



Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	12 October 2023
Subject:	Residents Parking Programme of Consultation
Report by:	Kerri Farnsworth, Interim Director Regeneration
Report Author:	Kevin McKee, Parking Manager
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To propose a further programme of consultation on residents parking zones.

2. Recommendations

It is recommended that the Cabinet Member for Transport approves:

- 2.1 That the Residents' Parking Programme of Consultation progresses with 3 work streams as set out in paragraphs 4.4 to 4.5 of this report;**
- 2.2 That there are rolling programmes around these areas so that a residents parking scheme is agreed in an area, areas around it are then consulted**
- 2.3 That the costs of external consultancy are met from the parking reserve;**
- 2.4 That staffing in the parking permit and suspensions teams are kept under review in anticipation of the increasing number of zones.**

3. Background

- 3.1 The City Council receives regular requests from resident for residents parking schemes. In each area being considered an informal consultation is carried out where residents are asked a series of questions about whether there is a parking problem in their area, when it occurs, what causes it and whether they



think a Residents Parking Zone would be useful. If the results of the informal survey are positive there is then a formal consultation required for enacting a Traffic Regulation Order to make the restrictions required to implement the scheme.

- 3.2 The Council has run a number of programmes of consultation. It is recognised that if a scheme is introduced in one area it may create displacement issues on the boundary. This maybe caused by residents moving vehicles they do not want to buy permits for or by people parking vehicles that are not eligible for permits. In many cases these vehicles are moved to just outside the zone where parking is unrestricted.
- 3.3 To counter this there has been a rolling programme to consult in areas surrounding a new zone. This means considerable time can be taken focused on a rolling programme and while this is taking place other areas are not progressed.
- 3.4 The last programme of consultation was decided on 2 September 2021. It was agreed that areas that had been on the list for consultation for some time but were unlikely to cause displacement should be actioned and then the programme should look at a further rolling programmes starting with the area around Shearer Road GC if a zone was proposed for that area, then Mulberry BG, Wymering AB and Cosham BC.
- 3.5 The programme agreed in September 2021 identified five areas for consultation where significant displacement was unlikely, these were:
- (i) Doyle Avenue
 - (ii) North Stamshaw
 - (iii) Pembroke Park
 - (iv) Froddington Road
 - (v) Railway View
- 3.6 The programme has been significantly delayed by staff departures, difficulties recruiting and competing priorities and increased need for Traffic Regulation Orders. This has impacted on the progress of the Residents Parking Programme of Consultation. An update is presented in the following paragraphs of this report.
- 3.7 Informal consultation has been conducted in each area listed in paragraph 3.5 above.
- Doyle Court**
- 3.8 Following discussion with local ward members Doyle Avenue was not progressed. The informal survey produced a strange result where 54% of



respondents said they thought a residents parking scheme would be useful but 62% said there was not a problem parking. It did not seem sensible to proceed with a formal scheme and propose residents pay for permits when almost two thirds of those who responded felt there was no problem parking.

Stamshaw North

3.9 Formal consultation was conducted on Stamshaw and decision to proceed was taken by the Cabinet Member for Transport' decision meeting on 10 August 2023.

3.10 Pembroke Park

The zone went live in October 2022.

3.11 Railway View/Froddington Road

The proposed Traffic Regulation Order for these zones is being finalised and formal consultation will take place shortly.

3.12 The next area for formal consultation in the programme is Shearer Road and this report puts forward a suggested rolling programme around that area. However, it is also recognised that with the current resources it may take some time to complete and if only one area was progressed it would lead to other areas waiting.

3.13 The council has been unsuccessful in appointing sufficient additional resources to support this work area. This is due to a national skills shortage and the workload also fluctuates. This report therefore proposes a recommendation to deliver the programme supported by external resources but manage the work closely internally.

4. Reasons for recommendations

4.1 Under the existing September 2021 programme if a proposed RPZ in the Shearer Road area is agreed following formal consultation a rolling programme of consultation would start in the surrounding areas. If a zone was not approved in the Shearer Road area, consultation would take in BG Mulberry and if that was approve a rolling programme would commence around that area.

