Portsmouth CITY COUNCIL

Portsmouth Parking Strategy 2024 -2034

Improving parking for a greener, healthier and better connected future.


GURNEY
ROAD

Contents

Foreword

Portsmouth is a bustling city, where transport is not just a necessity but a catalyst for continuous economic growth. Within this dynamic environment, transport plays a key role, knitting together communities, fostering mobility, and unlocking opportunities for residents, businesses, and visitors.

The way people choose to travel around the city, and the logistics of where and how they park their vehicle or bicycle, significantly influences how our city looks, feels, and functions. However, navigating through geographical constraints and acknowledging the significant role vehicles play in daily life pose distinct challenges. Striking a balance between providing accessible and stress-free parking while addressing the need to reduce carbon emissions, improve air quality, and reduce parking congestion remains a pressing concern. Consequently, overcoming these challenges calls for inventive solutions and a unified approach to parking management that not only supports broader environmental objectives but also sustains the seamless operation of transport networks across the city.

This parking strategy outlines the council's comprehensive policies and plans for parking. With a focus on enhancing residents' parking experiences, introducing innovative technologies, fostering economic growth, and advancing environmental sustainability through the promotion of sustainable travel, it aligns seamlessly with our city's evolving needs. Furthermore, this strategy is developed alongside our emerging Local Plan, complementing proposals for housing and employment growth.

I am confident that this parking strategy will play a pivotal role in furthering our commitment to creating a safer, healthier, and thriving city where transport enables everyone to navigate their daily lives easily in Portsmouth.

Cllr Gerald Vernon-Jackson
Cabinet Member for Transport


enterprise
CarClub
CAR CLUB

Introduction

Parking plays a pivotal role in Portsmouth's Transport Strategy ambition to transform travel within the city and wider travel to work area, recognising it impacts all those who live in, work in, and visit Portsmouth. This strategy sets out the council's approach to parking across the city and will help inform and guide future decisions on matters under the council's control relating to parking.

As the highway and transport authority, the council has statutory responsibilities to ensure the expeditious, convenient, and safe movement of traffic, including pedestrians and cyclists, and the provision of suitable and adequate parking facilities on and off the highway[1].

This strategy supports the council's statutory functions through the identified policies and action plan, with a particular focus on ensuring the management of parking supports sustainable development and regeneration of the city, improving the quality of life for residents and visitors, and supporting improvements to air quality and reductions in carbon emissions.

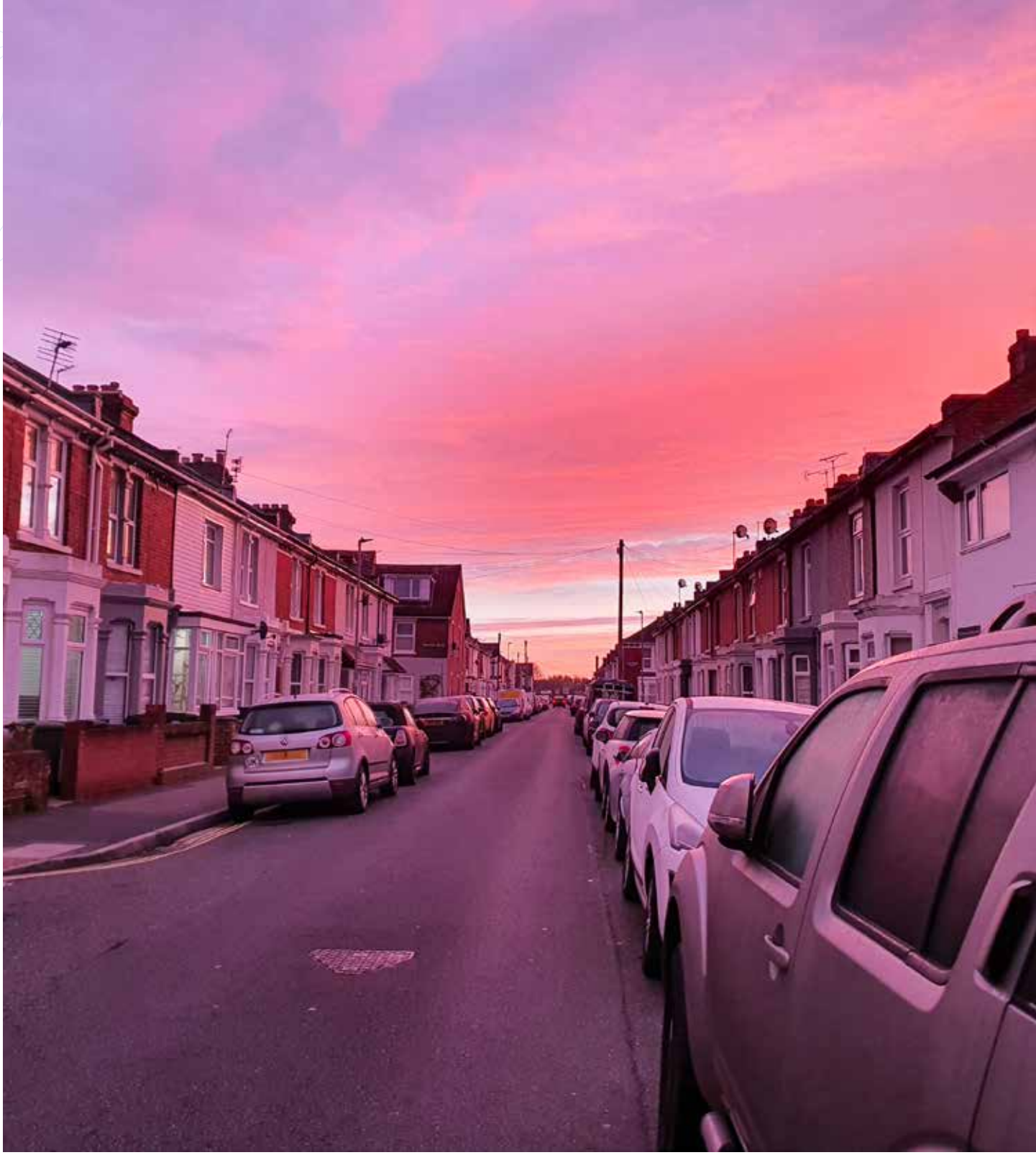
Portsmouth as a largely island city with a constrained road network and a high population density has a variety of transport challenges, as well as opportunities for shaping and supporting future growth and development with ambitious regeneration plans.

In many parts of Portsmouth, the density of housing, such as on terraced streets can lead to a higher demand for on street parking. Car ownership has increased significantly in recent years - at the end of 2021, there were around 17,000 more cars registered in Portsmouth than there were at the end of 2011[2].

About one in three households in Portsmouth do not have a car or van, and in some neighbourhoods this figure is four in six[3] or more.

For those who have access to a car, parking can be a significant factor which can influence how people choose to travel. However, most vehicles spend most of the time parked (76% at home, 24% parked elsewhere)[4], with the average car or van in England driven for just one hour in every 24. Therefore, residents who own a car but use other modes of travel will still need to leave their vehicles at home or other destinations. The infographic over the page provides an overview of the parking landscape.

1 *Section 122 Road Traffic Regulation Act 1984*
2 *DfT / DVLA Table Veh 0105- change in total cars, all ownership 20211Q4 to 2021Q4*
3 *Number of cars or vans - Census Maps, ONS*
4 *Still standing still (racfoundation.org)*



A new approach is needed to travel in Portsmouth, with action needed now to shape a future where people may choose to leave their cars at home, or not own a car, when making everyday journeys in our city. We are striving to create an environment that will make this possible. For some individuals and some journeys, it is acknowledged that the private car will remain an important mode of travel and appropriate parking provision is required.

It is important to consider the travel network in its entirety and not take a segmental approach to the step-change required. We have ambitions to transform the quality and extent of walking, cycling and public transport networks, and embrace new technology-led mobility options, enabling people to proactively choose less car dependent lifestyles.

Parking can have a considerable influence on the look and feel of our neighbourhoods, our quality of life, and the environment around us. Well managed parking which manages and uses existing space better can enable a more mobile society and help our local economies grow.

Vehicle ownership

26,107
households without a car or van (Census 2021)

Cars registered in Portsmouth
increased 17%
between 2011 and 2021 compared with 5% nationally (Census 2021)

From 2013-2023 company LGV ownership
increased by 28%
(from 9,700 to 12,500)

and private LGV ownership
increased by 34%
(from 5,000 to 6,700)
(DfT Table Veh0105)

Vehicle sizes

In 2019
129 models of car
were too big for a standard parking space

In 2023
161 models of car
were too big for a standard parking space

Small cars have increased in size. Today's latest Mini model is
61% larger
than the 1960s original

Roads remain the
same size

Sustainable travel

Park and ride (opened in 2014) has
665 spaces
and
200,000+ users per annum
From 2014 - 2023 there have been
2million users

8 car club vehicles
Driven for
8767 hours
(just over 365 days) between August 23 and December 23

Figure 1: Portsmouth's parking context

17 bike hangers installed since 2021

- 57 people on waiting list
- 450 requests received for additional locations

205 micro mobility parking spaces

1 million journeys

since launch

Parking

44 resident parking zones

eight of which are max two permits per postal address

25+ off-street car parks

maintained by Portsmouth City Council, with

over 2,100 parking spaces

Economy and regeneration

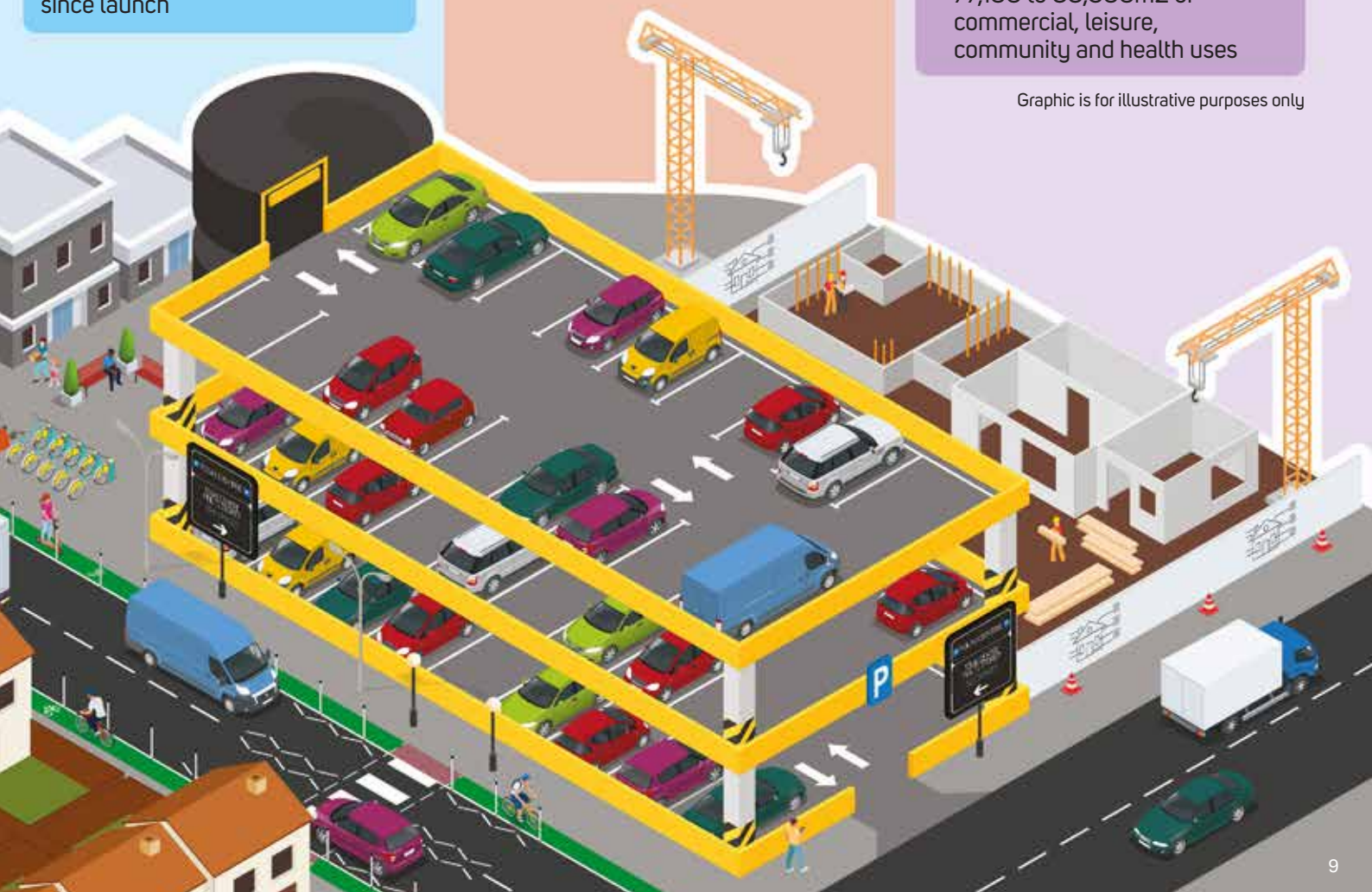
Portsmouth has **11.4m** visitors a year

There are **7,630** businesses in Portsmouth

City centre regeneration area

- 60-hectare strategic development opportunity
- Capacity approx 5,183 – 6,128 new homes
- 77,100 to 88,300m2 of commercial, leisure, community and health uses

Graphic is for illustrative purposes only



An integrated approach

This parking strategy sits within a framework of national, sub-regional and local policy guidance and supports the 2040 City Vision, which sets out the aspirations the people of Portsmouth have for their city and how it will feel to live here[5].

The parking strategy is an integral strategy document to support delivery of both the Portsmouth Transport Strategy[6] and the Portsmouth Local Plan. It aims to support the Local Plan strategic allocations where there are under-utilised car parks in the city centre that can be repurposed to increase productivity and economic benefits. It fully supports the strategic objectives of the Portsmouth Transport Strategy, as shown below, with an emphasis on supporting the objective of 'deliver cleaner air' as set out in the underpinning policies.

The council has set an ambitious target to achieve net-zero carbon emissions by 2030, with a climate emergency declared in March 2019. As over a third of the city's carbon emissions are linked to transport, travel and transport is a strategic priority for decarbonisation and this strategy will play a key role in reaching this net-zero target. The parking strategy will be an enabler of, and support, external funding bids, high profile council 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 (CAZ)
- 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 Scheme

Deliver cleaner air | **Prioritise walking and cycling** | **Transform public transport** | **Support businesses and protect our assets**

Portsmouth Strategy Strategic objectives

5 *The Vision - Imagine Portsmouth https://imagineportsmouth.co.uk/*
6 *Portsmouth City Council (2021) Local Transport Plan 4. https://www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/*

Guiding Principles

The parking strategy adopts the seven principles that guide the policies of the Portsmouth Transport Strategy. These are set out below.

Engagement and partnership working

Engagement is key and is fully considered with the development of appropriate stakeholder and community engagement plans for each specific programme, scheme or initiative.

Improving lives locally

Supporting initiatives to enhance neighbourhoods, local connections, and pedestrian spaces, aligning with efforts to improve community wellbeing.

Reduce travel demand

Promoting sustainable travel and online services to address air quality and long-term environmental goals.

Keeping people safe

Ensuring infrastructure is well-designed and improves personal and road safety, and taking actions so the transport network feels safe and comfortable to use.

Maximising limited capacity

Emphasising use of walking, cycling and public transport as the means of moving the largest numbers of people in limited available space.

Ensuring inclusivity and accessibility

Focusing on diverse user needs, including those with disabilities, to ensure the transport network accommodates all users.

Environmental and ecological protection

Ensuring that the environmental impact of transport schemes is minimised, and that impacts on designated environmental sites are mitigated.

Challenges and opportunities

Recognising the complexity of parking issues in Portsmouth, this strategy addresses a range of competing needs and demands. Below, we outline the key challenges and opportunities that guide our approach.

Our geography, built environment, and vehicle ownership levels and trends

Portsmouth is a unique city, with the majority being based on an island and a section of the mainland to the north. It has a historic road network and as such limited highway capacity. Only 36% of households in Portsmouth have off-street parking[7] compared to around 70 to 75% of households nationally. This leads to an unusually high reliance for on-street parking compared to other cities. In most areas without off-street parking, there is limited space. This issue can be worsened where there are Houses of Multiple Occupation (HMOs) accommodating at least three adults from separate households. With over 4,000 HMOs in Portsmouth, parking demand can become an issue if each resident relies on a private car or van[8].

Car ownership levels per person in Portsmouth has grown above the national average. In Portsmouth there were 0.51 cars per resident in 2021[9] compared to an average of 0.48 cars per resident across England. There are less than 0.4 cars per resident in some comparable cities such as Southampton and Brighton.

When looking at households who own more than one vehicle the figure for Portsmouth is around 25%, which is lower than the average for England (35%)[10]. There is an opportunity to build on this trend through measures such as car clubs and resident parking zones (RPZs) which tend to have lower multiple car ownership levels- only 18% of residential addresses in RPZs have two or more vehicles.

The private car is important to many residents, however, in the longer term it is hoped many households would no longer need to own multiple vehicles (or, in some cases, a vehicle at all) through the development of a transformative package of sustainable travel modes. This would provide the opportunity to make parking easier in residential areas through encouraging fewer vehicles. This is particularly important in areas which experience unsafe parking behaviours, vehicles unloading obstructing traffic flow and/ or significant walking distances between homes and final parking place due to parking demand outweighing space available.

Private cars, for many, are considered a more convenient choice than other modes, and

7 *LAD_Table2.pdf (racfoundation.org)*
8 *Portsmouth City Council (2023): Houses in Multiple Occupation (HMO) database - Portsmouth City Council*
9 *(Driver and Vehicle Licensing Agency (DVLA), 2022; Census 2021- ONS, 2022).*
10 *Census 2021 - Number of cars or vans*

in some areas, public transport services are perceived as being too expensive, or not providing a complete enough offer. There is an opportunity to more efficiently use the travel network to move high numbers of people, this is particularly important on routes which experience air quality issues and to destinations which attract many trips.

Evidence from the Local Cycling and Walking Infrastructure Plan (LCWIP) identified the lack of fully segregated, continuous cycle routes as an issue. As a flat urban area there is good provision of footways in Portsmouth, however in places the limited highway width causes challenges with pavement width or obstructions such as pavement parking. These issues can encourage private car ownership and are issues that the council is working to improve, as is set out in the Portsmouth Transport Strategy.

A visitor-led economy and changing travel patterns

Portsmouth has a wealth of visitor attractions and events, attracting over 11 million visitors to the city each year, many of whom arrive by car and require parking in the city. Portsmouth International Port provides a gateway to Europe, and its passenger service arrivals bring day trips to the city. The leisure and visitor economy in Portsmouth supports around 12,000 jobs[11], with thousands more jobs at major employers such as HM Naval Base and the University of Portsmouth, together with thousands of smaller employers in the city.

Approximately 40,000 commuters travel into the city every day with 60% of all commuter trips being drivers or passengers in private cars[12]. These figures support the need for improved sustainable and reliable public transport options to provide alternative travel choices to the private car for those visiting our city whether for work or for pleasure.

After the Covid-19 pandemic, the number of people working from home has more than doubled. This has led to a 15% reduction in the number of people travelling to workplaces during the working week, and an approximate 15% reduction in the number of people travelling by bus or train[13],[14],[15]. Around 40% of people now work from home at least once a week. This means there are likely to be vehicles parked on residential streets for longer periods.

Any journey by car requires parking and the availability at the destination can be a significant factor affecting how people choose to travel. This creates an opportunity to manage parking in key areas of the city as part of efforts to increase the number of visitors who arrive by sustainable modes of travel.

The council does not control a considerable proportion of car parks, particularly in the city centre, and therefore has limited influence over parking provision and pricing in some areas which see large numbers of visitors and commuters. However, lower demand for parking space also creates opportunities to repurpose land currently used for parking, particularly in the city centre, to other uses - supporting the ongoing development of the city and the economy.

11 *Visit Portsmouth- Tourism & Visitor Economy Strategy 2023-28 https://democracy.portsmouth.gov.uk/documents/s43065/Appendix%201.%20Tourism%20and%20Visitor%20Economy%20Strategy%202023-2028.pdf*

12 *Census 2011 https://www.ons.gov.uk/census*

13 *ONS 2023: Characteristics of homeworkers, Great Britain - Office for National Statistics (ons.gov.uk)*

14 *ONS 2019: Coronavirus and homeworking in the UK labour market - Office for National Statistics (ons.gov.uk)*

15 *Google Community Mobility Report 2022: COVID-19 Community Mobility Reports (google.com)*

There is an opportunity to develop the park and ride as an effective option for visitors arriving by car and travelling to destinations in the city centre from the northern part of, or outside of the city. This would support an increase in usage of the park and ride, and potential development of a transport hub at the site, improving travel choice and enhancing bus services including the destinations they serve. The park and ride already provides enhanced and bespoke services for events in the city which attract a large number of visitors such as the Great South Run and University Open Days, there is an opportunity to build on this to support an increased number of special events. Portsmouth International Port also work in partnership with park and ride, utilising parking at the site for the growing cruise trade coming to the city, there is opportunity to continue to work together to maximise this option.

There is also an opportunity to encourage those travelling shorter distances from within Portsea Island to travel by public transport or active travel through the delivery of the Portsmouth Bus Service Improvement Plan (BSIP) and LCWIP Improvements to the public and active travel networks will help more travel to key destinations by non-car modes - creating reduced parking pressure for those who need to use their cars. A city where travel and parking are easier for everyone, regardless of how they travel, is a city which visitors are more likely to return to, people will choose to work in, and in which businesses are more likely to locate.

Addressing transport's impacts on health and the environment

Poor air quality is the largest environmental risk to public health in the UK. Every year, between 28,000-36,000 deaths in the UK are thought to be caused by air pollution[16]. Road transport is a major contributor to emissions of pollutants and greenhouse gases. In areas of Portsmouth air pollution exceeds legal limits and continued exposure to harmful pollutants has been linked to increased levels of serious illness and early mortality amongst residents in some areas of the city[17].

There are currently five Air Quality Management Areas (AQMAs) in Portsmouth where annual monitoring of nitrogen dioxide (NO2) levels have historically shown an exceedance of national standards for air quality. These are clustered around road links into the city, including the city centre. Portsmouth has seen persistent exceedances of the legal limits of NO2 and has been served with Ministerial Directions requiring the council to achieve compliance with legal limits for air quality in the shortest possible time in areas of exceedances.

The Portsmouth Clean Air Zone (CAZ) was implemented in 2021 and is one of a range of actions set out in the 2019 Local Air Quality Plan Outline Business Case (OBC)[18]. The council will need to demonstrate to central government that there are no longer any air quality exceedances observed at valid locations in the city before the CAZ can be disbanded. The most recent assessment in November 2023 found three areas continue to have pollution levels above legal limits and nine more are still at risk of exceeding

16 *Air pollution: applying All Our Health - GOV.UK (www.gov.uk)*
17 *Portsmouth Health and Wellbeing Strategy-page 33 health-and-wellbeing-strategy-january-2022-accessible.pdf (portsmouth.gov.uk)*
18 *air-quality-local-plan-2019.pdf (portsmouth.gov.uk)*

the limits. The council is currently working to understand the reasons for this.

In the short to medium term, there is an opportunity to support cleaner air through managing parking areas in and around the CAZ and other areas of exceedance, and encouraging sustainable travel choices, or for vehicles to park at the Portsmouth Park and Ride on the way into the city.

There is also an opportunity in resident parking zones to encourage fewer polluting vehicles through incentivised permit pricing.

Future changes to the city and to technology

Over the life of this strategy, it is anticipated there will be changes to Portsmouth's transport infrastructure and built environment. This includes major development, with the council's draft Local Plan[19] setting out plans for at least 17,700 additional homes in the city over the period 2020 to 2038. This is likely to increase demand on the city's transport network and result in changes in travel patterns - whilst also creating opportunities to deliver new transport infrastructure, including improved facilities for non-car modes such as further elements of South East Hampshire Rapid Transit (SEHRT)[20].

The parking strategy is an integral strategy document to support delivery of both the Portsmouth Transport Strategy and the Portsmouth Local Plan which will both deliver future change to our city. The parking strategy seeks to support the strategic sites and area allocations identified in the local plan by redistributing valuable land such as where there is an excess of parking in the city centre to increase productivity and economic benefits to Portsmouth. The city centre is recognised as a centre of importance for new development in the city and in the sub-region.

Better data and innovative technologies can create opportunities for the council and support decisions about parking pricing and supply. Improved access to live information and comparable information on travel pricing through parking and other travel apps create opportunities to improve the customer experience. This can in turn support users in making more informed travel choices and efficient journeys, as well as reducing circulating traffic near car parks.

Innovative technologies such as parking sensors and smart signage open new possibilities in how to best use street space, especially in areas where it is limited.

19 *Portsmouth Local Plan - Portsmouth City Council*

20 *Homepage - South East Hampshire Rapid Transit (sehrt.org.uk)*

Our objectives and policies

This section outlines three overarching strategic parking objectives, each tailored to address the challenges and opportunities discussed earlier. For each objective, there is a set of policies detailing how the objective will be delivered. The following sections detail these policies, explaining their rationale, methods of delivery, and expected outcomes. Many of the policies will deliver outcomes under more than one objective. Key actions identified in Policies A to H are summarised in the action plan.

The Parking Strategy Policy Wheel

Objective 1:

Encourage sustainable development, regeneration, and prosperity through effective management of parking

Policy A: Expand the Portsmouth Park and Ride to create a transport hub, to reduce pollution and congestion in the city and increase travel choices.

Why this policy?

The Portsmouth Park and Ride at junction 1 of the M275 was opened in 2014 and currently has 665 car parking spaces. Nearly half of all traffic entering the city passes the park and ride on the M275 and therefore expanding it, alongside reducing parking provision within the city means that more traffic can be intercepted before it reaches the city centre, while still ensuring people can get into the city quickly and conveniently.

This policy is a key part of reducing air pollution, congestion, and greenhouse gas emissions, and delivering cleaner air. The expansion of the park and ride will support regeneration of the city centre, enabling more effective management of city centre parking and the potential repurposing of some car park sites for regeneration (as outlined in Policy B) alongside supporting the transformation of public transport in the city.

Reducing traffic levels and emissions in the city centre through increased use of the park and ride will also support efforts to address the need for a Clean Air Zone in the long term.

How will it be delivered?

In the shorter term, the council will work with city centre employers, and visitor attractions to increase usage of the existing park and ride, particularly aimed at boosting usage at times when the site is under-utilised. This will also include implementing a comprehensive marketing strategy and reviewing the scheme's operating model to enhance service times and routes including seeking to learn from best practice elsewhere.

We will explore potential for increased services for special events (building on those already operated such as the Great South Run, and University Open Days), seasonal bus routes (such as the seafront park and ride), and new routes to destinations such as Fratton Park or Queen Alexandra Hospital. We also will continue to work with Portsmouth International Port to use park and ride to support port business, particularly the cruise market.

We will build on the current ticketing options through engagement to offer an attractive option for commuter travel as well as competitive turn up and travel options for day visitors.

In the medium to longer term, there are plans to expand the park and ride into a transport hub which will not only increase capacity, but also improve facilities, and range of travel options. In the emerging Local Plan, the creation of the 'transport hub' is included as part of the Tipner East allocation.

The transport hub is planned to provide a full package of travel modes including shared bikes, rental e-scooters, and car club cars, and will be connected to the improved walking and cycling networks that the council is working to develop

in the city. These improvements will provide opportunities for people visiting the city to park and cycle or scoot and stride for part of their journey, whilst also increasing the number of bus-based onward travel options. Complementary facilities like secure cycle parking, information displays, and delivery collection points will be installed where possible.

The transport hub will provide opportunity to release car parking in the city centre for redevelopment, as outlined in Policy B. The expansion of the park and ride will be a key enabler and support sustainable regeneration of the city centre, which will deliver more new homes than any other strategic development allocation proposed in the draft Local Plan.

The council was granted outline planning permission for the Transport Hub at Tipner[21] in 2022. This outline permission will permit (subject to reserved matters) construction of a multi-storey parking structure providing up to 2,650 parking spaces. The outline permission also allows for development of a new building to support additional functions for the transport hub. Access to the site for cars will continue to be via Tipner Lane and Junction 1 of the M275.

The council will also investigate the potential benefit of an additional park and ride site on the east side of the city, as well as the potential for park and rail to serve the city.

21 Tipner Transport Hub outline planning application- 22/00024/OUT

Policy B: Explore and implement sustainable parking initiatives to enable city centre development.

Why this policy?

Portsmouth city centre is a centre of importance for new development in the city and in the sub-region and as such the council is committed to its regeneration to create a thriving, attractive, and vibrant environment for its residents, businesses, and visitors, as is demonstrated through allocation of the city centre for regeneration in the emerging Local Plan.

It is recognised that the quality and range of development (including employment, leisure, entertainment, retail, and community facilities and the night time economy) within Portsmouth city centre need enhancement, as well as the design and appearance of buildings and public spaces. There are many areas which are under-utilised, or which do not offer a high-quality and attractive environment for people to enjoy or show Portsmouth to its full potential.

There are currently thousands of car parking spaces in the city centre, many of which are privately owned and/or under-utilised.

Whilst car parking is needed, the amount which is available at present in the city centre exceeds demand, so there is an opportunity for the potential repurposing of areas of public space and some city centre car parks, for example to enable the redevelopment of the former Tricorn and Sainsbury's sites. A review of allocation and provision of parking in the city centre will support the required regeneration.

An illustration of city centre regeneration

Good quality parking that is well located and priced is important in helping to boost the local economy in the city.

It will be important that future parking provision is sufficient to meet essential demand but is not excessive. The council wishes to avoid encouraging people to drive into the city centre who could access it via more sustainable travel options to avoid creating negative impacts such as traffic congestion and air pollution. Reducing the excessive surplus of city centre parking is one step which will help to achieve this.

How will it be delivered?

