



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 17 DECEMBER 2015 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services, Tel: 9283 4057
Email: joanne.wildsmith@portsmouthcc.gov.uk

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Ken Ellcome (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat
Councillor Stuart Potter, UK Independence Party
Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Proposed reduction and amendment of 3 parking zones (GA Fratton, FD Bevis Road area and FG Stamshaw South) (Pages 1 - 62)

The report by the Director of Transport, Environment & Business Support is to consider the responses to the public consultation on the proposals under TROs 58/2015 and 59/2015 relating to the reduction and amendment of 3 parking zones. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

RECOMMENDED:

- (1) That GA Fratton remains in place, but that the 2-hour free period for non-residents is reduced to 1 hour.
- (2) That FD Bevis Road remains in place, but that the 2-hour free period for non-residents is reduced to 1 hour.
- (3) That FG Stamshaw South remains in place, but that the 2-hour free period for non-residents is reduced to 1 hour.

4 Wymering Road and Portchester Road One Way System - Results of Public Consultation (Pages 63 - 66)

The report by the Director of Transport, Environment & Business Support is to consider the responses to the public consultation regarding the proposals to implement a one-way system within Wymering Road and Portchester Road.

RECOMMENDED

- (1) That a Traffic Regulation Order is raised and advertised to seek comments from residents within the City regarding the proposals;
- (2) That provided the public consultation does not yield any objections to the proposals that Option 2, i.e, Wymering Road to be made one-way eastbound and Portchester Road to be made one-way westbound, be implemented within the area.

5 Arundel Street Traffic Calming Scheme - Results of Public Consultation (Pages 67 - 74)

The report by the Director of Transport, Environment & Business Support seeks to review the outcome and consider the responses to the public consultation regarding the proposals to implement traffic calming within Arundel Street and confirm a way forward.

RECOMMENDED:

- (1) That the Cabinet Member for Traffic & Transportation, Opposition Councillors and Ward Councillors note the responses to the consultation;
- (2) That a Traffic Regulation Order is raised and advertised to seek support and comments from residents within the City regarding the proposals;
- (3) That provided the public consultation in relation to the Traffic Regulation Order does not yield any objections to the proposals, the proposed traffic calming be implemented within the area.

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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Agenda Item 3



Portsmouth
CITY COUNCIL

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 17 December 2015

Subject: Proposed reduction and amendment of 3 parking zones
(GA Fratton, FD Bevis Road area, FG Stamshaw South)

Report by: Director of Transport, Environment and Business Support

Wards affected: Fratton and Nelson

Key decision: ~~Yes~~/No

Full Council decision: ~~Yes~~/No

1. Purpose of report

To consider the responses to the public consultation on the proposals under TROs 58/2015 and 59/2015 relating to the reduction and amendment of 3 parking zones. When objections are received to proposed Traffic Regulation Orders, it is a statutory requirement to consider them at a formal decision meeting.

Appendix A: The public notices outlining the proposals (pp 5-9)

Appendix B: Summary of Fratton public consultation responses (pp 10-35)

Appendix C: Summary of Stamshaw public consultation responses (pp 36-52)

2. Recommendations

- 2.1 That GA Fratton remains in place, but that the 2-hour free period for non-residents is reduced to 1 hour.
- 2.2 That FD Bevis Road remains in place, but that the 2-hour free period for non-residents is reduced to 1 hour.
- 2.3 That FG Stamshaw South remains in place, but that the 2-hour free period for non-residents is reduced to 1 hour.

3. Background

3.1 At the Traffic & Transportation decision meeting in July 2015, a decision was taken to formally consult on reducing and amending GA, FD and FG residents' parking zones. This decision was based on the following results of the informal survey conducted in March/April 2015:

GA Fratton	249/680 (37%): keep the zone
	427/680 (63%): remove the zone
FD Bevis Road area:	138/305 (45%): keep the zone
	165/305 (54%): remove the zone
FG Stamshaw South:	135/256 (53%): keep the zone
	120/256 (47%): remove the zone
(FD & FG Combined:	273/561 (49%): keep the zones
	285/561 (51%): remove the zones)

3.2 This report considers the responses to the formal public consultation through the Traffic Regulation Order (TRO) process.

4. Reasons for recommendations

4.1 The comments received in response to the formal TRO consultation on the proposals have been taken into consideration and the recommendations are primarily based on these responses. See Appendices B & C (page 10 onwards).

4.2 The majority of residents who responded to the formal proposals would prefer their zones stay in place, and many express the view that it is worth paying £30 a year for the first Resident permit. Residents indicate that, whilst not all parking issues are resolved, overall the opportunity to find a parking space is improved with a zone in place. Residents' concerns relate to:

GA Fratton

- proximity to Fratton railway station (and that a zone in place there would impact on other roads in Fratton)
- proximity to Fratton Road shops and businesses
- proximity to Fratton Park football ground and new Tesco store
- proximity to St Mary's hospital (including the relocation of St James's hospital staff, NHS staff temporarily renting parking space within the former Kingston prison site - ¼ mile from GA Fratton - staff on-site parking charges)
- proximity to large blocks of flats with inadequate parking facilities
- high numbers of commercial vehicles parking in the area

FD Bevis / FG Stamshaw South

- proximity to Portsmouth International Port (and that a zone in place there would impact on other roads in Stamshaw)
- proximity to London Road shops and businesses (particularly the future of the Co-op store site)
- proximity to Kingston Crescent businesses
- high numbers of commercial vehicles currently using the car park at the end of Ranelagh Road, which could return to the residential streets if the zone was removed

- 4.3** One of the most frequent comments received from residents living within parking zones relates to enforcement of the parking restrictions. Vehicles that are not penalised when parking without the relevant permit or for longer than allowed are the main cause of residents' frustrations, although when drivers have paid for parking electronically authorisation is not visible to the public in permit form.

Parking zones with a longer free parking period for non-permit holders are inefficient to enforce and resource-intensive because 2-3 hours has to be allowed for each vehicle from when it is first observed by an enforcement officer, and a second visit is required. Between return visits, more vehicles may have arrived in the area, avoiding the first observation visit.

Enforcement of parking zones necessarily has a lower priority than other restrictions in place for road safety and traffic management reasons; for example outside schools during peak times and in busy commercial areas. This makes it more important for the time spent within parking zones to be effective.

4.4 GA Fratton

178 residents responded to the formal TRO consultation:

- 140 residents indicated they would like to keep the zone
- 25 residents indicated they would prefer the zone to be removed
- 13 made comments but did not indicate a preference either way

The correspondence received in objection to the TRO as proposed has led to the recommendation not to remove the GA Fratton residents parking zone. Reducing the free parking period aims to enable improved enforcement opportunities, thereby improving the effectiveness of the zone and its ability to meet residents' expectations more adequately.

A summary of residents' views is on pages 10-35 of this report.

4.5 FD Bevis Road area / FG Stamshaw South

These zones have been considered together as they fall within the same area and are adjacent to each other. Therefore one will impact on the other.

200 residents responded to the formal TRO consultation:

- 166 residents indicated they would like to keep the zone
- 31 residents indicated they would prefer the zone to be removed
- 3 made comments but did not indicate a preference either way

The correspondence received in objection to the TRO as proposed has led to the recommendation not to remove the FD and/or FG residents parking zones in Stamshaw, but to reduce the free parking period to enable improved enforcement opportunities, and thereby the effectiveness of the zone and its ability to meet residents' expectations.

A summary of residents' views is on pages 36-52 of this report.

5. Equality Impact Assessment (EIA)

An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. These include Age, Disability, Race, Transgender, Gender, Sexual orientation, Religion or belief, relationships between groups, and other socially excluded groups.

6. Legal Services Comments

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. Director of Finance Comments

The proposed amendments to the operation of parking zones (GA, FD, FG) is estimated to cost £42,000. This includes the Traffic Regulation Orders (both in the press and on-street), the replacement of signage (and physical works related to this), and associated officer time. This will be funded from the £200,000 set up costs budgeted as part of the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that would be transferred to the off street parking reserve.

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Signed by:
Alan Cufley
Director of Transport, Environment & Business Support

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
	Transport Planning, 4 th floor, Civic Offices
Traffic & Transportation reports July 2015	Democratic Services, and Portsmouth City Council's website, search 'transportation', select 'Traffic & Transportation Committee' then 'Browse meetings...' and select date

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

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Signed by:
Cllr Ken Ellcome
Cabinet Member for Traffic & Transportation

Appendix A: Public notices detailing the formal proposals

17 September 2015

THE PORTSMOUTH CITY COUNCIL (GA FRATTON) (REMOVAL OF RESIDENTS' PARKING PLACES AND AMENDMENTS TO REMAINING ZONE) (NO.59) ORDER 2015

Notice is hereby given that the Portsmouth City Council is consulting the public on the above proposed Order under Sections 1-4, 32 and 36-37 of the Road Traffic Regulation Act 1984. The details are given below.