4.2 A rolling programme can take a significant time to complete and considering one area at a time may mean that those areas further down the list may have to wait before being actioned.

4.3 In order to increase the speed at which residents' concerns can be addressed it is proposed to employ a specialist consultancy to help support, develop and deliver the more technical aspects of the programme including managing informal consultations, drafting of Traffic Regulation Orders, sign and marking



design and Formal Consultation. Each RPZ creates different local issues, and it is important that this external consultancy works closely with a council officer for local input.

4.4 Using this external resource, when necessary, it is recommended that the programme has three work streams:

Central Workstream

(i) Formal Consultation in the Shearer Road area (GC) and a rolling programme spanning out from there starting with Winchester Road area (GD) and if a residents parking zone is agreed for GD the next areas will be considered for consultation.

Eastern Workstream

(ii) Informal and if appropriate formal consultation in the area east of the existing zones in NB Locksway Road area where displacement is currently taking place. If a residents parking zone is agreed in NB the area to the south NC will be consulted.

Northern Workstream

(iii) Informal and if appropriate formal consultation in the area round the between Cosham Station - BG Mulberry Lane, BC East Cosham and the Queen Alexdra Hospital (BG) and Roads to the West of Wymering Lane (except Cromer and Colchester Roads which are already controlled) as an extension of the AB zone. Depending on the results of informal and formal consultations rolling programmes will be put in place to consider any significant issues of displacement.

4.5 Outline of Programme

Work Stream	October /November	December/ January	February /March	April/May
(i) Centre		GD - Winchester Road Informal		
	GC Shearer Road - Formal		GD - Winchester Road Formal	
(ii) East	NB Locksway Road - Informal		NC - Kingsley Road Informal	
		NB Locksway Road - Formal		NC- Kingsley Road Formal
(iii) North	BG Mulberry Lane - Informal	BC East Cosham Extension -Informal	AB Wymering Lane - Informal	
		BG Mulberry Lane Formal	BC East Cosham Extension -Formal	AB Wymering Lane Formal

4.6 Once a new zone has been agreed, the implementation requires the signs and lines to be designed, ordered and installed. The Parking Service has a small technical team which can erect signs, but RPZs tend to require a large number of signs and this can stretch the internal team. Depending on work load it maybe



necessary to use the specialist consultancy to specify and implement the signs. This will be reviewed as throughout the programme.

4.7 Before a new zone goes live all properties in the area need to be notified and the process for applying for residents, visitors and business permits explained. In addition, there are often many questions from residents, visitors and businesses that need to be answered. This creates a peak of work prior to implementation.

4.8 A similar situation occurs with suspension requests. These are requests to suspend formal parking bays, so an area is kept clear for a house removal or works on the highway or works effecting the highway. These requests have increased significantly since the Pandemic.

4.9 It takes a considerable time to recruit and train new staff and there is often a lag between the increased workload and the staff required. With an accelerated programme we need to keep this under review.

5. Integrated impact assessment

An integrated impact assessment has been carried out on the process of consultation and the results are attached in Appendix 2.

6. Legal implications

6.1 The City Council's statutory duties as a local transport authority in relation to the management of parking in the City are identified in the body of the report. The further development of a detailed scheme is intended to contribute to the fulfilment of those statutory duties.

6.2 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.

7. Director of Finance's comments

7.1 The indicative cost for an external consultancy to undertake the informal, then formal consultations for the implementation of a new Residents Parking Zone is estimated to be in the region of £40,000. For the first zone, a significant amount of work is required to prepare and develop materials, templates, and ways of working. It is therefore anticipated that consultations on further zones would cost less.



- 7.2 The seven zones outlined in the programme in 4.5 could therefore cost up to £280,000, some of which is likely to fall into the 2024/25 Financial Year.
- 7.3 This cost can currently be met from the On Street Parking cash limit, utilising underspends arising from staff shortages (referenced in 3.6) and income upsides against the year-to-date budget.
- 7.4 Should any unforeseen pressures emerge on the On Street Parking cash limit before the end of the 2023/24 Financial Year, the Council will look to use the Parking Reserve.

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Signed by:

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: