

Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	1 July 2026
Subject:	Residents Parking Zones Future Programme
Report by:	Felicity Tidbury – Assistant Director for Transport
Report Author:	Oliver Taviner - Principal Transport Planner
Wards affected:	Baffins, Charles Dickens, Copnor, Cosham, Drayton & Farlington, Eastney and Craneswater, Fratton, Hilsea, Milton, Nelson, Paulsgrove and St Jude.
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To provide an update on delivery of the current programme of consultation on Residents Parking Zones (RPZs) and seek approval for the future programme.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Approves progressing the Residents Parking Zones (RPZ) Future Programme for proposed new zones and review of existing zones as set out in section 5 of this report;**
- 2.2 **Delegates authority to the Assistant Director for Economy, Transport & Planning in consultation with the Cabinet Member for Transport to prioritise the zones set out in paragraphs 5.1 and 5.2 as the programme progresses.**

3. Background

- 3.1 Portsmouth City Council receives regular requests for controlled parking schemes in residential areas, which are formally referred to in Portsmouth as Residents Parking Zones (RPZs).
- 3.2 The location of Portsmouth's existing RPZs, proposed programme for new zones and reviews of existing zones is shown on the map included in Appendix

A to this report.

- 3.3 Implementing an 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 consider introducing or reviewing RPZs in areas where parking pressure is high, such as where commuters, visitors, or nearby facilities reduce the availability of on-street parking for local residents. It is also recognised that if a scheme is introduced in one area it may create displacement issues on the boundary. The proposed introduction new zones, adjacent to existing ones, can help to mitigate this.
- 3.4 For any area being considered for an RPZ, an informal consultation is carried out where residents are sent a letter which asks them to complete a survey. The survey asks a series of questions about whether they feel there is a parking problem in their area, and if so when it occurs, what causes it, and whether they feel an RPZ would be helpful.
- 3.5 If feedback from the informal survey is positive, then a scheme is designed for formal consultation, enacted through the Traffic Regulation Order (TRO) process. Residents are invited to share their views on the proposed scheme, and the results are brought to a Cabinet Member for Transport decision meeting to decide whether each proposed RPZ should be approved for implementation.
- 3.6 The informal and formal consultation and implementation process for a new RPZ, including the issuing of parking permits, typically takes around 18 months as seen in appendix C, with essential legal duties that the council must follow. The stages of this process are detailed in section 4 of this report.
- 3.7 On 12 October 2023, the [Cabinet Member for Transport approved the council's previous RPZ Programme of Consultation](#). This agreed programme is nearing conclusion, as detailed in the Table 1 below.

Table 1: Current RPZ programme of consultation

RPZ	Update
NB Locksway Road / Milton Village Area	Informal survey completed in March 2024 . Did not progress to formal consultation, as 55% of respondents to the informal survey were against the idea of an RPZ, with only 37% saying they thought an RPZ would be helpful. This is being kept under review for consideration in a future programme based upon resident feedback.
NC Kingsley Road Area	This was not progressed, as the NC area was approved for consultation only if an RPZ were to be approved for the neighbouring NB area.
GC Shearer Road Area	Following the informal survey and formal TRO consultation, the GC RPZ was implemented in May 2025.

RPZ	Update
GD North Fratton	Following the informal survey and formal TRO consultation, the GD RPZ was implemented in March 2026.
BG Mulberry Lane Area	The informal survey and formal TRO consultation were complete. A decision report was taken to the December 2025 Cabinet Member for Transport meeting and the recommendation of not proceeding based on the consultation responses was approved.
BC East Cosham Area Extension	An informal consultation was carried out between December 2025 and January 2026. After the survey results indicated that 75% of respondents were not in support of an extension to the BC zone, this will not proceed to a formal consultation. Residents of the surveyed area were written to informing them of this.
AB Wymering Area Extension	An informal consultation was carried out between December 2025 and January 2026. After the survey results indicated that 62% of respondents were in support of an extension to the AB zone, this will proceed to a formal consultation. Residents of the surveyed area were written to informing them of this.

4. Approach and process for a new RPZ

4.1 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 2011¹. 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 rather than in use; on average cars are stationary 96% of the time with 73% at home and the remaining 23% parked elsewhere (making up the 96% of time for which they are parked)². With increasing demand for parking, it is important to note that RPZs are implemented to improve parking situations but will not resolve all pressures.

4.2 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 (including loading bays, disabled bays, EV charging bays, micromobility and car clubs), pick up/drop off, active and public travel provision and road safety considerations such as double yellow lines at junctions.