SEND YOUR COMMENTS ON THESE PROPOSALS TO: engineers@portsmouthcc.gov.uk

A) RESIDENTS' PARKING PLACES

G1 PERMIT HOLDERS ONLY 11AM - 1PM 7 DAYS A WEEK

(Change from current 24/7 operation with 2-hour free parking for non-permit holders, GA)

G1 ZONE:

Ariel Road	Claremont Road	Cornwall Road
Kingsdown Place	Lincoln Road (between Ariel Rd and Guildford Rd only)	
Purbrook Road	Selbourne Terrace	Thorncroft Road
Walmer Road (as far as Guildford Rd junction)		

Advantages:

- prevents all-day commuter parking
- enables more efficient and effective enforcement
- reduces the need for residents to purchase permits, including visitor scratch cards
- reduces the impact of vehicles displaced into adjacent areas as parking is unrestricted after 1pm each day when most residents are at home

PERMIT CHARGES

Residents' Parking Permits (maximum of 2 per household)

First permit £30.00 per year

Second permit £60.00 per year

Permits for goods vehicles will be restricted to those with a gross vehicle weight of less than 3501kg and registered to an address within the parking zone.

Temporary Parking Vouchers (for visitors to residents)

£1.00 for a 12-hour voucher £1.90 for a 24-hour voucher

£5.70 for a four-day voucher £10.00 for a seven-day voucher

Business Parking Permits

First permit £120.00/year to qualifying businesses

£240/year for a second permit, £360/year for each subsequent permit

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

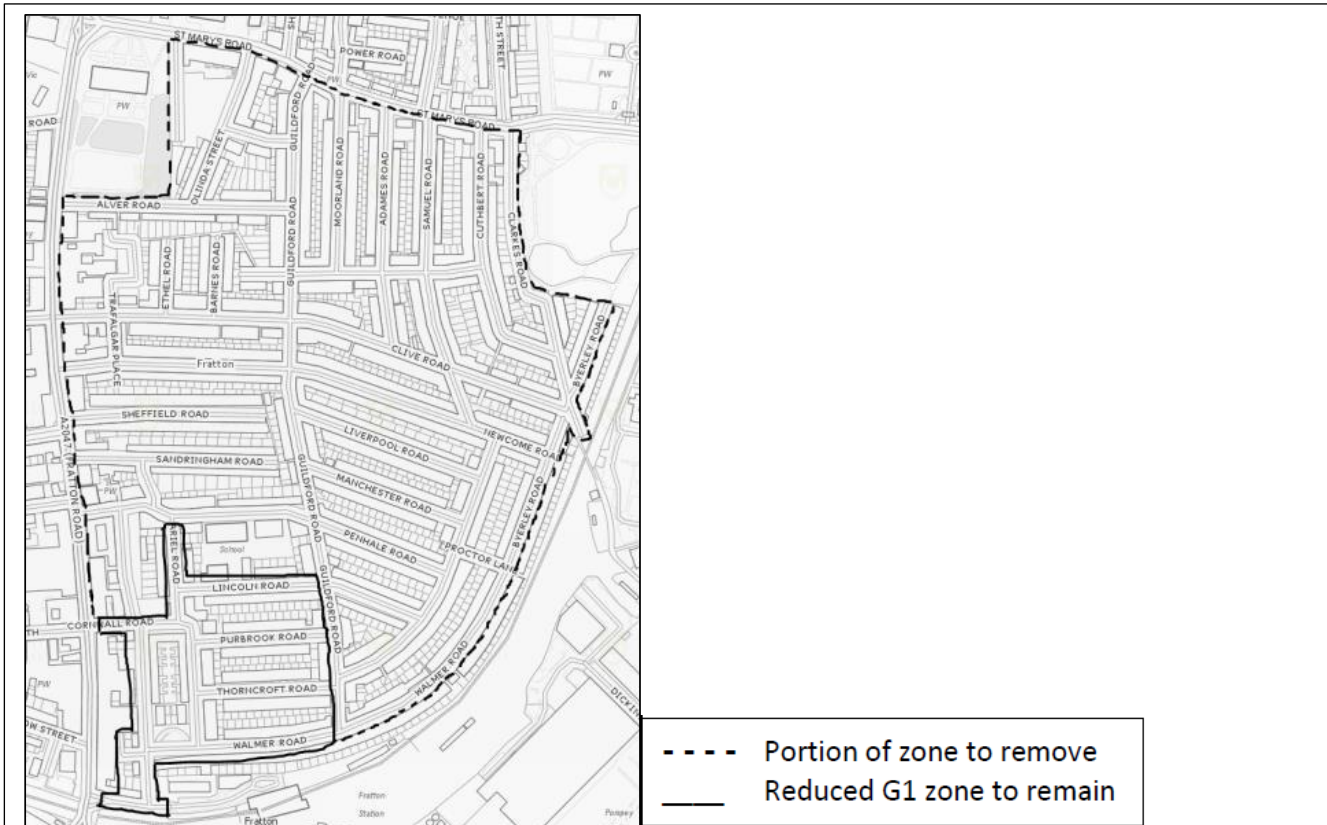
Replacement of any Annual Permit - £10.00 administration charge

B) REMOVAL OF RESIDENTS' PARKING PLACES

(Refunds for all permits will be available if the parking zone is removed)

GA ZONE:

Adames Road	Alver Road	Barnes Road	Brookfield Road
Byerley Road	Clarkes Road	Clive Road	Cuthbert Road
Ethel Road	Forton Road	Guildford Road	Liverpool Road
Lower Brookfield Road		Manchester Road	Moorland Road
Nancy Road	Newcome Road	Olinda Street	Penhale Road
Renny Road	St Mary's Road	Samuel Road	Sandringham Lane
Sandringham Road	Sheffield Road	Trafalgar Place	
Walmer Road (east of Guildford Road)		Woodland Street	



--- Portion of zone to remove
 — Reduced G1 zone to remain

REASONS FOR THE ORDER

- Following the Budget decision to charge £30 for the first annual Resident permit, residents of the 35 parking zones were asked if they would prefer to keep their zone or see it removed.
- GA Zone: Remove zone = 63% of respondents. Keep zone = 37% of respondents. The majority of the 37% are residents living nearest Frattin Railway station.
- The full results and which zones are affected can be seen on Portsmouth City Council's website - visit and search 'survey' and click on the parking survey results 2015.
- By responding to this consultation with your views you will automatically be kept updated with details of the subsequent report, recommendations and public decision meeting.

A copy of this Public Notice can be viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2015'. The public notice and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours.

Persons wishing either to object to or support this proposal may do so by sending their representations **IN WRITING** via email to engineers@portsmouthcc.gov.uk or by letter to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, quoting ref: **TRO 59/2015**, stating the grounds of objection or support by **8 October 2015**.

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.

Alan Cufley, Director of Transport, Environment and Business Support
 Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



17 September 2015

**THE PORTSMOUTH CITY COUNCIL (FD BEVIS ROAD and FG STAMSHAW SOUTH)
(REMOVAL OF RESIDENTS' PARKING PLACES AND AMENDMENTS TO REMAINING ZONE)
(NO.58) ORDER 2015**

Notice is hereby given that Portsmouth City Council is consulting the public on the above proposed Order under Sections 1-4, 32 and 36-37 of the Road Traffic Regulation Act 1984.

SEND YOUR COMMENTS ON THESE PROPOSALS TO: engineers@portsmouthcc.gov.uk

A) REMOVAL OF RESIDENTS' PARKING PLACES

(Refunds for all permits will be available if the parking zones are removed)

FD ZONE:

Pitcroft Rd, Grange Rd, Derby Rd, Monmouth Rd, Cardiff Rd, Angerstein Rd, Weymouth Rd, London Ave, North End Ave, North End Grove, Nelson Ave, King Edward's Crescent, Stamshaw Rd northwards from Pitcroft Rd.

FG ZONE:

St Mark's Rd, Ranelagh Rd, Knox Rd, Meyrick Rd, Winstanley Rd, Newcomen Rd, Newcomen Rd Link Rd, Penrose Close Smeaton St, Twyford Ave northwards from Lower Derby Rd.

B) RESIDENTS' PARKING PLACES

F1 PERMIT HOLDERS ONLY 1PM - 3PM, 7 DAYS A WEEK

(Change from current 24/7 operation with 2-hour free parking for non-permit holders, FD & FG)

F1 ZONE:

Mills Rd, Bevis Rd, Bevis Road North, Seagrove Rd, Croft Rd, Stanley Rd, Simpson Rd, Lower Derby Rd and its link road, Twyford Avenue (between Rudmore roundabout and Lower Derby Rd) and Stamshaw Rd (between Seagrove Rd and Pitcroft Rd).

