

Title of meeting: Cabinet Member for Transport Decision Meeting

Date of meeting: 20th March 2024

Subject: Portsmouth Parking Strategy

Report by: Felicity Tidbury, Assistant Director Economy,
Planning and Transport

Report author: Richard Pemberton, Transport Strategy Team
Leader

Cabinet Member: Councillor Gerald Vernon-Jackson, Cabinet Member
for Transport

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To provide an update on the results of the parking strategy consultation and to approve the Portsmouth Parking Strategy and adopt this strategy as a supplementary document of the Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4)).

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1. **Notes the results of the Portsmouth Parking Strategy consultation;**
- 2.2. **Approves the content of the Portsmouth Parking Strategy (Appendix A), to be adopted;**
- 2.3. **Delegates authority to the Assistant Director for Economy, Planning & Transport in consultation with the Cabinet Member for Transport to enable any required updates to be made to the parking strategy actions, to ensure they remain effective for the delivery of the policies and objectives of the adopted strategy.**

3. Background

- 3.1. The parking strategy will support all those who travel in Portsmouth, ultimately supporting improved travel choices for all those seeking to travel into and move around the city, whether by private car or using alternative modes.
- 3.2. It includes measures to encourage sustainable travel options, particularly in areas of high parking congestion, seeking to make parking easier through encouraging fewer vehicles.
- 3.3. The parking strategy is an integral strategy document to support delivery of both the Portsmouth Transport Strategy and the Portsmouth Local Plan. The parking strategy aims to support the Local Plan strategic allocations where there are under-utilised car parks in the city centre that can be re-purposed to increase productivity and economic benefits.
- 3.4. The parking strategy will be an enabler of, and support, external funding bids, high profile PCC projects, and corporate and transport priorities, including:
 - Portsmouth Transport Hub
 - South East Hampshire Rapid Transit
 - City centre regeneration
 - Decarbonisation and climate change improvements
 - Air quality improvements and the Clean Air Zone
 - National Bus Strategy - Bus Service Improvement Plan (BSIP)
 - Portsmouth Local Plan, masterplans and Parking Supplementary Planning Document (SPD)
 - Proposals to expand the cruise sector from Portsmouth International Port
 - The Seafront Masterplan and Southsea coastal defence project
- 3.5. The Portsmouth Parking Strategy was outlined for delivery in the first year of the LTP4 Implementation Plan. This is following it being identified as a measure in the Portsmouth Transport Strategy. It supports the strategic objective of 'Deliver cleaner air' whilst also cutting across and being delivered alongside the other strategic objectives, particularly those measures to increase active and shared travel (such as cycle hangars, bike share, rental e-scooters and car clubs) as well as initiatives to transform public transport use.
- 3.6. Initially it is envisaged that these investments will still see many residents continue to own a car but use it less often, and keep it parked at home. However, as residents increase using alternative modes for journeys, some may decide that they no longer need to have a second car in their household or even at all.
- 3.7. Parking is a key issue in Portsmouth. The city is one of the most densely populated urban areas in the UK outside of London, with a population of approximately 217,000 that is expected to grow to 236,000 by 2041. The



unique geography and history of Portsmouth has resulted in the high density of local roads and terraced housing in the city, which exacerbate local parking pressures. Additionally, there are over 8,000 business located in the city and Portsmouth receives 9.3 million visitors a year, contributing to parking demand.

- 3.8. Car ownership has grown significantly in the city over the last decade or so. Between 2011 and 2021, the number of cars registered in the city increased by 16,800 vehicles. At the end of 2021, there were 107,400 cars registered in the city, compared to 90,600 at the end of 2011. The number of cars registered per person in the city (0.51) is now above the national average (0.48). This growth in ownership of cars is a key factor contributing to parking problems in some areas of the city.
- 3.9. Many streets in Portsmouth pre-date the mass adoption of motor vehicles so were never designed for current traffic levels or parking requirements. As of the 2021 Census, 69.7% of households had one or more vehicles and 20.8% of households in the city had two cars or vans, with a further 5.4% of households having three or more cars or vans. Conversely, 30.3% of households do not have access to a vehicle- this is a higher proportion of households without access to a car than any other non-London County/Unitary Authority in the south of England except Brighton or Oxford.

4. Consultation

- 4.1. An internal cross-departmental officer working group, including public health, planning, culture and leisure, housing, business development and licensing helped to shape the draft Portsmouth Parking Strategy objectives and policies.
- 4.2. All councillors were invited to workshop sessions to consider these draft objectives and policies in July 2023. Three workshops were also held with key stakeholders including businesses and transport operators.
- 4.3. Feedback received during these workshops was considered in finalising the draft objectives and policies for public consultation.
- 4.4. Approval for consultation was granted at the Cabinet Member for Transport Decision Meeting on 14 September 2023.
- 4.5. A six-week public consultation ran between 18 September and 29 October 2023. The consultation was promoted via digital means as well as in person events held. Individuals were encouraged to respond via an online form but the opportunity to provide written responses via a paper survey form was also available. A number of comments were made by other means (mostly by email and social media) and these have all been considered as part of the consultation findings.
- 4.6. Twelve face-to-face events took place, these consisted of:



- Four larger 'drop-in' events carried out in the North End, Cosham and Central Libraries, as well as outside in Commercial Road.
- Eight smaller 'pop-up' events which took place at Old Portsmouth; the Mountbatten Centre; Palmerston Road; Copnor; Somers Town; Baffins; the University Library and Bransbury Park.