¹ DfT / DVLA Table Veh 0105- change in total cars, all ownership 20211Q4 to 2021Q4

² Still standing still (racfoundation.org)



- 4.3 With greater consideration of the changing requirements, we could improve operation and efficiency at key locations and implementation of RPZs can contribute to this as RPZs prioritise parking for residents by restricting who can park and when.
- 4.4 The way people choose to travel around the city, and the logistics of where and how they park their vehicle, significantly influences how our city looks, feels, and functions. However, challenges arise when dealing with physical constraints and recognising that different vehicle types play varying roles in people's daily lives. 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.
- 4.5 The Portsmouth Parking Strategy has three objectives which it seeks to address in parallel:
- (i) Encourage sustainable development, regeneration, and prosperity through effective management of parking.
 - (ii) Improve the quality of life for residents and visitors through flexible and clear parking systems, using new technologies.
 - (iii) Deliver cleaner air and reductions in carbon emissions through managing parking to support development of sustainable travel as an attractive choice for all.
- 4.6 The future RPZ programme will take a more holistic approach not only considering private vehicle parking but also understanding existing and potential demand for complementary measures, such as, bike hangars, rental e-scooter/bike bays, EV charging bays and car club bays. Reviewing these alongside any parking challenges will provide a joined up approach to scheme delivery supporting the [Portsmouth Transport Strategy](#), and objective 3 of the [Portsmouth Parking Strategy 2024-2036](#).
- 4.7 Following approval for informal consultation, all properties in the proposed RPZ area will be invited to participate in a survey where feedback is invited from residents, businesses and stakeholders before making decisions that affect them. Representees can respond online, or a paper copy can be requested. These surveys seek to provide contextual information on parking in their area and capture local perspectives on neighbourhood parking demand, kerbside usage, other relevant feedback, and any challenges associated with these, to gauge the level of preliminary support for the introduction of an RPZ.
- 4.8 All feedback received to informal consultations is carefully evaluated to determine if there is broad support for an RPZ in principle. Where broad support is identified, the feedback is used to shape the proposed design and operational hours of a new RPZ and any complementary measures. This enables progression to formal consultation, undertaken through the statutory mechanism of a Traffic Regulation Order (TRO).



- 4.9 Feedback received through the statutory formal TRO consultation is used to determine whether the proposed RPZ is recommended for approval to the Cabinet Member for Transport. This feedback may also highlight any amendments needed to the proposals, or outstanding concerns to be further considered and/or carefully monitored if the RPZ is approved for implementation.
- 4.10 A formal decision report is presented at the Cabinet Member for Transport decision meeting, recommending either the implementation of the RPZ or its withdrawal from progression.
- 4.11 To enable enforcement, the RPZ requires the implementation of a TRO, and the relevant signage and line markings as set out in the Department for Transport's [The Traffic Signs Regulations and General Directions 2016](#) (TSRGD), to be installed on-street for the RPZ to be enforceable. Prior to the zone becoming operational, all affected properties are notified, and clear guidance is provided on the permit application process for residents, visitors and business permits. Once live, the RPZ is actively enforced by the council's Civil Enforcement Officers (CEOs).
- 4.12 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 two resident permits, and this will remain, even as number of desired vehicles in an area continues to increase in residential areas.
- 4.13 An indicative timeline for implementing a RPZ from informal consultation to implementation, is detailed in Appendix C. It is noted in paragraph 5.3 and 5.4 further on in this report that there are best practices to follow when implementing an RPZ, which have been built into Appendix C. This is an indicative timeframe; actual duration may vary depending on specific circumstances.



5. Proposed RPZ Future Programme

- 5.1 The proposed future RPZ programme is based on data recorded from residents' and councillor enquiries, implementation of RPZs in adjacent areas and other relevant information. Priority is usually given to the creation of new RPZs over reviews of existing zones. Baffins (entire ward west of Eastern Road) has been identified as the first zone to bring forward for an informal RPZ consultation. Copnor/Nelson (south of Stubbington Avenue) Nelson/Hilsea (south of Alexandra Park / east of Gladys Avenue) and the eastern area of Charles Dickens ward have been identified as the next zones to come forward as part of the proposed programme. In addition, NB Locksway Road / Milton Village Area and the adjacent roads heading north to Velder Avenue will be re-considered (indicatively late 2027) if feedback indicates relevant need for a re-review of the area).
- 5.2 The proposed zones can be seen in the map in Appendix A and the exact order and timings of these will be determined later.
- 5.3 It is important to note that some of the proposed RPZ areas encompass two or three different wards due to their locations overlapping ward boundaries.
- 5.4 As well as new RPZ proposals, the programme also includes a review of three existing zones, impacted by significant changes, as well as an additional minor amendment to the existing FE zone. The minor amendment to FE will be planned in alongside the future RPZ programme with reviews of existing zones requiring a bespoke time period allocated. The existing zones being brought forward for review in the future programme are:
- KC
 - MD
 - MH
- 5.5 Conducting reviews of existing zones are comparable to proposing new ones in regard to resource demands, given that they involve the same processes and council staff. They must also be carefully prioritised. The existing zones proposed for review can be seen on a map in Appendix A, led by KC, which was implemented in 2004, and is highly pressured and significantly affected to changes since establishment, including at the seafront, as well as within the Southsea area.
- 5.6 Parts of the current RPZ consultation programme approved on 12 October 2023 that were recently completed or which remain to be completed in 2026/2027 are set out alongside the priority zones of the proposed new programme in Table 2. The remaining proposed zones and review of the existing zones will be prioritised as the programme progresses. The current programme (approved in 2023) is under the heading Part A, and the proposed new programme is under the heading Part B.