Additional F1 permit entitlement: Even nos.12-48 Stamshaw Rd, even nos.120-138 Twyford Ave and odd nos.97-115 Twyford Ave.

Advantages:

- prevents all-day commuter parking, and those using the International Port
- enables more efficient and effective enforcement
- reduces the need for residents to purchase permits, including visitor scratch cards
- reduces the impact of vehicles displaced into adjacent areas as parking is unrestricted after 3pm each day for when most residents are at home

PERMIT CHARGES

Residents' Parking Permits (maximum of 2 per household)

First permit £30.00 per year

Second permit £60.00 per year

Permits for goods vehicles will be restricted to those with a gross vehicle weight of less than 3501kg and registered to an address within the parking zone.

Temporary Parking Vouchers (for visitors to residents)

£1.00 for a 12-hour voucher £1.90 for a 24-hour voucher

£5.70 for a four-day voucher £10.00 for a seven-day voucher

Business Parking Permits (Permits are issued to businesses operating within parking zones).

First permit £120.00/year to qualifying businesses

£240/year for a second permit, £360/year for each subsequent permit

Replacement of any Annual Permit - £10.00 administration charge



	Current FG Zone
	FD & FG to remove
	FD & FG to become smaller zone (F1)

	Current FD Zone
	FD & FG to remove
	FD & FG to become smaller zone (F1)

REASONS FOR THE ORDER

- Following the Budget decision to charge £30 for the first annual Resident permit, residents of the 35 parking zones were asked if they would prefer to keep their zone or see it removed.
- FD Zone: Remove zone = 54% of respondents. Keep zone = 46% of respondents. The majority of the 46% are residents living nearest Kingston Crescent.
- FG Zone: Remove zone = 47% of respondents. Keep zone = 53% of respondents. The majority of the 53% are residents living nearest the International Port.
- The full results and which zones are affected can be seen on Portsmouth City Council's website - visit and search 'survey' and click on the parking survey results 2015.
- By responding to this consultation with your views you will automatically be kept updated with details of the subsequent report, recommendations and public decision meeting.

A copy of this Public Notice can be viewed on Portsmouth City Council's website - visit and search 'traffic regulation orders 2015'. The public notice and a plan may be examined at the Information Desk, Ground Floor, Civic Offices, Portsmouth during normal office hours.

Persons wishing either to object to or support this proposal may do so by sending their representations **IN WRITING** via email to engineers@portsmouthcc.gov.uk or by letter to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, quoting ref: **TRO 58/2015**, stating the grounds of objection or support by **8 October 2015**.

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Alan Cufley, Director of Transport, Environment and Business Support
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APPENDIX B: Summary of public consultation responses - GA Fratton zone

Ward Councillor

The proposals only prevents commuter parking in the new very small G1 area. The walking distance to the train station beyond the proposed reduced GA Zone is negligible; therefore it is highly likely that commuters will simply park in other areas that are within the current GA Zone. This will cause major problems in the other roads and it is likely that the scheme will need to be expanded in size to accommodate additional roads. G1 residents will park in other roads close to their homes where they can park for free and create parking madness for other local residents who have seen their road excluded from the zone. Similarly the new proposed zone will be limited to 2 permits per household. Considering that the proposed area is so small and costs for a third permit are very expensive, the logical conclusion would be that residents would be unlikely to apply for a third permit and park in surrounding roads. These proposals are likely to increase displacement rather than reduce it for all of the reasons stated above. In addition to the above by lifting parking restrictions after 1pm each day there will be increased problems with parking on football match days as supporters will be able to park their cars in the zone and spend the day/evening with friends and not have to worry about collecting their cars until 11am the next day. The reduction in size of the zone should reduce the cost of enforcement; therefore the cost of permits should be reduced accordingly. There is no part of this new proposal that would work effectively and the council would need to expand and amend this very quickly should the new proposals go through, as residents currently in Zone GA would quickly be swamped with commuters, displacement parking and people parking on a Saturday match day and leaving the cars overnight as they go for a drink afterwards. Reducing the size of the zone and amending the time when it is in operation will exacerbate parking problems in the south of Fratton, increase costs to the residents of the nine roads where it would be in place and frustrate pretty much anyone with a car.

Ward Councillor and resident, Fratton

The original survey of residents bears no relation to the current proposals which is very concerning. Many constituents have written saying the proposals are unfair and unworkable.