4.7 Flyers and paper surveys were available to take away at all events, and staff were available to answer any questions. A count was made of the number of interactions at each venue with the team speaking to over 250 people in total.

5. Consultation results

5.1. A detailed report on the consultation has been independently prepared by the council's research team and can be found in Appendix B.

5.2. 2,086 survey responses were received, 94% of which were from Portsmouth residents. There was a fairly good representation from all age groups over the age of 25 but only 1% of responses were from under-25s. Overall, the consultation is judged as likely to have achieved a representative sample of opinion from the population.

5.3. The main findings are:

- Overall, the results indicate a generally high level of overall agreement with the draft objectives and policies, across a broad section of age groups, genders and parts of the city.
- Just over two thirds of respondents (68%) agreed with the draft objectives, whilst 12% disagreed with the objectives.
- The majority of respondents (over 60%) agreed that policies A to F would help achieve Objectives 1 and 2 set out in the draft strategy.
- 47% of respondents agreed that policies G to H were the right ones to achieve objective 3, although 17% of respondents disagreed with these policies.

5.4. The survey primarily sought further comments from respondents who disagreed with the objectives and/or policies, so the written comments tended to focus more on reasons why a minority of respondents (typically 5% to 10% of respondents for any given policy or objective) did not support parts of the draft strategy. These further comments tended to cite the following as reasons for disagreement:

- Need for a greater focus on the needs of residents, or more focus on specific issues in residents parking zones such as commercial vehicle parking
- Suggestions related to greater regulation of parking permits or changes to permit arrangements
- Need for a greater focus on/improvement to public transport



- Doubts about achievability of some of the aspirations, or concerns that the strategy had too much focus on the environmental agenda or that certain actions could impose more cost on drivers
- 5.5. The general conclusion drawn from the consultation exercise was that the content of the draft objectives and policies which were consulted on were generally supported.
- 5.6. There are some specific areas where minor improvements have been made based on feedback received. These include;
- Expanded explanatory text added for all policies, and expanded explanation of the challenges and opportunities that the strategy responds to.
 - Additional short-term actions to promote use of the park and ride have been identified.
 - The title and some of the wording for policy C has been changed to help clarify this policy in response to comments that the draft of this policy was confusing, and additional detail has been added regarding the proposed strategic approach to provision and charging for parking serving different destination areas.
 - Addition of an undertaking to review suggestions on possible measures to reduce commercial vehicle parking pressures and consider best practice from other similar areas in Policy F.
 - Also under Policy F, the council will seek to take forward as soon as is practicable changes to permit prices for lower emission vehicle / zero emission vehicles in permit parking areas.
 - Some of the wording supporting Policy H has been updated to clarify some matters relating to a potential Workplace Parking Levy.

6. Next Steps

- 6.1. If approved for adoption this strategy and its action plan will be taken forward to be delivered with appropriate engagement and as resources are identified.
- 6.2. These actions will be brought forward through the Portsmouth Transport Strategy governance, with schemes being added to the LTP4 Implementation Plan.

7. Reasons for recommendations

- 7.1. The Portsmouth Parking Strategy is being brought forward to support delivery of the Portsmouth Transport Strategy and has been identified as a key priority, being the first supplementary strategy of the Portsmouth Transport Strategy to be developed.
- 7.2. Having an adopted parking strategy will set in place a range of policies which will support and guide future decision making related to matters of importance to the

city and its residents. These include city centre regeneration, parking management, and active, shared and public transport, ensuring that decisions in these areas contribute towards achievement of the city's long term strategic objectives including regeneration, economic growth, and delivering cleaner air.

7.3. Portsmouth City Council has undertaken a public consultation to obtain the views of residents, visitors and businesses in line with normal strategy development. The consultation responses have been analysed, and an updated strategy has now been prepared.

8. Integrated Impact Assessment (IIA)

8.1 An IIA has been undertaken, and is attached as Appendix C.

9. Legal Implications

9.1 As set out in the body of the report, the draft Portsmouth Parking Strategy is being developed in accordance with the aims and objectives of the City Council's adopted statutory Local Transport Plan (LTP4) and its development is provided for in the Implementation Plan which forms part of that plan.

9.2 The LTP4 Implementation Plan specifically provides for the undertaking of stakeholder and wider public consultation on the further development of individual policies and strategies forming part of the plan and the process undertaken to arrive at the recommendations in this report was designed to fulfil that commitment.

9.3 As decision maker, the Cabinet Member needs to be satisfied that the consultation was conducted at a time when the proposals were at a sufficiently formative stage, with adequate information provided to consultees and sufficient time given to allow proper and informed responses, leading to an open-minded consideration of the responses.

10. Director of Finance's comments

10.1 The development, consultation and adoption of the strategy will be funded from the Bus Service Improvement Plan. This budget is funded entirely by external grant awarded by the Department of Transport.

10.2 Any specific initiatives considered following adoption of the strategy will be subjected to a financial appraisal as part of the process of engagement and consultation.

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Signed by:



Appendices:

Appendix A - Portsmouth Parking Strategy

Appendix B - Report of the Portsmouth Parking Strategy consultation

Appendix C - IIA

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
Portsmouth Transport Strategy (LTP4)	https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/
LTP4 Implementation Plan	Portsmouth Transport Strategy 2021-2036
Portsmouth Parking Strategy draft Objectives and Policies	Draft parking strategy consultation - Travel Portsmouth

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

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Signed by: