstore</p> <p>2015 survey: 67% keep zone / 33% remove zone Petition received for 'JF Permit Holders Only'</p>
<p>JE Fratton West (2006) West of Fratton Road, south of Asda superstore</p> <p>2015 survey: 100% keep zone / 0% remove zone</p>
<p>GA Fratton (2001, 2004) 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>
<p>MA Beatrice Leopold (2005) 2 cul-de-sacs south of Albert Road and MC zone with 2 hours' free parking</p> <p>2015 survey: 94% keep zone / 6% remove zone</p>
<p>AB Wymering (2007, 2008) West of QA hospital</p> <p>2015 survey: 76% keep zone / 24% remove zone</p>
<p>BD Windsor Road (2007) South of Cosham railway station</p> <p>2015 survey: 88% keep zone / 12% remove zone</p> <p>Petition received for 'BD Permit Holders Only'</p>



Existing parking zones for review, to optimise their operation (date of commencement)
<p>HA Baffins Road (2009) Baffins Rd and west to the railway line</p> <p>2015 survey: 57% keep zone / 43% remove zone</p>
<p>BC East Cosham (2006, 2008, 2009) South-east of QA hospital</p> <p>2015 survey: 61% keep zone / 39% remove zone</p>
<p>LB Somerstown (2012) Between Winston Churchill Ave and Elm Grove</p> <p>2015 survey: 69% keep zone / 31% remove zone</p>
<p>LA North Southsea (2006) Between Winston Churchill Ave and Kings Rd</p> <p>2015 survey: 76% keep zone / 24% remove zone</p>
<p>JC Hyde Park Road (2005) East of Isambard Brunel Rd</p> <p>2015 survey: 75% keep zone / 25% remove zone</p>
<p>KB Hambrook (1999) Between Kings Rd and Southsea Terrace</p> <p>2015 survey: 97% keep zone / 3% remove zone</p>
<p>KD Castle Road (2006) Between Kings Rd/Elm Grove and Kent Rd</p> <p>2015 survey: 90% keep zone / 10% remove zone</p>
<p>FB Whale Island Way (2004) North of Portsmouth International Port</p> <p>2015 survey: 50% keep zone / 50% remove zone</p>
<p>FC Landport North (2006) North of Lake Rd, east of Commercial Rd</p> <p>2015 survey: 88% keep zone / 12% remove zone</p>
<p>FE Buckler's Court (2009) Cul-de-sac west of Gladys Ave</p> <p>2015 survey: 97% keep zone / 3% remove zone</p>

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

5. Reasons for recommendations

- 5.1** The revised timetable (Table 1), consolidates the workstream into one as the result of the decision to not progress the 'H' workstream, the progress made within the 'M' workstream and the impact of the Covid-19 pandemic on the timetable, as agreed in the September 2019 decision report.
- 5.2** A number of main roads in Portsmouth suffer from severe congestion, particularly at peak times, due to the concentrated, and growing population of the city, high visitor numbers, and the geographical layout, with only three roads on and off the main island area. With car ownership in Portsmouth showing a steady increase over recent years, there is increasing pressure on the road network, and also the availability of on-street residential parking spaces.
- 5.3** 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.
- 5.4** Each area requires 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.

6. Integrated Impact Assessment

6.1 An Integrated Impact Assessment 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.

7. Legal implications

7.1 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.

8. Director of Finance's comments

8.1 There are no direct financial implications as a result of the recommendations within this report.

8.2 The loss of parking income since the Covid-19 pandemic has been acute and as such the ability to fund expenditure from the Off Street parking reserve is limited. Any schemes that require an amount of funding to set them up that is not projected to be funded from permit income will need to be postponed until next financial year or when social distancing measures are removed that will allow enough revenue to come back into the reserve in order to be able to fund this type of activity.

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Signed by:

Appendices: A) Residents' Parking Programme Map

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
Residents' Parking Programme of Consultation - Reprioritisation	PCC website - Traffic and Transportation cabinet meetings - 6 September 2019
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

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Signed by:

(End of report)