Table 2: RPZ programme indicative dates

RPZ	Informal consultation and analysis	Preparation and design of zone	Formal consultation and analysis	Cabinet report drafting and decision meeting	Preparation and implementation (if approved)
Part A - Approved Programme					
GD Zone	Completed	Completed	Completed	Completed	Completed
BG Zone	Completed	Completed	Completed	Completed	Completed - Approved to not proceed
AB Zone Extension	Completed	July - September 2026	October - November 2026	December 2026 - January 2027	February 2027 - May 2027
BC Zone Extension	Completed	Following the informal survey results, this will not proceed			
Part B - Future Programme					
Period 1 - Baffins*	September 2026 - November 2026	December 2026 - April 2027	May 2027 - July 2027	August 2027 - October 2027	November 2027 - April 2028
Period 2 - Baffins*	September 2026 - November 2026	February 2027 - June 2027	July 2027 - September 2027	October 2027 - December 2027	May 2028 - August 2028
Remaining programme to be prioritised as approved programme delivered (<i>time periods are indicative</i>)					
Period 3	Late 2027 - Early 2029				
Period 4	Early 2028 - Late 2029				
Period 5	Late 2028 - Early 2030				
Period 6	Early 2029 - Late 2030				
Period 7	Late 2029 - Early 2031				
Period 8	Early 2030 - Late 2031				

*Due to the size of the area of Baffins, it is proposed that informal consultation would take place on the whole area, but if the results indicate support to progress, it is likely there will be a need to split the zone to ensure it is manageable and could be delivered and then enforced effectively.

- 5.7 It is considered best practice to not implement large road marking schemes in the winter where possible, as the work is weather dependent and can lead to poor quality lining as well as unexpected delays. This is reflected in the planned programme, with an emphasis on using the winter months, where possible for the consultation stages.



- 5.8 The proposed programme has been designed to be delivered as efficiently as possible within the available resources by efficiently staggering the planned activity, particularly to prevent consulting on or implementing two large zones at the same time.
- 5.9 The prioritisation of other zones will be reviewed at the start of each new programme period. This may result in areas not currently identified becoming higher priority, in response to changes in circumstances arising during the preceding period.

6. Reasons for recommendations

- 6.1 RPZs can be an effective way to manage the increasing demand for kerbside space, particularly in response to the issues raised by local residents, especially in areas where the majority of households have no off-street parking. Such schemes help to allocate the available space more fairly among residents and households and can help mitigate the pressures on parking in the area.
- 6.2 The new strategic approach to RPZs will support the people centred focus of the [Portsmouth Transport Strategy](#), through use of alternative modes of transport. These help to contribute to improve overall parking and congestion, whilst also helping to deliver cleaner air and reductions in carbon emissions through managing parking to support development of sustainable travel as an attractive choice for all, which is objective 3 of the [Portsmouth Parking Strategy 2024-2036](#).
- 6.3 It is evident from residents' enquiries that there are many parts of the city where there is likely to be considerable support for implementing new RPZs or amending existing ones. The proposed programme would help meet this demand in a timely manner, while also completing the successful delivery of the previously approved programme by summer 2027.
- 6.4 The proposed RPZ programme is extensive yet realistic, responding to residents' concerns while accurately reflecting the statutory legal processes of implementing RPZs and the resources available.

7. Integrated Impact Assessment

- 7.1 An Integrated Impact Assessment has been completed and is published alongside this report in Appendix B.

8. Legal implications

- 8.1 It is the duty of a local authority to manage their road network with a view to



achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

8.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

8.3 A TRO can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs.

8.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.

8.5 A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period by all persons or persons or vehicles of a particular class.

8.6 In determining what places can be so designated the highway authority is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular should have regards to:

- (i) the need to maintain the free flow of traffic;
- (ii) the need for maintaining reasonable access to premises; and
- (iii) the extent to which off-street parking accommodation is available in the neighbourhood

8.7 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support for or any objection to the proposals. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account the comments received from the public during the consultation period.



9. Director of Finance's comment

- 9.1 The design and implementation phases are planned to be undertaken in house using PCC staff.
- 9.2 Due to resource constraints, the design and implementation phases were previously undertaken by specialist external consultants. Should the Council need to revert to this approach, there is sufficient provision made under the Resident Parking – Set Up Costs budget line to pay for this.
- 9.3 All costs are expected to be met from the On-Street Parking cash limit.

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Signed by: Felicity Tidbury
Assistant Director of Economy Transport and Planning

Appendices:

Appendix A: Map of Portsmouth's existing, proposed and review of existing RPZs

Appendix B: Integrated Impact Assessment

Appendix C: Indicative timeline to implement an RPZ

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Residents Parking Programme of Consultation 23/24 (12 October 2023)	Residents Parking Programme of Consultation 23/24 (12 October 2023)
Residents Parking Zones - Evaluation & Feedback (20 March 2024)	Residents Parking Zones - Evaluation & Feedback (20 March 2024)
Portsmouth Transport Strategy 2021-2038	Portsmouth Transport Strategy 2021-2038
Portsmouth Parking Strategy 2024-2036	Portsmouth Parking Strategy 2024-2036

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

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Signed by: