



Decision maker: Cabinet Member for Traffic & Transportation
5 October 2012

Subject: Traffic Regulation Order:
The Portsmouth City Council (North Kings Area) (Residents'
Parking Places and Prohibition of Waiting) (No.19) Order
2012

Report by: Head of Transport and Environment

Wards affected: Central Southsea, St Jude

Key decision (over £250k): No
Budget & policy framework decision: No

1. Purpose of report

To consider the responses and feedback to the formal public consultation on this order, which is a statutory requirement.

2. Recommendations

2.1 That the proposals relating to Havelock Road, Lorne Road and Livingstone Road are approved and implemented (Parts A6, A9, A10, B2, B3 of the proposals – see page 6) once funding for the initial set up and ongoing enforcement has been confirmed.

2.2 That a decision on the remaining proposals is deferred, until the results of the residents' parking survey to the north and east (Bramble Road area) are known (Parts A1, A2, A3, A4, A5, A7, A8, A11, A12, A13, A14, B1, B4) and funding for the initial set up and ongoing enforcement has been confirmed.

2.3 That it is noted that the additional enforcement resource required to service this scheme will be found from the additional civil enforcement officers recruited to enforce the MB Orchard Road Area residents' parking scheme.

3. Background

3.1 The area known as "North Kings" is included in the approved 2010 3-year residents' parking programme. The area was surveyed in May 2011, and the results are summarised here:

- 31% (424) of the 1383 survey forms were completed and returned
- 47% (199) of the surveys returned indicated a scheme would be useful
- 43% (184) of the surveys returned indicated a scheme would not be useful
- 10% (41) of the surveys returned indicated "no answer" or "sometimes"

- 3.2** As the survey results were close, and the reasons both for and against related to patrons and customers of the Kings Theatre and Albert Road, no proposals were put forward at the time immediately following the survey.
- 3.3** Since the introduction of the Orchard Road area and Somerstown area schemes to the north and west of this “North Kings” area, some residents have begun expressing concern over parking problems due to those schemes. A significant number (approximately 45) of emails, letters and a petition to Central Southsea Ward Councillors and Portsmouth City Council were sent from residents of Havelock Rd, Lorne Rd and Livingstone Rd, requesting the residents’ parking restrictions to be introduced to their roads.
- 3.4** The proposed residents’ parking scheme was advertised for formal public consultation under Traffic Regulation Order 19/2012 between 11th June 2012 – 2nd July 2012. A copy of the public notice is reproduced on Page 6.

4. Reasons for recommendations

- 4.1** The recommendations reflect the information gained from the consultation responses of residents and businesses, which are summarised on Pages 9-22. The table below shows the number of consultation responses split into support and objections, and then broken down according to location:

	Support	Objection
Total consultation responses	68	73
Total consultation responses excluding Lorne Rd, Livingstone Rd and Havelock Rd	15	67
Total consultation responses excluding comments from people outside the North Kings area	68	56

- 4.2** The council wishes to encourage and support the economy of Albert Road and the Kings Theatre, and the concerns raised by the local traders and residents have been taken into consideration.
- 4.2.1** Whether voting in favour of a residents’ parking scheme or against one, the parking issues are attributed to the vehicles of customers of Albert Road businesses. The impact a parking scheme could have on Albert Road is viewed differently by residents, who either feel that the area needs their support or that accommodating the parking associated with Albert Road is unacceptable.
- 4.3** Residents of Havelock Road, Lorne Road and Livingstone Road predominantly have been affected by the introduction of parking schemes in adjacent areas and the associated displaced parking. Off-road parking is minimal in these roads.

4.4 The majority of residents in adjoining Outram Road and St Bartholomew's Gardens responded to indicate they are not in favour of residents' parking. Therefore these roads have not been included in the area recommended for approval.

4.6 By deferring a decision on the remaining proposals, they can be returned to a future decision meeting for consideration without the need to re-advertise them. The results of the residents' parking survey in the adjacent area will also help to determine the way forward, along with the permit-to-parking space ratio in the three roads approved for the scheme and the potential for extending permit entitlement to adjoining roads.

5. Equality impact assessment (EIA)

This report has undergone a preliminary equality impact assessment and there are no equality issues arising from this report.

6. Head of Legal Services' comments

6.1 Traffic regulation orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road, 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.

6.2 A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

6.3 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. 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.

7. Head of Finance's comments

7.1 The North Kings residents parking scheme formed part of the residents parking programme approved by the portfolio holder for Traffic and Transport in September 2010.

7.2 The set up costs of the scheme are made up of the initial survey and the analysis thereof and the implementation and review survey which is carried out on every scheme after it has been implemented and are likely to be in the region of around £25,000 and will be funded from the on street parking revenue budget.

7.3 The ongoing enforcement and administration of this scheme will be funded from the existing cash limit.

- 7.4** The Parking Section has indicated that following the implementation of the previous programme along with this scheme that there will be additional capacity required to enforce this scheme.
- 7.5** This additional enforcement will be provided by using the two additional civil enforcement officers recruited to meet the resource required for the MB residents parking zone.
- 7.6** Annually an amount of £200k is set aside to set up new residents parking schemes. It is noted that over the two year period the set up and enforcement costs can be met by this £200k budget. This amount in effect reduces the net surplus of the On Street parking operation and therefore the transfer of funds to the Off Street Parking reserve.
- 7.7** Due to falling parking income and other increasing commitments on the Off Street Parking Reserve the current surplus on the reserve is being eroded. The transfer from the On Street operation is not meeting all of the current commitments on the reserve. In future years (2014/15) the balance on the reserve will not exist and the forecast annual commitments on the reserve will not be met in full and will have to be prioritised with the un-funded commitments being a budget pressure on the Traffic and Transportation portfolio.
- 7.8** Therefore the recommendation is that this scheme will only be effected once an ongoing balanced budget for the parking service and the Traffic and Transportation portfolio is set. With the pressure to find additional savings to meet cash limit reductions in 2013/14 and future years this will be a difficult task. Whilst Resident Parking Schemes remain a cost to the city council as opposed to either meeting set up and enforcement costs or providing a surplus to meet other service costs it is not possible to recommend this scheme's implementation.
- 7.9** It is the City Council's policy not to recover the costs of administration and enforcement for residents parking zones other than by selling scratch cards for visitors, and charging for second and subsequent permits for householders. The Council currently generates around £339,000 per year from scratch cards and permits relating to residents parking zones whilst the cost of enforcement is estimated as £563,000 per year. Therefore there is a net cost of operating these schemes of £224,000 per annum and £200,000 spent implementing new schemes.

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Head of Transport and Environment

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
Emails, letters and petition (pre-consultation)	Ward Councillors, Portsmouth City Council
Emails, letters and petition (in response to formal consultation)	Transport Planning, summarised on Pages 8-21 of this report
Public consultation proposals	Page 5 of this report

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

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Cabinet Member for Traffic and Transportation



Public consultation notice advertising the TRO 19/2012 proposals

PORTSMOUTH CITY COUNCIL

THE PORTSMOUTH CITY COUNCIL (NORTH KINGS AREA) (RESIDENTS' PARKING PLACES AND PROHIBITION OF WAITING) (NO.19) ORDER 2012

Notice is hereby given that the Portsmouth City Council is consulting the public on the above proposed Order under Sections 1 to 53 of the Road Traffic Regulation Act 1984. The details are given below.

Persons wishing either to object to or support these proposals may do so by sending their representations **in writing** to Nikki Musson, Transport and Environment, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, or via email to engineers@portsmouthcc.gov.uk quoting ref: **TRO19/2012**, stating the grounds of objection/support by **2nd July 2012**.

A plan and copy of the draft Order may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours, and a copy of the Public Notice can be found on the City Council's website at: <http://www.portsmouth.gov.uk/living/609.html>

Under the provisions of the Local Government (Access to Information) Act 1985, any letters of representation that are received may be open to inspection by members of the public.

In **AUTHORISED PARKING BAYS** in force **24 Hours a day, 7 Days a week**, non-residents will be able to park for a maximum of **3 hours**, with no return to the zone within 4 hours.

The following will be exempt from the 3-hour parking limit in authorised bays:

Residents with a valid parking permit

Residents' visitors with a valid temporary parking voucher

Businesses with a valid parking permit

Motorcycles

Blue Badge Holders (Disabled Persons) with the Blue Badge clearly on display

PARKING CHARGES:

Residents' Parking Permits

First permit free to qualifying residents

£53.50/year for second permit (maximum of 2 per household)

Permits for goods vehicles will be restricted to those with a gross vehicle weight of less than 3500kg and registered to an address within the parking zone.

Temporary Parking Vouchers (for visitors to residents)

95p for a 12-hour voucher £1.80 for a 24-hour voucher

£5.50 for a four-day voucher £9.80 for a seven-day voucher.

Business Parking Permits

First permit £107.50/year to qualifying businesses

£215/year for a second permit, £325/year for each subsequent permit

Permits will only be issued to businesses operating within the parking zone.

A) RESIDENTS' PARKING PLACES

The currently unrestricted on-street parking in the following roads:

1. Albert Grove
2. Boulton Road
3. Campbell Road
4. Chelsea Road
5. Goodwood Road
6. Havelock Road
7. Inglis Road

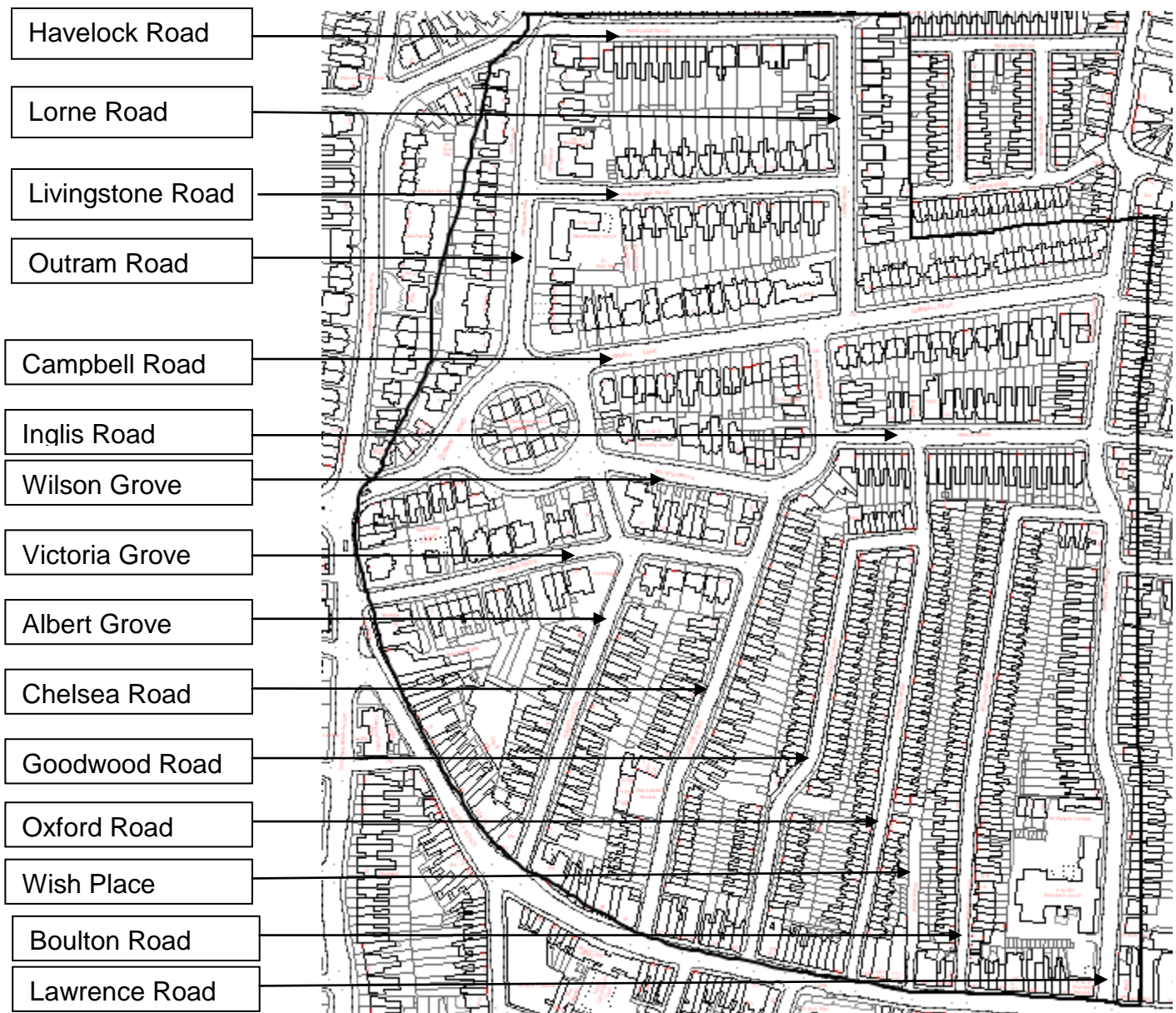


- 8. Lawrence Road
- 9. Livingstone Road
- 10. Lorne Road
- 11. Outram Road
- 12. Oxford Road
- 13. Victoria Grove
- 14. Wilson Grove

B) PROHIBITION OF WAITING AT ANY TIME (Double yellow lines)

- 1. Chelsea Road
 - (a) East side, around the build-out feature north of No.84
 - (b) West side;
 - (i) around the planter feature opposite No.68 into Victoria Grove past the dropped kerb crossing point
 - (ii) 3m northwards from the junction with Victoria Grove
- 2. Livingstone Road Both sides, 2m eastwards from the junction with Outram Road
- 3. Outram Road East side, 3m southwards from the junction with Livingstone Rd
- 4. Victoria Grove North side, 4m length westwards from the junction with Chelsea Road

C) AREA AFFECTED BY THESE PROPOSALS



D) REASONS FOR ORDER

- To introduce a residents' parking scheme in the area north of Albert Road / Kings Theatre, as far east as Lawrence Road.
- The aim of the proposed parking scheme is to maximise parking opportunities for residents, whilst maintaining a free 3-hour parking period for visitors including and customers of local businesses.
- New double yellow lines are proposed to prevent parking up to and across junctions, and parking bays will indicate suitable parking places for vehicles.

SIMON MOON, Head of Transport and Environment

Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE

Dated 11th June 2012

SUMMARY OF RESPONSES RECEIVED TO FORMAL CONSULTATION

In Support: 68 (includes 53 from Havelock Rd, Livingstone Rd and Lorne Rd)
In Objection: 73 (includes 17 objections from people outside the proposal area)

Road	Support	Objection	May 2011 survey results	
			Support	Objection
Albert Grove	2	5	13	3
Albert Road	0	2	12	14
Boulton Road	0	3	17	14
Campbell Road	7	7	24	29
Chelsea Road	3	10	21	11
Goodwood Road	0	6	14	16
Havelock Road	8	1	8	10
Inglis Road	0	3	3	7
Lawrence Road	0	0	18	17
Livingstone Road	33	4	10	9
Lorne Road	12	1	10	5
Outram Road	0	5	25	28
Oxford Road	1	2	8	12
Victoria Grove	2	2	13	5
Victoria Road South	0	2	0	0
Wilson Grove	0	0	3	4
Road not given	0	3		
Roads outside scheme	0	17		
TOTALS	68	73	199	184



Summary of comments by road (within proposed area)

Albert Grove

I was pleased to see residents' parking proposals until I saw they include a 3-hour free parking period. I am supportive of the need to balance the needs of businesses and households in this area, which gives it its unique vibrancy. The key issue for residents are Kings Theatre patrons. Shoppers and people visiting restaurants do not present a problem, but on theatre nights the parking situation is impossible. If returning home whilst a show is on, it is a case of not being able to park in the area at all. 3 hours will still allow time for theatre parking. Residents would have to pay for 2nd and visitor permits, an extra burden, but the transport issues arising from the theatre would not be addressed. This would be mitigated by reducing the time to 2 hours. Even if the scheme were to be self-funding through revenue raised, it would be a pointless recycling of resident and visitor money.

As a Portsmouth resident for several years I acknowledge I'm unlikely to be able to park outside my house and may have to walk a few minutes from the nearest parking space on any given day. I lived in a zone with residents' permits, but was often still unable to park in my road. Here I can park in my road or an adjacent street 90% of the time. The only real problems occur when the Kings Theatre has a show on, but 3 hours will not prevent their customers from parking here. The cost of permits would affect residents and could increase. If there is overwhelming demand for a scheme then the time limit should be short enough to prevent theatre patrons from parking (under 3 hours). Commercial vehicles should also be prevented from parking in residential roads.

I am emailing my strong support of the proposal TRO 19/2012 for the introduction of a residents' parking scheme in Albert Grove and surrounding area.

My objections to the proposed order are: 1) residents do not have an absolute right to park outside or even near their home. Southsea is a busy and vibrant area and residents who choose to live here should accept some of the inconveniences as well as the benefits. 2) Having paid road tax to park on public roads, residents should not then be subject to council charges 3) in practice there is not a serious parking problem, and the proposed scheme will not deliver significantly more parking spaces. Even in the busiest times I can park in my road or within a 5-minute walk 95% of the time. There is no problem parking from 9am - 5pm. There is no provision for visitors to the commercial / entertainment areas. I support the proposed double yellow lines, to improve access / safety at junctions.

Please take my points into account: 1) Currently we park in Havelock Rd when unable to park in Albert Grove: hopefully this would still be possible. 2) 3 hours free parking is too long as Albert Grove has a unique set of circumstances based on its proximity to Albert Rd and the Kings Theatre. It receives more than its fair share of casual traffic. Ideally a 2-hour or "permit only" zone would be preferred. 3) Waitrose car park should be more effectively marketed to theatregoers or a minibus service laid on for the elderly and infirm. 4) Allowing people to park for 3 hours with no return within 4 hours will only work if monitored, needing many more enforcement officers. 5) Would Albert Rd traders be classed as "qualifying businesses" and entitled to permits? 6) Can the proposed scheme be trialled for 3-6 months before a decision is made? 7) Has the scheme been requested by the majority of residents or is it a Council-initiated idea to make money? 8) Permit costs will affect property resale values.

I do not agree in any way with the terms of the proposed agreement, and would rather the scheme not be introduced at all as it will not benefit the residents of this area. In 10 years there are only 2 factors that cause the parking problems - the number of commercial vehicles parking in the streets and patrons of the Kings Theatre. The latter seem unable to follow the instructions to Waitrose car park, preferring to save a 5-10 minute walk by parking in the residential streets. The best option is for restricted parking between 6pm and 6am, for both the residents and the vibrancy of Albert Rd. The 3-hour free parking would not then be needed. The residents voted for 2 hours free parking, which would deter visitors to the Kings Theatre from parking in nearby residential roads.

Please give us permit parking! Parking has become increasingly difficult for residents due to HMOs, commercial vehicles and the Kings Theatre. When events are on we can spend half an hour driving round trying to find a space: a waste of fuel and time. Shopping has to be unloaded in the middle of the road, causing inconvenience to others. 3 hours without a permit is too long - it should be 1 hour to allow for shopping and for people to have their hair done.

Albert Road

How would we stand with parking in that area? Will students with cars have to pay? If not, why not. The limited wait would make it impossible to operate a business and go in and out frequently. If shops on the north side of Albert Rd have to pay but those on the south side don't, how is that fair trading? It is the city's privilege to have people trading in the city. These schemes just collect money for the city.

We are residents and shop owners with 1 car and no problem parking. There is no right to park directly outside our property; businesses are having an extremely hard time; the parking scheme will have devastating effect to the unique shopping area; Kings Theatre and ARTA have worked hard to make it an exciting and wonderful entertainment venue and shopping experience for locals and visitors alike, with added comfort of not having to worry about where can or can't park (customers tell us that fact). 3hrs not anywhere near enough to give customers confidence day or night in Albert Rd

Boulton Road

No car, but frequent visitors (friends and family) for several hours or whole day, and as a pensioner would find it difficult and expensive to obtain permits. Some people object to the Kings Theatre patrons parking in the residential roads, but I wish to see the Kings remain a viable local amenity.

I am opposed to the scheme as I indicated in the survey. We do not need a scheme; it can get busy at times but generally it is not a problem. I presume the survey had a negative response as we heard nothing further, yet the council is still trying to achieve its aim. The scheme is motivated by money and not the best intentions for your residents.

I am against this proposal as it will not help with the parking situation. At the end of the day there are just too many cars for the spaces: a fact of life in Southsea. There are only issues if we park late at night, and 90% of the time we can park in our road. Parking is no issue during the day and Theatre-goers don't park for longer than 3 hours anyway. I don't see why we should have to pay for visitors.

Campbell Road

It is with great reluctance that we wish to have residents' parking in this road, as it is chock-a-block with cars since the scheme was introduced south of Fratton Station. These roads are now a 24-hour dumping ground whereas the roads south of the station are empty. Residents' parking is not a solution as it places the problem elsewhere. Please do something as cars are trawling round these roads each evening searching for a space: either scrap residents' parking or make it citywide..

Bring on the parking so I can at least have a chance of parking in my own road!

We strongly object because of the restriction on family and friends visiting. Why should we have to pay for our basic human right of having visitors. We already pay road tax and council tax. The schemes across Portsmouth should be scrapped as the problem is just pushed from one area to another.

We would like to register our support for TRO 19/2012, mainly because since the introduction of residents' parking off Fawcett Rd we have noticed increased parking in this road, causing us problems. The introduction zone parking here will hopefully alleviate the problem.

We have more non-local parking here since nearby parking schemes were introduced. Vehicles are left for considerable periods without moving. As pensioners with one car we often have to park in other streets a considerable distance from our house. Commercial vehicles should be parked in designated parks (such as the Common overnight) to give residents a chance to park.

We have seen a noticeable increase in non-local parking, vans and camper vans since the establishment of schemes north and west of us. Some vehicles are left for considerable time.



Campbell Road continued...

<p>This is the 3rd time PCC has tried to force this scheme on the roads north of Albert Rd. Either by abstention or vote the idea has been rejected twice. I have yet to see evidence of the need for a scheme: there is more than adequate parking for residents 7 days a week. The real problem is overnight, and seafront P&D / car parks could provide monitored parking for the commercial vehicles. The zone threatens more mess and more signage - no thanks!</p>
<p>We support this proposal because of the distress caused to residents by the extreme difficulty in finding any space to park following the extension of parking schemes in neighbouring areas. The road is divided into flats and small units and crowded for parking purposes, and is also used by people visiting Albert Rd and the King's Theatre.</p>
<p>I object because I currently have no problem parking in Campbell Rd or the surrounding roads, and currently enjoy free parking for both cars</p>
<p>I support the proposed residents' parking scheme covering Campbell Rd, Southsea</p>
<p>I am writing to register my support for the proposed introduction of permit parking along Campbell Rd as part of the North Kings area.</p>
<p>I object due to the fact the parking scheme has no incentives to encourage reduced car use. Residents without a car should be entitled to a certain number of free permits or bus tokens to recognise their non-car use.</p>
<p>We object very strongly to the proposed parking scheme around Campbell Rd. There are too many cars in too small an area. Residents' parking will not alleviate the parking problems, just push them to another area before the whole of Portsea Island is residents' parking only. Why not ban students from bringing their cars like other university cities? Enforce the works vans more enthusiastically too. Permits don't guarantee spaces and do penalise residents.</p>
<p>We wish to vote NO to this proposal as we consider it is not needed.</p>

Chelsea Road

<p>I support the proposed residents' parking scheme, which should address the following issues: 1) cars being parked and left overnight and weekends 2) the introduction of residents parking in the local vicinity compounding an already difficult parking situation 3) an increased number of commercial vehicles being parked in the road. The 3 hour parking period will continue to support local businesses in Albert Rd but importantly enable local residents to park.</p>
<p>Please add my emphatic support for residential parking. It would be useful to have permits granted for evening visitors. One sincere warning - there are already far too many unsightly poles in Southsea; where they are positioned can seriously disfigure properties and the neighbourhood</p>
<p>I confirm my full support for the introduction of residents' parking in this area, for the following reasons: nearby parking schemes has and will increase the number of non-residents' cars parking in our road; car dealers often leave cars on the road for prolonged periods of time; customers' vehicles associated with the garage business in the road mean 6-7 cars are parked (some for prolonged periods); some houses are multi-let with more than 2 cars per house; visitors to Albert Rd and the Kings Theatre use our roads to park in instead of Waitrose car park; houses in non-restricted areas will lose value. Our day's activities are planned around the ability to park (or not) upon our return. It is reasonable for residents to have priority over parking in their road rather than non-residents and business people looking to park their "stock". I don't want businesses to suffer, but there should be some control over how many vehicles they can leave in the road. I would prefer a 2-hour free parking period, but realise the 3 hours proposed would assist businesses and the Kings Theatre.</p>



Chelsea Road continued...

<p>We are opposed to the proposed residents parking scheme as there is not a real and serious parking issue in the area, we do not want to have to pay for people to visit us and the scheme may negatively impact on the local businesses</p>
<p>Proposing to split Albert Rd into 2 different zones, north and south, is a ridiculous idea and would cause more problems than solve. There is also a financial cost to both private and business residents which is unacceptable in the present financial climate</p>
<p>I support residents' parking in principle, but the 3-hour free parking will do nothing to alleviate the problem of people attending plays or going to the pub. I would only support the scheme if the waiting time was reduced to 1-2 hours.</p>
<p>The scheme does not address the parking issues, so is another tax over council tax. Shows at the Kings Theatre and other businesses on Albert Road cause the greatest amount of excessive parking - this proposal will do nothing to alleviate that if it includes a 3-hour free waiting period. Parents helping with childcare would have to have permits, costing more money.</p>
<p>Residents will derive no advantage from a 3-hour free parking period, as it will not deter patrons of the bars, restaurants and King's Theatre using the roads as a car park. I do recognise that a shorter free parking period would cause problems for the King's Theatre. We are already experiencing some displacement parking from nearby schemes. There are only two reasonable and acceptable ways forward: either a parking scheme with a 2-hour free parking period with suitable alternative arrangements for Albert Rd visitors, or no extension of residents' parking schemes in this or neighbouring areas of Southsea.</p>
<p>Parking restrictions will not reduce the periodic congestion caused by the Kings Theatre patrons. The scheme does not guarantee a space or address the complex causes of congestion; it will just be an inconvenience</p>
<p>The parking scheme will not maximise parking opportunities for residents, because with 3 hours parking anyone can and still will park their cars minimising the parking opportunities for residents. There are no parking problems during the day. It is also unfair for visitors, friends and family to have to pay. The scheme is not necessary.</p>
<p>I object wholeheartedly to a parking scheme in Chelsea Rd as it will have a detrimental effect on the community in this area. 3 hours will achieve nothing but chaos for residents, as although it can be difficult to park at times, it eventually sorts itself out. The scheme is just another way of taxing residents and visitors. The huge number of students who bring cars into the city are the major cause of the parking problems, not the local businesses on Albert Rd.</p>
<p>The proposed scheme is not in the interests of Chelsea Rd or the surrounding area. The main issue is evening visitors preventing residents from parking after work or key weekend times. The proposed 3-hour time allowed would still enable theatre-goers and those visiting restaurants on Albert Rd and not deter them. It will only penalise residents and their own visitors, friends and family. Use the money instead for a park and ride scheme to make a more attractive prospect for theatre-goers.</p>
<p>I strongly object to the introduction of residents' parking for many reasons: there are usually enough spaces unless an event is on at the Kings Theatre, but there is no reason to restrict this. Many Theatre patrons will be driven away if there is no parking - better residents sometimes park a little further away than put at risk such a valuable local business. The increased costs to residents are unacceptable, as is the inconvenience of obtaining visitor permits. I object to the proposed additional double yellow lines, which will remove perfectly usable parking spaces. There is no clear mandate from the surveys conducted to put this proposal to consultation, let alone implementation.</p>
<p>I object to this proposal as it will not have any benefit to my family or anyone else who visits by car and it will incur hassle and cost for those people visiting by car. The current situation works and we do not need a residents' parking scheme.</p>

Goodwood Road

I strongly object to the prospect of parking restrictions in Goodwood Rd. I am very familiar with parking difficulties and issues, but restricted parking just moves the problem along. Goodwood Rd is just not that congested, so this plan seems particularly pointless. It is too far from the station to be influenced by the requirement and the Kings Theatre productions don't go on beyond the suggested 3-hour limit anyway. I fail to understand why the council thinks this is the answer to - to what?

I object to the proposed parking scheme as there is no need for parking permits in this road. The price of a 2nd permit is too high and makes money from residents. The cost of visitor permits is also too high and also penalises residents for having guests to stay. Some free permits each year would be more desirable in an un-welcomed situation.

I write in objection to the proposed parking scheme for Goodwood Rd as there is no need for permits on this road. There have been plenty of parking spaces and most days I can park right outside my front door. The price of the 2nd permit is too high and we will have to pay to park outside our house. It is also unfair that friends and family are expected to pay for parking when they visit. In some areas several free visitor permits are offered to residents.

Only difficult to park in the evenings and weekends when everyone is at home. Students are a factor at certain times of the year. I object to paying for visitors staying longer than 3 hours.

Once again we are voting against bringing in parking charges. We do not need it and why should we pay for family to visit?

Here we go again, same old battle of wills. I do not see why residents who do not own a car have to curtail to those who do. It's not right that we should have to pay for our families and friends to visit us. I object to a controlled parking scheme as many of us are elderly and struggle financially. People have worked so hard to put the Albert Road Shopping Area and the Kings Theatre back on the map. THINK AGAIN about introducing a residents' parking scheme.

Havelock Road

Would only object (regretfully) if small company van not eligible for permit and would have to buy car to get to work - ludicrous and expensive. This is the only reason for an objection

Please register my complete and utmost support for residents' parking in our road. Since the introduction of parking restrictions nearby we have had endless problems parking in our road, often having to park several roads away. A key cause of this is displaced vehicles from non-residents in the other roads. It is with great joy that we see the plan to introduce residents' parking in our road.

Parking availability has decreased by a considerable extent following the implementation of schemes to the North and West of this road. There will be a diverse array of responses to the consultation, largely driven by proximity to the problem, but residents of Lorne Rd, Havelock Rd, Outram Rd and Livingstone Road will have been affected by the nearby schemes. Could this subset of the area be added to one of the existing schemes if those south of Campbell Rd continue to resist the implementation of a scheme?

There is no reason for the scheme other than to raise money, and no reason to pursue this application if a wholesale review is to be carried out. There is no guarantee of a parking space anywhere within the designated area, so what service are permit holders getting? As the 1st permit is free and the 2nd permit raising a relatively negligible amount it is difficult to see how the financial, planning and engineering outlay and enforcement can be justified in a cost benefit context. There is very little chance of the scheme improving the current difficulties, which are the inevitable result of a large population in a small geographical area like Portsmouth. It is currently not impossible to park within the locality, albeit sometimes frustrating. Each flat or HMO will be counted as a single household and therefore be entitled to a free permit, whereas families occupying an entire property will have to pay for a 2nd permit with no ability to be awarded a 3rd or 4th permit. This is ill thought out with no logic.



Havelock Road continued...

The parking problem has got worse since neighbouring areas became permit only. It is not fair that those roads now have empty spaces and residents here have to park in Campbell Rd and further south. Parking by students' cars, commercial vehicles, 2nd cars and others not eligible for permits in the adjoining scheme has increased significantly in this area now.

We now have problems parking in our road since nearly every road in Southsea has parking restrictions. There has never been a problem in 30 years, which is both frustrating and disappointing. Every road around us is now clogged up with cars, many of which do not belong to residents of these roads. It is completely unfair on us.