Resident, Adames Road

The resident parking scheme should not be removed from Adames Road; it has worked very well since its introduction and residents would not wish to return to the days when the streets were filled with lorries and vans. In the past residents couldn't use their cars on football match days in case they were unable to park when they returned home. £30 per year is worth paying to keep the zone.

Resident, Adames Road

Permit parking was a good reason to move to Fratton. It isn't great to have a street full of vans and football match days will be hell if the permits go. Arriving home in the evening midweek and finding a parking space would not be possible if the restrictions were lifted. It is preferable to pay £30 for a permit than to lose parking controls.

Resident, Alver Road

The resident parking zone on Alver Road should remain as it is. Lorries parking in front of houses spoil the view from living rooms which can have a detrimental effect on elderly residents who don't get out much.

Resident, Alver Road

If the resident parking scheme in Alver Road is reduced it will be a nightmare for residents and police. With the current scheme in place parking is not too bad- there is little enforcement and vehicles often park illegally but the situation would be much worse if parking was derestricted. Alver Road is a dead end and gets a lot of parked cars parking long term. Problems aren't just during the day when commuters would park, they are in the evening and weekends as well which is especially problematic with a young child. Without a permit scheme Alver Road will become a dumping ground for work vehicles and non-resident cars.

Resident, Alver Road

It is very surprising to see that the removal of the permit scheme on Alver Road is being considered. Every evening 5 taxis without permits park down the street; if the zone was removed the situation would be worse as those with work vans and people parking for the city centre would park here. Portsmouth already has too many cars and without restrictions the problem in Fratton will worsen, especially given the proximity of Fratton Park.

Resident, Alver Road

The resident parking zone in Fratton should remain.

Resident, Ariel Road

Parking zones for only a handful of roads are even more pointless than extensive zones- this was proven in the early 'trial' involving a couple of roads around Fratton station. Residents living in the new G1 zone will park in unrestricted roads to avoid paying for a permit. The proposed zone is only enforced 2 hours a day which means that residents who work in the week will be paying for a permit that they only need for 4 hours at the weekend. There is an increase in parking demand during certain times in this area but this is to be expected and these people all pay road tax and are perfectly entitled to park on street. Object most strongly to any form of parking zone in this area.

Resident, Ariel Road

The proposed changes to the residents parking scheme are fine as long as enforcement is stringent. Under the present scheme there are many cars parked without permits, for days at a time without receiving any penalty. The number of business parking permits issued needs to be addressed as there are some businesses with up to 5 vehicles parked on residential streets. The priority should be with the residents; the free parking period should be removed or reduced to 1 hour.

Residents, Barnes Road

The resident parking zone in Fratton should not be removed. For many years residents had to put up with football fans parking outside their homes for hours on end. The fire brigade would regularly post notices through doors asking people not to park obstructively; the problem was rarely residents but usually shoppers and football supporters. There was also an issue with caravans, commercial vans and vehicles for sale being left on the street. Since the zone was introduced parking has become much easier and there has been much less obstruction. If the proposal goes ahead, commuters will still park on Barnes Road and walk through to the station.

Residents, Barnes Road

Parking down Barnes Road is difficult as it is; if the permit scheme is removed the situation will worsen, especially as there are student properties in the area. On match days the parking will be worse since the car park at Fratton Park has been replaced by Tesco. The permit scheme is necessary to help resident to park in the area, especially since a new block of apartments has just been built in Lower Brookfield Road. Where will they park?

Residents, Barnes Road

GA zone has worked perfectly up until this point and should not be reduced or removed. The decision to introduce the resident parking scheme was one of the best decisions in recent years; in other areas of Portsmouth without a zone the parking situation is much more difficult. The charge for the 1st permit is definitely worth paying to keep the zone.

Resident, Barnes Road

Residents in Fratton value the resident parking scheme; it should not be removed. They need to park close to home for a variety of reasons, especially those with young children. Parking a long distance from home is a safety issue for those who work shifts and park late at night. The new Tesco at Fratton Park has reduced the parking available to supporters which will mean even more of them will park for free in residential streets. Prior to the permit scheme, parking on football match days was awful for residents. Commercial vehicles that currently cannot get a permit will return to parking in the street. These parking problems will directly affect those with young children who will find it very difficult to move both shopping and children back to their homes. Retaining the parking zone will keep Fratton a family friendly place to live.