The transport and planning services will continue to work closely together to ensure that future city centre parking is well located and positioned to support the economy and productivity of the city. With the regeneration of the city centre, it will be important for the parking provided to be of high quality, well maintained and easy to use by all. It will be equipped with measures to provide driver information (through variable message signs and potentially bay occupancy sensors, etc.) to ensure drivers can quickly and easily find parking spaces, minimising the amount of circulating traffic searching for available parking spaces, reducing emissions and potential for congestion in this sensitive area.

This policy will include a review of public city centre car parks to consider their costs, quality, and location. Parking capacity will be maintained to a sufficient level to support the city's economy with a pricing strategy developed to facilitate the needs of those short stay visitors as well as long-stay workers and residents whilst identifying opportunities for improved sustainable travel choices in the city centre.

A well-developed pricing strategy will look to manage the demand for city centre parking provision, facilitating short stay as well as long stay parking.

Policy C: Tailor destination parking provision to suit the needs of different areas and users.

Why this policy?

Portsmouth has many attractors across the city with varying needs for travel and parking in terms of capacity, duration, and pricing. This policy primarily considers the differing needs of the following non-residential areas of the city:

- District and local town centres are characterised by very local trips which tend to be for short duration, and comprise of attractors such as local shops, banks, chemists, and libraries.
- The seafront area of the city attracts leisure visitors from across the city and wider sub-region, usually staying for 3 to 4 hours.
- The city centre and harbour area attracts people to visit it from across the city and further afield staying for up to a day for work or leisure with retail, restaurant and leisure facilities in the city centre and Gunwharf Quays, and other large employers such as HM Naval Base, University of Portsmouth and Portsmouth City Council as well as visitor attractions such as Portsmouth Historic Dockyard and Gunwharf Quays.

Parking provision for each locality will be tailored and adjusted to reflect the type of demand which occurs. For example, shoppers will tend to require short stay parking located close to shops, whilst visitors to tourist locations may seek medium to long stay parking options. Commuters will typically need long stay parking if they are working all day in the city. Considering these diverse needs and demands, the council will use different restrictions and pricing to ensure parking benefits each area, and the city more broadly.

Car parking demand in popular visitor areas, like the seafront and the city centre and harbour areas, can exceed availability at peak times. There is therefore the need to prioritise the parking available to support the economies of these areas. Local high streets can rely on local residents making short journeys for commerce[22] with research showing that those travelling by foot, cycle or bus tend to spend more over the course of a month, compared to those travelling by car[23]. Contrastingly, high streets dominated by cars and motor traffic can be dangerous and unpleasant for residents and shoppers, which can deter customers from travelling to these areas[24].

How will it be delivered?

There are differing needs for different areas and as such this policy reflects each area with local need to be continually reviewed to reflect changes and developments.

Parking will be managed to support the areas economies and improvements to air quality and carbon reduction, whilst also reducing congestion.

22 *Financial Times (2022) How the UK high street was hit by the pandemic.* https://www.ft.com/content/9348c644-288f-42e7-9f4b-edea8b71be5b

23 *Transport for London (2018) Walking and Cycling: The Economic Benefits. :* https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling

24 *Living Streets (2018) The Pedestrian Pound.* https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

The approach to parking will encourage use of off-street parking wherever possible, particularly for medium and longer stay needs, with on-street parking being at a premium and prioritised for blue badge and short stay users. In destinations served by the park and ride, use of this service will be encouraged for longer stay parking.

District and local town centres

We will support short to medium stay parking around district centres to accommodate the needs of shoppers and visitors. In some of these areas, there is competition for parking space between residents and business visitors and staff. There is a need to promote underused off-street parking to visitors by using tariff systems where on-street parking becomes the premium option.

The city centre and harbour

We will prioritise parking for short to medium stay leisure, tourism and business visitors, both during the day and evening, where workers and longer stay visitors are encouraged to use the park and ride or other transport options. Consideration will be given to a tiered pricing system to encourage this aim, with shared and public transport or park and ride becoming more attractive options for longer stay needs.

The seafront area

We will provide parking options for short to medium stay visits related to leisure, tourism, and business purposes, whilst also supporting parking for travel to and from the Isle of Wight. This will be done through adjusting car parking charges to promote use of the off-street car parks as the first choice for parking. This will help to encourage sustainable travel choices

to the seafront area where possible, particularly for longer visits, whilst ensuring that car parking spaces are readily available for those that rely on a car for transport, particularly during busy periods. A seafront park and ride service has operated during July and August in 2021, 2022 and 2023. This service provides access to the seafront during the busy summer months and future operation is considered annually. Providing sustainable travel options and facilities will help to reduce the demand for car parking spaces, and further reduce congestion.

Objective 2:

Improve the quality of life for residents and visitors through flexible and clear parking systems, using new technologies.

Policy D: Utilise smart technologies and data.

Why this policy?

It is recognised that during peak periods of the day, some areas of the city experience parking congestion with vehicles trying to find available parking. There is a need to improve the parking efficiency and experience for all those who travel in Portsmouth by private car. This in turn will help to reduce congestion and the associated air pollution and carbon emissions to support productivity in the city.

Technology is constantly evolving, and innovative solutions are becoming available to support everyday activities such as car parking. As initiatives become more commonplace they become more expected by drivers, and it is important that Portsmouth demonstrates itself as a forward-thinking, thriving city by implementing appropriate technologies as they are available.

For example, technology is changing how people pay for parking. The use of cash for payments, (whilst recognised as important to some) has been declining for years, replaced by contactless credit/debit card payments and increasingly in recent years, payment via mobile phones.

How will it be delivered?

The council will improve the parking experience by using smart technologies to reduce the time spent looking for spaces, through real time information to drivers and technologies to improve the customer payment experience.

Advances in technology have seen improvements in parking data, systems and equipment, and access to this information through smartphones and in-car systems allows drivers to be better informed about parking at their destinations, both prior to departure and on arrival. Real time information on parking availability can help to reduce the time and uncertainty associated with parking.

The council is engaged in discussions about the National Parking Platform (NPP) project[25] which is working to develop a single flexible, inter-operable data platform.

The NPP is a pilot project, in a small number of councils on a test system which central government is planning to expand and roll out across the country is anticipated to start later in 2024.

Recently we have started to test the provision of in-vehicle information to drivers. This allows messages to be displayed and announced to drivers using vehicle infotainment systems via connected mobile phone apps. Many use cases are being explored and include alerts for roadworks, ferry delays, incidents on the road network, poor driving conditions etc. We will explore whether parking information could be provided this way.

25 National Parking Platform · (npp-uk.org)

Policy E: Continue to implement and promote flexible use of kerbside space.

Why this policy?

Although often overlooked, the kerbside is a valuable and important asset for the city. Over time uses of the kerbside have expanded and developed. There are multiple demands for kerbside space from but not limited to private vehicle and shared transport mode parking, pick up/drop off, delivery vehicles, and active and public travel provision. With greater consideration of the changing requirements, we could improve efficiency and ease at key locations.

Benefits of this approach could include making the best possible use of space to meet diverse needs across the day and ensuring that kerbside space is available for users that have registered and booked to use a space for specific purposes. This could help to improve efficiency for delivery operators and businesses in the city and support efficient management of the road network.

We need to enable businesses to operate efficiently and ensure those who need to park a car close to their destination, such as people with disabilities, must still be able to do so.

Due to the geographical constraints in the city there is limited kerbside space and as such it is important to ensure that space is used effectively for all modes considering the user hierarchy with priority given to road users in the following order: pedestrians, cyclists, public transport users, specialist service vehicles, other motor traffic[26].

How will it be delivered?

The council will review the priority uses for kerbside space in locations where there are competing needs. At certain locations this will need flexible use across the day which could include private vehicle parking (to include different groups at varying times), drop off/pick up, loading/unloading/deliveries to businesses.

To deliver this policy we will evaluate the usage and characteristics of different areas to ensure that the kerbside is used in the most efficient and fair way possible, with a particular focus in the city centre and district centres. Identifying and categorising locations will help us to prioritise different kerbside uses and reduce conflict. In areas where we identify potential for changes to the use of the kerbside, we will monitor usage so that decisions are based on accurate data.

Some flexible uses of the kerbside can be implemented through traditional means, such as parking or loading bays or parking/usage restrictions with fixed time restrictions set out by signage. This can also be achieved by using physical restrictions such as bollards to allow access to the kerbside only at certain times.

To support businesses and the local economy, we will review delivery needs in terms of capacity and timings, particularly in areas where the highway is frequently obstructed, or when businesses identify a need or want to investigate outdoor seating through changes to the kerbside, where this is feasible. Close working with businesses, particularly in relation to delivery locations and

26 *Manual for Streets (publishing.service.gov.uk)*

timings, can help to optimise the utilisation of highway space across the day.

A range of new and emerging technologies offer potential to allow more flexible and dynamic management of kerb space, especially in the city centre, local and district centres. Eventually, this could include allowing reservation of the kerbside for different uses, such as loading and deliveries, throughout the day on a more responsive basis. Space could be booked online or via apps and use of smart signage which could change to display the current use of a kerbside bay. The development of such approaches in the UK will be dependent on changes to regulations and legislation.

The use of these technologies will advance broadly in parallel with the development of digital parking initiatives described in Policy D and will also depend on the evolution of national legislation and policies relating to parking and highways management. As this is very much an emerging area, we will investigate and trial smart parking solutions which enable more dynamic use of the kerbside as these are found to become viable and suitable for the city. The council will consider case studies and emerging practice from elsewhere in the UK to help determine whether similar initiatives could work in Portsmouth.

Consideration will be given to the needs of all road users through observations and engagement to achieve the most efficient and sustainable use of the kerbside. Provision of clear information about dynamic, digital kerbside systems, and ensuring users understand how use of the kerbside and associated restrictions change throughout the day will be of paramount importance as trials and testing of these initiatives occur.

Policy F: Ensure regular review of Residents' Parking Zones across the city.

Why this policy?

There are 107,400 cars or vans registered in Portsmouth – an increase of 16,800 since 2011[27]. Around 70% of households have at least one car or van registered at their home, compared to 67% in 2011. In many parts of Portsmouth, the density of housing, such as on terraced streets – where generally there is only room for one car outside a house and no off-street parking space – can lead to a higher demand for on-street parking. This can often exceed supply, particularly if households own more than one vehicle. As well as residents owning a growing number of vehicles, the issue of competition for space is further compounded by the growing popularity of SUVs and larger cars, with the most popular cars increasing in length by over 13% since 2005[28].

This limited parking availability in many residential areas of the city can be a pressing concern to residents, particularly those looking to park near their home during the peak evening hours. Drivers searching for car parking spaces can contribute to broader traffic congestion around the city[29], contributing to air pollution, carbon emissions, noise pollution, and safety issues.

According to the 2021 Census, there are now more cars registered to households in the city than there are occupied homes. Considering Portsmouth is a densely populated island city, private car ownership levels are high, with more cars per person than similar cities like Brighton, or Southampton[30].

This highlights the need for the council to continue to manage on-street parking in residential areas to meet local needs and to use limited residential parking space effectively.

How will it be delivered?

The council will prioritise on-street parking in residential areas for local needs, and will regularly review existing permit arrangements, including the size and type of vehicle, the cost of permits, the size and hours of the parking zone, and the number of permits allowed per postal address. The council will continue to consider new residential parking zones where required.

Implementing a Resident Parking Zone (RPZ) can be an effective way to support residents seeking a car parking space close to their home. The council will listen to member and resident feedback when determining the need for new RPZs. We will undertake consultation on the approved programme of RPZs. We will also consider reviewing the existing parking zones to ensure their optimal operation for permit holders. It is also 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

27 *Department for Transport (2023). VEH0105: Licensed vehicles at the end of the quarter by body type, fuel type, keepership (private and company) and upper and lower tier local authority: Great Britain and United Kingdom.* https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables.

28 *RAC Foundation (2021) Standing Still.* https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf

29 *Ison, S. and Mulley, D. (2014) Parking: Issues and Policies. Bingley: Emerald Group Publishing*

30 *Office for National Statistics (2023) Census.* https://www.ons.gov.uk/census

parking vehicles that are not eligible for permits. In many cases these vehicles are moved to just outside the zone where parking is unrestricted. To counter this there has been a rolling programme to consult in areas surrounding a new zone.

A new programme will be developed based on the demand from residents. We will also where necessary review the terms of each RPZ as local demands require. In RPZs, the price for permits increases according to the number of cars an address has. Currently, in zones with the greatest parking pressure, each postal address is limited to a maximum of two permits, and this will remain. As the number of parking spaces cannot be easily increased in residential areas, demand for parking will continue to be proactively managed.

In other cities, parking permit schemes are used to incentivise adoption of low or zero emission cars, through discounts on parking permits for the least polluting vehicles. The council has previously approved a proposal to reduce the permit costs for the first lower emission vehicle owned by each address and provide the first permit for zero emission vehicles free of charge[31]. We will introduce changes to permit charges to incentivise low/zero emission vehicles as soon as practicable.

We will continue to discuss with businesses and other attractors, whose premises are close to residential areas, ways in which demand for staff and visitor parking can be managed. We will also work with the university to monitor the level of students bringing cars into the city.

Residents and stakeholders have provided us with ideas and suggestions for how issues related to commercial vehicle parking might be addressed. We are limited in our ability to implement these by issues such as national laws relating to parking and practicality/financial affordability. We also need to consider that a van is required for many of the owner's or user's livelihood and employment. We will review suggestions on measures to reduce commercial vehicle parking pressures and consider best practice from similar areas.

31 *Residents Parking Scheme Changes.pdf (portsmouth.gov.uk)*

Objective 3:

Deliver cleaner air and reductions in carbon emissions through managing parking to support development of sustainable travel as an attractive choice for all.

Policy G: Develop an attractive package of sustainable travel options.

Why this policy?

The 2021 census[32] shows that 22% of all journeys to work in the city were less than 2km (typically a 25-minute walk or a six-minute cycle[33]), and 35% of these short journeys were made by private cars. In a city as flat and compact as Portsmouth, more of these short journeys could be made by sustainable modes.

There is growing demand for non-car travel, with growing numbers of bus journeys[34] and increasing use of shared bikes, e-bikes, and rental e-scooters in the city. Over one million rental e-scooter and bike/e-bike journeys have been made in the city since these schemes launched[35].

Prioritising active travel, transforming public transport and promoting shared transport could reduce the need for residents who own a private vehicle to use it for every journey. Greater adoption of these sustainable modes of travel will reduce the number of vehicle trips which require parking at areas such as the city centre and other major destinations.

Better sustainable travel options may reduce the need for households to own more than one vehicle, or perhaps, own a vehicle at all. This would help to manage demand for on-street car parking in residential areas[36], as well as reduce the impacts of road traffic. They will also improve liveability and quality of life of residents - making Portsmouth a more pleasant place to live, work and visit.

How will it be delivered?

The council will provide more sustainable transport choices for residents, visitors and people who work in the city, with a focus on areas of parking congestion and poor air quality. In time, the city will have a cohesive and continuous network of attractive, inclusive, safe, and accessible walking and cycling routes, and a bus rapid transit network which prioritises buses above other traffic, providing faster connections to key destinations within the city and beyond. These high-quality networks will result in more people using sustainable modes of travel as their first choice for some journeys. As we develop these networks, it will be important to ensure that an appropriate balance is achieved between private vehicle parking and provision of space to prioritise sustainable transport modes, particularly on the main arterial roads serving the city centre and other major attractions.