We will be happy to see parking restrictions as per the proposal. It is very important to have residents' parking in place as so many areas surrounding us have. We therefore have very many vehicles with no connection to us or the road, making it impossible for us to park locally.

I wish to register my support for this scheme: the current arrangement of parking zones puts pressure on the roads that are excluded. The roads within the schemes have many empty parking spaces that we cannot use, creating a two-tier citizen borough. The parking situation has become fraught and stressful for residents who commute and arrive home late in the evening. Residents should be able to feel they can park somewhere, even if not on their own road.

It is impossible to park in Havelock Rd now, since the adjoining roads became residents' parking only.

Inglis Road

The proposed scheme would be detrimental to the local commercial community whose patrons are likely to park in the adjacent area, eg Kings Theatre, Wedgwood Rooms and the various restaurants and other establishments. In this economic climate the inconvenience of local residents looking for a parking space is preferable to boarded-up premises on Albert Rd as a result of losing custom. Albert Rd has developed into a vibrant community based around its recreational establishments and mix of retail outlets. It would be a shame to lose this community spirit. Parking permits may deter new families from moving to the area, generating further conversion of family homes into flats.

The scheme will only move parking issues to adjoining road, causing residents there to ask for a scheme. This is a clever way for the government to make us ask for taxes. It's just a big domino effect, and I know people currently within schemes who have noticed no difference. In the economic climate this is the worst thing you could do. There should be a more sensible approach to new homes and allocated parking. We live in a city packed with arts and entertainment struggling to survive through this recession. Please don't stick yet another nail in the coffin. Small businesses should be kept afloat, so they don't disappear, and also the Kings Theatre and Wedgwood Rooms need support.

I wish to object to the proposed residents' parking scheme for Inglis Rd and the surrounding area. I do not feel that this will be of benefit and would not be happy about me or any friends and family having to pay to park outside our home.

We presume as residents of Inglis Rd that we are included in the scheme and would be able to park in our road and any other within the "zone". Are the parking permits issued to a household or do they need to display a registration number?

Livingstone Road

Since the introduction of nearby residents' parking schemes there has been a noticeable increase in the number of commercial vehicles and non-residents parking in the area. This makes it difficult for residents, and the scheme should be applied to the whole area.



Livingstone Road continued...

I express my strong objection to the permit zone as 4 members of our household drive individual cars, meaning purchasing visitor permits for the other 2 costing £988 for the year. This is completely unacceptable. If I could buy 3 permits at the £53.50 rate it would be more acceptable.

Petition: 30 signatures from 21 households (those who wrote in separately are removed from the total of 35). The roads are now being used as an overflow car park for residents in surrounding roads who have a scheme and are ineligible for permits or don't want to pay for them. Our road is full 24 hours whereas those roads have lots of empty spaces. Being included would redress the balance with parking evenly distributed.

Permit parking will give no benefit as the problems are caused by people in the street owning more than one vehicle. Monitoring of vehicles would not be done rigorously enough to deter non-residents from parking here. No guarantee of being able to park in the street.

Other people do not flood to park here, the cars belong to residents. As a widowed pensioner the cost is prohibitive and getting visitor permits a nuisance (what if they turn up unannounced?)

There is a lack of parking spaces in Livingstone Rd since the Fawcett Rd scheme was implemented. Parking here is now hell. More cars from other streets are being parked and stored in our street. It's hard to park coming home from work after 5pm, and we cannot go out after 6pm as there are no spaces nearby. This problem needs solving and solving quickly.

We are in favour of a residents parking zone due to the impact from nearby roads and the knock on effect of their schemes. We support the introduction of residents' parking places. Just one example is a lady unpacking her car of items, loading them into her son's car and driving off, leaving her car parked for more than 5 days without moving.

Please ensure every avenue is discussed to enable us to have a residential parking scheme. The difficulty in finding a space has increased so much I reluctantly write in support of the proposals. The cost of permits is high but I am prepared to pay to enable a better quality of life for myself and my neighbours. A six-hour ticket should also be available. I was once grateful to have found a parking space in Waverley Road at 2.30am, but nervous of the walk back to my house on my own. Taking the car out in the evening is almost unthinkable, even to collect someone from the station or going out for an evening's entertainment. Many residents may vote against the parking scheme because they off-road parking, but they are fortunate indeed.

Lorne Road

I am writing to express our strong support for the introduction of a residents' parking scheme in Lorne Rd. Recently we have seen a sudden and severe deterioration in the parking situation, with an influx of non-residents' vehicles. Cars are left in the same spot for months at a time, but are taxed, meaning the practice is not illegal. Commercial vehicles are also parked for weeks at a time, inappropriate for a residential setting. The last survey results do not reflect the strength of feeling in favour of a scheme, as it was conducted before the recent deterioration in parking availability.

I am very keen on residents' parking

I confirm my strong support for the rapid introduction of a residents' parking scheme in Lorne Rd. The surrounding parking schemes have made our roads a dumping ground for vehicles not entitled to park in the schemes, making normal use of the car by residents here nearly impossible. The flood of vehicles has increased the risk to other roads users and pedestrians as people concentrate on finding a parking space rather than on the road. The constant "nose to tail" parking detracts from the Victorian character of this Conservation Area



Lorne Road continued...

We would like the council to consider a separate and smaller area for a new parking scheme: Lorne Rd, Livingstone Rd, Outram Rd and Havelock Rd. We have little access to adjacent roads for parking and we are directly affected by overspill parking from the Orchard Rd scheme. We tried to find out how much off-road parking there is in this smaller area, as those residents are less likely to want a parking scheme, hence the survey results. As a rough estimate taking the number of parking spaces and those properties without off-road parking, there are around 50 vehicles in our street that do not belong to residents. Many people, including students, walk / cycle use buses to get round the city and therefore leave their cars in an unrestricted street for weeks. Consider a citywide parking scheme.

Our main contention and objection is that the introduction of a scheme is unnecessary. Whilst the availability of parking spaces in this area has never been easy (what city area is?) our experience is that one can generally find parking reasonably close to our home. It is more difficult in the evenings and at weekends but at these peak time one can invariably find a space. Residents of this area did experience a substantial reduction in parking availability recently, coinciding with schemes introduced in nearby roads, but after an initial hiatus of a couple of weeks, the situation has significantly abated and returned to "normal". Fellow neighbours, some of whom were very quick to urge the immediate introduction of a scheme, have similarly seen and experienced the improving situation. The issue of the number of permits per household needs to be addressed so that a residents' parking scheme does not create the strange situation of denying legitimate residents spaces to park in their street.

It has recently become very difficult for residents to find a parking space. I would think that most people in the street would favour a residents parking scheme here, and all the people I have spoken to have expressed the same view.

As a Lorne Rd resident with a young family I struggle to park within a reasonable distance of my road, almost daily. The introduction of permit parking in nearby roads has made this worse. Many cars are left on our roads and not returned to for weeks - presumably for holidays. I even saw a man collected from his car by taxi, complete with suitcases! There are more and more commercial vehicles parking in these residential roads. In the evenings I have had to carry my children for several streets if we have returned late and they are tired.

Reluctantly supports scheme, but would rather students were prevented from parking in these roads

We voted in favour of residents parking for Lorne Rd, which has now suffered from permit parking in nearby areas. I have had to park as far away as Oxford Rd. Some cars have been left here for 3 weeks by residents avoiding buying 2nd permits in the scheme. The current parking situation is unacceptable.

Residents parking is urgently required and I am wholly in support of the proposal. Parking schemes elsewhere have created and exacerbated parking problems in unrestricted roads like ours. This used to be a quiet suburban area.

It is now essential that residents' parking be introduced, due to the introduction of residents' parking in neighbouring areas. Prior to that there were no problems with parking. The current problem is overnight only and not during the day

As a result of resident parking schemes being established in adjoining areas, displaced cars and lorries are now parking in Lorne Rd, Livingstone Rd and Havelock Rd. These vehicles often park for considerable periods of time, which is even more frustrating. I hope sufficient support is forthcoming from residents for a scheme to be introduced at the earliest opportunity.

We are in support of the introduction of a residents' parking permit scheme for Lorne Road and the surrounding area.



Outram Road

Outram Rd is of a different character to other roads in the proposal, in that nearly all the residential properties (flats and houses) have adequate off-street parking therefore the permit system is not required. The scheme would also affect us as a small business (nursery) established for 25 years, in terms of staff travelling to work and our ability to serve the local community. We have never experienced any problems with parking during business hours.

I thought the last survey received overwhelming objection to residents' parking in Outram Rd. We have 3 cars, and although the 1st permit is free the 2nd is in excess of £50 and therefore I would expect these permits to guarantee a space in Outram Road at all times. With people parking for up to 3 hours where are residents supposed to park? We would have to pay for permit and also have the stress of hoping there's a space available when we get home! It would only be fair to allocate residents their own spaces. Sometimes we parking in Havelock Rd or Livingstone Rd, but this would not be possible if they also had a scheme.

Yet another parking scheme proposed with no mandate from residents. This is unnecessary in terms of an existing major parking problem and the cost to implement in tight budget times. It is of absolutely no benefit to me or my visitors and poses a cost that does not currently exist. It does not protect the entrance to my drive or access to the cars parked on it.

We wish to voice strong objection to the imposition of this scheme as parking is generally not a problem and we can usually park within a few metres of our house. Short-term visitors, like those attending the Kings Theatre would not be affected. A further financial burden on taxpayers. Council should not be devoting resources and funds to an issue which is, at most, minor and insignificant.

St Bartholomew's Gardens

Would St Bartholomew's Gardens be included, as Outram Rd is also part of the address.

24 hour parking restrictions would have a detrimental effect on the pubs and restaurants on Albert Rd and to the Kings Theatre. There are only parking problems when there's a show on at the theatre. Why should visitors have to pay to visit us? The survey response was low, with 9 out of 16 roads not wanting a scheme. There is not a problem.

Oxford Road

I object to the proposed scheme. Less than 30% of the population responded to the survey, and only 15% of the relevant population voted in the affirmative. This is in no way a mandate for this scheme. We do not generally have problems with parking. A scheme would be detrimental for the following reasons: it would damage local businesses who are struggling for custom in an austere environment, many older residents have family members who provide essential support, many of the houses are over 100 years old and require frequent upgrade or correction work. This might be a useful source of revenue, but the majority of the affected population have not given appropriate approval

I welcome the parking scheme as it will make more parking available when I finish work at 3am.

I won't be guaranteed a parking space in the zoned area and no overflow parking is provided for residents. Problem only occurs at night and not during the day, due to King Theatre and Pubs & Restaurants (people park here overnight and get taxis home). It should only be 1 hour free parking. Visitors can park for up to 7 days, taking away spaces for residents

Victoria Grove

I support residents' parking for the area and hope it gets approval

Victoria Grove continued...

I object very strongly to the idea that this area needs some kind of controlled parking. There is no problem. There is mild congestion when the Kings Theatre has shows, but the 3 hours won't cure anything there. The only outcome is inconvenience and cost to residents. Is this a conservation area - with more street furniture?! Do not persist in this misguided idea that you are doing us a favour. You are merely penalising us unfairly.

I object to the personal inconvenience and expense involved for my visiting friends and family, in an area of Portsmouth that does not have daytime parking issues and when the evening parking is endemic in terrace housing with no off-street parking. Commercial vehicles are occasionally pushed here as a result of council policies. I'm also concerned that the high percentage of care workers will not be able to afford or be eligible for passes. The area will no longer be attractive to students or short-term workers

I am fed up with not being able to park in the evening and often during the day. It will be easier to park at weekends as people will not be able to leave their cars parked for all that time. The 3 hours is plenty of time for people to use the shops, go to pubs or cafes. As for the theatre, hopefully its patrons will be encouraged to use Waitrose's car park.

Victoria Road South

I wish to object to the proposed scheme as this area does not have a bad parking problem at present. A residents' zone will have a serious effect on business use and especially our staff, some of whom travel from out of town and need to park locally.

The parking problems is not a major issue and spaces can always be found. The proposal will have a negative impact on businesses on Albert Rd and the Kings Theatre. It would also impact our staff who live in areas where the public transport would make it difficult to get to work.

Address not given, but resident of proposed scheme area

We should be able to park in our roads without paying for it. A permit system doesn't reduce the number of vehicles needing to park: it just generates administration and revenue. It is well known that there is insufficient parking in this area. It will also penalise those roads south of Albert Road.

The outcome of previous attempts to impose an unpopular scheme was the abandonment of this unwanted stupidity. By what mandate are you trying to impose this unwanted scheme on the residents, when they are overwhelmingly against it?

I am against this order because the area is not near a city centre or popular attraction - it is an area for residents and should be free of charge 24/7. The additional permit costs add financial pressure on residents.