Improved transport interchanges and new transport hubs will be created, including at Cosham and Southsea, where a range of travel

32 *ONS (2023). Method used to travel to work by distance travelled to work. https://www.ons.gov.uk/datasets/RM077/editions/2021/versions/4/filter-outputs/59100a22-e7db-4d9e-97cd-0fa66a086310#get-data.*

33 *Average walking pace of 3 mph(4.8 km/h) and average cycling speed of 12 mph (19.3 km/h)*

34 *PCC (2024). Portsmouth bus transformation underway. https://www.portsmouth.gov.uk/2024/01/02/portsmouth-bus-transformation-underway/.*

35 *Solent Transport (2023). Voi e-scooters have travelled to the moon and back... 5 times! https://www.solent-transport.com/voi-e-scooters-have-travelled-to-the-moon-and-back-5-times/.*

36 *CoMoUK (2022) Annual Car Club Report UK. https://www.como.org.uk/documents*

options including rental e-scooters, e-bikes, shared bikes, and secure cycle parking will support quick and easy 'first and last mile' access to public transport.

The average car spends 96% of its time parked and unused. We will promote and expand the Portsmouth Car Club, providing an attractive alternative to car ownership[37] particularly for second or third cars, with the opportunity for the 30% of Portsmouth residents who do not have use of a car or van, to affordably access a car. Each car club vehicle can replace five or more privately owned cars parked on-street, helping reduce parking pressure.

We will engage with communities to manage and prioritise road space to enable both on and off-street parking provision for shared transport options like car clubs, shared bicycles, and rental e-scooters as well as parking for private cycles (e.g. Sheffield cycle stands, on-street bike corrals, and bike hangars) where there is demand. The council has installed 17 bike hangars on streets where residents lack cycle storage space at home, so they can park bikes securely near where they live. Each bike hangar usually takes up less than one car parking space yet allows up to six people to travel by bicycle who may have been unable to do so before. All our bike hangars are currently at capacity and there is a waiting list for spaces with strong demand from residents to install more[38].

We will also provide more social areas by changing some parking spaces into community spaces (parklets) where there is demand.

With over 200,000 walking trips made each day[39], more journeys within Portsmouth are made by foot than by car. Portsmouth has good walking routes but in places there are challenges with pavement width or obstructions such as pavement parking. We will address this where required.

37 *RAC Foundation (2021) Standing Still.* https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf
38 *PCC (2023). Bicycle parking goes up a gear. [online]* https://www.portsmouth.gov.uk/2023/08/03/bicycle-parking-goes-up-a-gear
39 *Google (2022) Environmental Insights Explorer.* https://insights.sustainability.google/

Policy H: Explore implementing private non-residential parking restrictions.

Why this policy?

Around 60% of people who work in Portsmouth commute as driver or passenger in a car or taxi, despite many of these trips being less than 10km in length[40]. The levels of congestion and demand for parking have continued to increase[41] despite travel improvements made to date. One of the reasons behind this is the availability of cheap or free parking at their workplace. Workplace parking is often subsidised, or even free, for employees and business visitors. This means the cost of driving is lower for the individual, but the external costs like congestion, air pollution and road traffic collisions are borne by the wider public. Although there will always be the need for some essential parking, whether for operational reasons or for Blue Badge holders, much of this parking could be used more productively given that it sits vacant for much of the time.

Providing attractive alternatives to the car, increasing the cost, and reducing the number of private non-residential parking spaces will be a key part of bringing about the change in travel patterns needed to achieve our vision for the city.

A workplace parking levy (WPL) can be used to counteract traffic congestion and can generate funding to significantly improve sustainable travel options. The UK's first WPL, in Nottingham, has been hugely successful. Implemented in 2012, it currently charges employers £522 per year for each parking space they provide.

40 Census 2011
41 Inrix (2023) 2022 Global Traffic Scorecard. https://inrix.com/scorecard/#city-ranking-list

Business locations with 10 or fewer workplace parking spaces are exempted from the scheme. Since its introduction, the WPL has reduced forecasted traffic congestion in Nottingham by 47% and raised over £90 million, which has been re-invested into sustainable transport across the city[42]. This additional revenue was used to fund a new tram network in Nottingham, improving transport options for residents and helping to reduce congestion and car dependence. As a result, Nottingham has more combined bus and tram users than any UK city outside of London and has avoided having to implement a Clean Air Zone[43]. There is no evidence of any significant negative economic impact from the WPL in Nottingham, and there is evidence that more companies have been moving into the city than before the levy was introduced[44].

A WPL in Portsmouth could help to reduce the congestion and air pollution generated by work-related traffic supporting the delivery of cleaner air and responding to the declared climate emergency, particularly with many the city's largest employers being situated in or around the city's Clean Air Zone and other areas of air quality exceedance.

How will it be delivered?

The council will investigate the suitability for a WPL in Portsmouth, from which any money raised would be put directly into funding further improvements to public and sustainable transport. This would be undertaken in close consultation with key stakeholders including businesses and the other local transport authorities in the Solent Transport partnership. This is to ensure that a WPL does not negatively impact the economy and offers benefits to businesses which could include reusing land more productively, ensuring a healthier, more productive workforce, and providing more efficient transport networks.

If a WPL was implemented, it could support a number of improvements, such as the reduction of congestion, air pollution and carbon emissions; whilst also improving the attractiveness of the city by increasing the number of transport options available to residents.

42 *Nottingham City Council (2022) A decade of inspiring growth in our city. Available at: https://www.transportnottingham.com/policies/nottinghams-workplace-parking-levy-10-year-impact-report/*

43 *WPL-10-Year-Impact-Report-Digital-Nov-22.pdf (transportnottingham.com)*

44 *How Nottingham created the UK's first workplace parking levy (lgcplus.com)*

Action plan

This action plan outlines the key schemes and intiatives to support the delivery of the strategy objectives and policies during the short, medium and long term. By delivering the actions we will support economic growth, reduce the impact on air quality and climate change and explore new opportunities in technology and transport. This action plan enables us to think ahead and shape our plans.

Individual schemes will go through appropriate engagement and consultation prior to delivery and before they are implemented, following the necessary approval processes.

Action	Timescale		
	Short term 1-3 years	Medium term 4-7 years	Long term 8 to 10 years
Policy A - Expand the Portsmouth Park and Ride to create a transport hub			
Review park and ride pricing structures and ticketing offers	✓	✓	✓
Develop and implement a marketing and communications plan for park and ride	✓	✓	✓
Park and ride business engagement	✓	✓	✓
Tipner Transport Hub business case development	✓	✓	
Tipner Transport Hub reserved matters applications	✓		
Deliver Tipner Transport Hub major scheme		✓	✓
Enhance and expand the park and ride service including frequency, operating hours, new destinations, and events	✓	✓	✓
Investigate new park and ride site opportunities to the east of the city	✓	✓	
Investigate park and rail opportunities	✓		
Support Portsmouth International Port cruise parking demand	✓	✓	✓

Action	Timescale		
	Short term 1-3 years	Medium term 4-7 years	Long term 8 to 10 years
Policy B - Explore and implement sustainable parking initiatives to enable city centre development			
Review the usage, quality, cost and location of city centre car parks	✓	✓	✓
Review the usage, quality, and location of parking for sustainable modes	✓	✓	✓
Work with planning to identify opportunities for repurposing parking sites or other parking changes to support regeneration schemes in the city centre	✓	✓	✓
Improve quality of council operated city centre parking	✓	✓	✓
Policy C - Tailor parking provision to suit the needs of different retail and leisure destinations			
Review on and off-street parking tariff structures in district centres, city centre, harbour, and seafront areas	✓	✓	✓
Review and run a summer seafront park and ride service	✓	✓	✓
Prioritise on-street parking spaces in district centres, city centre, harbour, and seafront areas for premium and blue badge use	✓	✓	✓
Prioritise off-street parking spaces in district centres, city centre, harbour, and seafront areas for longer stay	✓	✓	✓

Action	Timescale		
	Short term 1-3 years	Medium term 4-7 years	Long term 8 to 10 years
Policy D- Utilise smart technologies and data			
Investigate, introduce and promote smart and digital parking initiatives for real time parking availability	✓	✓	✓
Roll out live on-street parking information such as car park variable message signs		✓	✓
Explore if the National Parking Platform project is right for Portsmouth	✓		
Investigate in-car live parking information technologies		✓	✓
Policy E - Continue to implement and promote flexible use of kerbside space			
Undertake monitoring of kerbside demand in areas where potential to change kerbside use is identified	✓	✓	✓
Work with business to review and improve on-street delivery facilities where need is identified	✓	✓	✓
Trial and develop use of smart technologies for flexible and dynamic use of the kerbside such as online booking of delivery slots		✓	✓
Policy F - Ensure regular review of Residents' Parking Zones across the city			
Ensure a programme of consultation based on priorities to introduce new RPZs and review existing ones - aiming to optimise use of available parking space and manage vehicle numbers	✓	✓	✓
Implement reduced first permit charges for low emission vehicles and free permits for first zero emission vehicle	✓		
Review options for reducing commercial vehicle parking pressure	✓		
Continue to work with University of Portsmouth regarding any student-related parking demand	✓	✓	✓

Action	Timescale		
	Short term 1-3 years	Medium term 4-7 years	Long term 8 to 10 years
Policy G - Develop an attractive package of sustainable travel options			
Continued delivery and expansion of shared transport modes	✓	✓	✓
Deliver public cycle parking such as cycle stands and bike corrals	✓	✓	✓
Deliver bike hangars in residential streets with demand	✓	✓	✓
Deliver the Portsmouth BSIP and other improvements to support bus and other public transport modes	✓	✓	✓
Deliver the Portsmouth LCWIP and other improvements to support active travel	✓	✓	✓
Monitor and address pavement parking as required	✓	✓	✓
Develop business cases for the Cosham and Southsea Transport Hubs	✓		
Introduce parklets in areas with community support	✓	✓	✓
Policy H - Explore implementing private non-residential parking restrictions			
Investigate the scope of requirements of a workplace parking levy in Portsmouth	✓	✓	
Identify the number of workplace parking spaces in Portsmouth	✓		

Monitoring and evaluation

Monitoring and review of the actions outlined in this parking strategy will occur annually. This process will be integrated into the council's broader three-year Transport Strategy Implementation Plan, which prioritises transport schemes, including parking-related projects. The current implementation plan spans from 2022/23 to 2024/25, with the subsequent plan expected to cover 2024/25 to 2027/28.

A dedicated monitoring report will assess progress against the objectives established in the Portsmouth Transport Strategy. Oversight and management of transport workstreams will be conducted internally by the transport team, with senior officers and the Cabinet Member for Transport overseeing progress.

These mechanisms ensure that progress against the parking strategy is regularly reviewed, with actions prioritised, carried forward, and new initiatives identified as necessary. Additionally, the council has developed a set of performance indicators to gauge progress against the strategy's objectives and actions. The table below outlines these indicators and the corresponding policies they will assess.

Performance indicator	Used to monitor progress against these policies							
	Policy A	Policy B	Policy C	Policy D	Policy E	Policy F	Policy G	Policy H
Monthly park and ride usage	✓							
Sign-ups to park and ride mailing list	✓							
Level of business engagement on park and ride	✓							
Provision of enhancements to park and ride services	✓							
Number of city centre parking spaces		✓						
Number of parking tickets sold each year, for on-and off-street parking across the city, and in specific areas (e.g. city centre)		✓	✓					✓
Traffic flows into and within the city	✓	✓	✓				✓	✓
Car park utilisation levels - city centre area	✓	✓	✓				✓	✓

Performance indicator	Used to monitor progress against these policies							
	Policy A	Policy B	Policy C	Policy D	Policy E	Policy F	Policy G	Policy H
Number of users of smart parking services (e.g. apps) supported by the council; number of users paying for/ reserving parking via apps; other parking app sourced data				✓	✓			
Number of complaints related to parking received			✓			✓		
Number of residents parking zones in operation; number of parking permits issued per year						✓		
Number of RPZ parking surveys carried out each year/number of responses received and proportion of respondents stating parking problems occur						✓		
Number of car club vehicles in the city; use of car club vehicles (number of journeys made per year; number of users)							✓	
Number of micromobility journeys made per year; number of micromobility journeys starting/ending from on-carriageway parking bays							✓	
Number of bike hangars, and number of residents on bike hangar waiting list - annual data							✓	
Number of parklets							✓	

Appendix: Transport Terms

Air Quality Management Area (AQMA)

An area where national air quality objectives set by the government are not being achieved and changes are needed to reduce air pollution levels.

Bicycle corral

Bicycle corrals offer designated parking areas where multiple bicycles can be securely locked up.

Breeze

A Mobility-as-a-Service (MaaS) smart phone app that is available across South Hampshire and Isle of Wight providing a unified access to various modes of transport including buses, trains, ferries, rental e-scooters, and shared bikes/ e-bikes.

Car Club

Car club offers members access to locally-parked vehicles without being tied to ownership.

Clean Air Zone (CAZ)

A zone where air quality does not meet government standards and a package of improvements are needed. This may include both charging and non-charging measures.

Cycle hangars

These are covered structures that provide secure cycle parking in locations where it is difficult to store bicycles. For example, in residential areas where terraced properties have no rear access. In these locations the hangars are located where car-parking spaces would have been, providing space for up to six bicycles.

Local and district centres

Key focal points within towns and cities often comprise clusters of units, such as shopping facilities. For instance, Milton Market on Eastney Road serves as a local centre, while Cosham and North End exemplify district centres.

Local Transport Plan (LTP)

A statutory document that comprises of two parts; a long term strategy which sets out the vision, objectives, policies for all of transport and highways and a short term implementation plan setting out the schemes which will deliver the strategy. This document, along with the accompanying implementation plan is the LTP, edition 4, for Portsmouth.

Micro-mobility

Any range of modes making use of small vehicles, principally rental e-scooters and bicycles, including e-bikes.

Mode

Mode of travel refers to the method or means by which individuals move from one place to another, such as driving, walking, cycling, or using public transportation.

Parklet

A green space created to be publicly accessible, usually in an urban environment in a former roadside parking space.

Resident parking zone (RPZ)

A zone where on-street car parking is prioritised for those eligible for permits.

South East Hampshire Rapid Transit (SEHRT)

South East Hampshire Rapid Transit programme aims to improve connectivity and reduce congestion through dedicated bus lanes and modern infrastructure in the region.

Sustainable transport

Any form of transport that produces low or zero levels of carbon emissions, including walking, cycling and public transport.

Transport hubs

Locations, usually at key transport interchanges such as train or bus stations, ports or ferry terminals, busier bus or rapid transit stops, which provide access to a range of transport modes and facilities. They are designed to make it easier for people to access the core public transport network and make 'first or last mile' trips by other modes.

Travel plan

A set of measures to manage the negative transport impacts of a development in an area or a city by encouraging sustainable modes of travel such as walking, cycling, using public transport or car clubs.

Workplace Parking Levy (WPL)

A scheme that places a charge on employers who provide workplace parking for employees above a set threshold. The funds raised are used towards future sustainable transport schemes.

Portsmouth CITY COUNCIL

You can get this information in large print, Braille, audio or in another language by calling 023 9283 4806

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