Summary of comments received from outside the proposed scheme area

Albert Road

I have been part of the regeneration of this part of Southsea, which is a success story in a time where the country is seeing the decline of the High Street. The parking scheme will reverse all the good work that has been done, and be the beginning of the end for the Kings Theatre and other establishments on Albert Rd. Nothing positive will be achieved, except more money being taken from local businesses.

Albert Road continued...

The proposed restrictive parking scheme is likely to have a severe impact on the Kings Theatre and should not be introduced. We are opposed to the scheme. The Trust is well aware of the overwhelmingly common complaint we receive about the poor car parking provision in the area. We fully understand this is disturbing to some local residents and is also off-putting for many theatre customers who attend theatres out of the city with better parking. This loses Portsmouth custom, not just in terms of tickets but the money spent in local shops, bars, restaurants and hotels. Waitrose's generous offer for theatre patrons to use its car park after 6pm does not solve the problem in the afternoons or for older customers who cannot walk the distance, especially in bad weather. At present, with free on-street parking to complement the Waitrose car park, there is a working balance with parking provision, which we would not wish to see disturbed without suitable provision for our audiences, staff, volunteers and visiting companies. The financial viability of the theatre would be seriously at risk if further barriers were put before our customers, forcing them to decide to attend theatre productions out of the city. A minimum 4-hour stay is required for visitors. The recent development of the "Big Project," designed to reduce reliance on the City Council for funds, could be reversed. In the last 10 years the theatre has lifted its programme of shows and audience numbers, and has worked closely alongside all the local traders and ARTA. This team effort has lifted the whole of Albert Road into a thriving vibrant cosmopolitan area, and thousands now visit each month from outside the city. For this success and huge achievement to continue, visitors must not be repelled by inappropriate parking schemes. It is important to maintain the vitality of local neighbourhoods by promoting cultural well-being, and the theatre is playing a key part in Southsea's regeneration. The comments of the Kings' Theatre are supported by The Theatres Trust, London.

We are both residents and business people. The partial scheme will cause havoc in Southsea as a whole and inflict parking pressure on adjoining areas. It does not give residents the right to park in their given road. It will cause chaos and disruption to the Kings Theatre audiences and other businesses in Albert Rd, particularly those working to a programme or appointment or workshop basis. The council should assert its authority over the University directly to address student parking. Commercial vehicles should not be given to workers to take home at night, especially in addition to their privately owned cars. Some businesses also park and sell vehicles on the public highway, causing a strain on traders who live and work in Albert Rd.

The proposed parking scheme will be detrimental to business owners like myself in Albert Rd. Customers may spend a long time browsing and purchasing from our shop, which would decrease if the permits came in. As well as deliveries, those who help me with the shop would be affected.

The scheme would alienate customers to all businesses in the area.

Shanklin Road

I object to the lack of action in our area. Circumstances have changed massively since the survey, with the introduction of permit parking in the surrounding area. If this area too goes ahead our small area will become a ghetto of free parking, making life difficult for residents. I strongly request a further survey of our area as there is strong local support and we do not want to be left isolated.

It is almost impossible to park in our road now and the level of parking by non-residents is very very frustrating. The North Kings area is getting involved in residents parking, but WHY NOT US? Something must be done for residents Bramble Rd, Ventnor Rd, Shanklin Rd and Talbot Rd. People park up and walk off and it's not on.

Ventnor Road

Please do not introduce permit parking into the North Kings area ahead of us, as it will only result in even greater displacement problems for us.



Bramble Road

The introduction of nearby schemes has had a major and negative effect for all residents here, and we have been critically overlooked by PCC. To consider introducing a parking scheme into the Campbell Rd area is unreasonable, poorly planned and wholly unacceptable until we have a scheme here.

To implement a residents permit scheme in the North Kings area will further increase the intolerable situation in Bramble Rd. Implementation should be delayed so that our area can be included at the same time, or there will be chaos. There are already arguments in our neighbourhood due to the parking situation and cars parking illegally.

The knock-on effect of the proposed scheme will force more people to park in Bramble Rd, which still remains outside of the scheme. We are already struggling under the pressure caused by the Orchard Rd area permit scheme. Over 80% of the houses are displaying a poster voting "YES" to permit parking". Parking schemes should be implemented in a logical order and the council be careful not to create a pocket of "free-for-all roads."

Chetwynd Road

A lot of households have 2+ cars, particularly students, and to introduce this scheme will simply move those cars to the side roads such as Chetwynd Rd, which already has tremendous pressure on limited parking spaces. This will make it even more difficult to park my one and only small family car.

Duncan Road

Parking is difficult in Southsea and in short supply. A scheme north of Albert Rd will park south of it, making it more difficult where I live. Residents' parking makes it more difficult for people visiting elderly friends and relatives, and people cannot visit without arranging parking in advance. If several visitors come in one day people won't have enough permits. Portsmouth is not cycle friendly enough and public transport is awful, that's why so many people use cars. Parking restrictions would impact the number of people going to the Kings Theatre. They would also reduce the number of people who can shop in Albert Rd and Fawcett Rd. It is important for people to be able to shop locally. Residents' parking costs money and causes inconvenience to residents.

Darlington Road

I object to the proposal as I foresee it will put increased pressure on the very limited space available here, especially late at night. During university term time it is very difficult to park anywhere close to this road.

Victoria Road South

I strongly request that even Nos.2-14 are eligible for permits to park in the scheme. The roads to the west and south of Albert Rd will inevitably suffer, as it is already impossible to park in Stafford Rd etc due to Albert Rd shoppers and workers.

Granada Road

I strongly object as the scheme will not solve the problem, just move it to the neighbouring area. I visit my long term boyfriend and family in Lawrence Rd most evenings for more than 3 hours, and would have to park in nearby roads, increasing the pressure on parking there. Many students live in this area with up to 5 cars to a property, meaning the problem would overflow into neighbouring roads.



Southampton area

I visit my elderly disabled mother in a residential home in Victoria Grove, and park in the area for 4-5 hours. I am concerned there will be insufficient parking for visitors and also at having to pay to visit. I would never need more than 6 hours parking - why can't there be a permit for that costing 50p?

Address not given

We were against residents' parking from the beginning as it solves nothing and charges people for the pleasure! Our dentist is in Outram Rd and we also regularly visit the Kings Theatre. 3 hours would not be long enough to take in a show.

Francis Avenue

I would like to attend the meeting regarding this proposed scheme, and also speak.

Grenville Road

I would like to attend and make a deputation at any future meeting in respect of this parking scheme.

End of Report