Residents, Barnes Road

The original Fratton Steering Group fought long and hard to have permit parking introduced and to remove it now would be a retrograde step. The traffic situation has not improved and there has been an increase in the number of cars. Now that the new Tesco is being built at Fratton Park, more football supporters will be parking in the streets. More commercial vehicles will be bought home if the scheme is removed. Residents would be happy to accept a small charge for the first car but to have to pay a £30 charge or lose the zone is unacceptable, especially as wardens are rarely seen. The charge will not improve the parking situation. The current scheme enables residents to park either on their road or close by; if it is removed, parking will be handed over to non-residents or businesses.

Residents, Barnes Road

The scheme undoubtedly makes parking easier for those who live in the area who are, ultimately, the ones who most need to park there. The proximity to Fratton Park makes a compelling case for retaining resident parking on Barnes Road, as match days will be even worse for residents with no restrictions. The scheme should remain as it is, without change. Removing it would be a backwards step for the area.

Resident, Brookfield Road

Residents shouldn't have to pay to park outside their homes, especially in low income areas such as Fratton. Parking should be unrestricted; the restrictions make no difference on football match days.

Resident, Brookfield Road

Football supporters parking on residential streets in Fratton make residents prisoners in their own homes. If the resident parking zone is removed, vehicles currently parked outside the zone will move back in. It takes 7 minutes to walk from Brookfield Road to the train station - the proposed small zone is not large enough to dissuade commuters from parking outside the zone and walking back to the station. The zone should remain in its current form, with the free period reduced from 2 hours to 1 hour and a ban on commercial vehicles.

Resident, Byerley Road

The proposed removal of resident parking from Byerley Road is appalling. Before the zone the area was plagued with work vans and lorries being parked indiscriminately and over weekends. Residents had to park a long distance from home and carry shopping home- the parking zone addressed this problem instantly. Not all residents remember how bad it was before the zone but as an elderly resident who relies on her car, the removal of the zone would be disastrous. Trying to navigate public transport with health problems would significantly reduce quality of life, as would having to park a long distance from home. St Mary's workers will also park in this area and walk over the bridge to the hospital. Parking for St Mary's is extremely high demand; the hospital has just rented parking spaces at the disused Kingston Prison in the short term, and this pressure will undoubtedly lead to workers and patients choosing to park for free on nearby residential streets and walk the short distance in if resident parking is removed. £30 is a fair price to pay for the peace of mind of a zone for residents.

Resident, Byerley Road

The resident parking scheme should not be removed from Byerley Road as it will result in a large number of commercial vehicles parking in the area. Parking is manageable at the moment due to the zone but without any restrictions this would change. Having to park a long distance away late at night and walk along the back of the recreation ground near the garages on Clarkes Road is not safe. PFC home matches will bring additional cars to the area and cause huge parking problems. Residents shouldn't have to pay for permits but the zone should not be removed either.

Resident, Byerley Road

Parking zone should be removed.

Resident, Claremont Road

The proposal to keep resident parking around Fratton Station is needed to keep commuters from parking on those streets all days. However, the proposed reduction in hours might mean that those who currently park using the pay and display on Selbourne Terrace will now park for free on residential streets. Also, residents from the flats on Fratton Bridge will use the streets in F1 and beyond to park. Company vehicles will be able to park overnight- these should at least pay for a business permit. Under the proposed hours, motorists could leave their cars at 1pm and catch a train, not returning until 11am the next day. More residents would prefer to have a 24 hour scheme that addresses these issues; £30 seems an excessive charge for a 2 hour permit.

Resident, Claremont Road

It is very disappointing to see that the parking zones in the Claremont Road area are being altered. This area contained the highest number of survey respondents who wished to retain the zone in its

current form. Therefore, the zone should remain as it is with the new £30 fee for 1st permits as the only alteration.

Resident, Clive Road

Parking zone should not be removed; road gets very crowded, especially in evenings, and there is very little enforcement from wardens.

Resident, Clive Road

The resident parking scheme on Clive Road should remain intact. The plans to remove it should not be taken any further.

Resident, Clive Road

The resident parking scheme on Clive Road should not be removed. Prior to the scheme it was very difficult to park and the road was filled with work vans. The proximity of Fratton Park also makes it very busy on match days despite the scheme. When the scheme was first introduced it was regularly patrolled by wardens; now after 6pm the road is full of commercial vehicles parking without permits. If the scheme was enforced correctly then some of the money collected from parking tickets could go towards running costs. When PCC first asked residents about the scheme, some believed that they were choosing between paying and not paying for the scheme. If most residents had realised that the scheme would be removed, they would have agreed to pay something towards it to keep it. Commuters will simply park on the streets outside the proposed small G1 zone and so the problem of long term parking will simply be shifted outwards from the station.

Resident, Clive Road

It is very disappointing that PCC is considering the removal of the resident permit scheme. £30 is a fair price to pay to keep the zone as it works well to allow resident to park close to home and was a key reason for purchasing a property in the area. It is important to be able to park close to home, especially for those with young children. Removing the zone would make this difficult.

Resident, Clive Road

The resident permit scheme should remain on Clive Road; parking is already difficult due to football parking and paying £30 a year is preferable to losing the zone.

Resident, Clive Road

On Clive Road it is difficult to park on an average day, let alone a match day. If the resident parking scheme is lifted, football supporters will no longer be compelled to hurry back to their cars to avoid going over the 2 hour visitor limit. Instead they will be able to park all afternoon and evening and residents who know they can currently return to their properties to park shortly after the match will be forced to wait for hours on end for them to leave. On non-match days vehicles belonging to non Fratton residents will be parked in the street for days on end, as it will be free. As a parent of a young child the thought of regularly having to park a long distance from home is dreadful- for the sake of a £30 permit it is much preferable to keep the parking zone. Removing the zone would make many residents of Fratton very unhappy.

Resident, Clive Road

The GA parking scheme should be removed.

Resident, Clive Road

The parking permit system in Fratton should be maintained as it happens to be one of the better things about living in Fratton, and well worth the annual fee. Please do not abolish it.

Resident, Clive Road

The parking permit system in Fratton should be maintained.

Resident, Clive Road

Having recently purchased a property in Clive Road, it would be a nightmare to lose the parking zone. A lot of residents have said they would pay £50+ to keep the permits, although any cost shouldn't apply to pensioners.

Resident, Clive Road

The resident parking zone on Clive Road should stay; at £30 is an acceptable cost to keep it.

Resident, Clive Road

As a disabled and often housebound resident, visitors are a lifeline and the parking restrictions have put people off visiting. Therefore the restrictions should be removed.

Resident, Clive Road

The GA Zone should remain as it is; it is already difficult to park in the evenings and without the zone it would be even worse. Commercial vehicles are the main problem. £30 is a fair fee for the 1st permit.

Resident, Cornwall Road

In favour of keeping the revised residence parking permits, as it will stop railway commuters parking all day; do not object to paying for the first permit.

Resident, Cornwall Road

If the parking restrictions in Fratton are removed then commuters will park all day when using the station. The match day parking situation would also be chaotic without permits. £30 is a fair price to pay to keep the zone.

4 residents, Cuthbert Road

The zone we have in place at present works very well; if the zone is abolished the parking in this area will be horrendous. There will be more cars parked on Cuthbert Road on football match days and evenings, also there is a new supermarket opening shortly near Fratton Park and if there is no allocated parking for Tesco staff they will then be clogging up residential roads with their cars. Also more work vans and lorries will be parked up overnight and weekends. Keep the parking zone.

Resident, Cuthbert Road

The removal of the GA zone would simply provide PFC with extra fan parking: it has worked well so far. The zone should be financed through greater enforcement and permit fees. If zones were stricter across the city it would reduce the number of cars and allow more freedom for sustainable transport.

Resident, Cuthbert Road

The GA permit zone should be retained.

Resident, Cuthbert Road

Fratton is a heavily populated area with many houses that are Homes of Multiple Occupation. Currently in the evenings it is already difficult to park after 8pm and the removal of restrictions will only make this worse as there will be no reason for people not to bring extra vehicles into the roads of the zone. The roads on the other side of St Marys Road are always full of parked vehicles, with limited parking at night and removal of the GA Zone may lead to more roads becoming 'full'. There are some within the GA zone who work unsociable hours and those returning late at night may find it difficult to park near to their home. This could increase the number of cars driving in the roads at night looking for a space, the amount of noise and also environmental pollutants. Keeping zones in Fratton (JE Zone) and also creating the new G1 zone will lead to displacement parking in the roads currently in GA Zone and vehicles could be left in these roads for extended periods of time whilst using the railway station. The close proximity of the new Fratton Tesco and the other businesses in the Pompey Centre that can be easily accessed with a 5-minute walk may lead to the employees of these businesses using Fratton roads for free parking late into the night, especially if there is not sufficient provision for employee parking. Using a similar process to that proposed for the G1 zone in the GA zone could provide the residents with not having to pay for visitors at times so that, for example, residents and paying visitors can only use the zone between 9am and midday and 6pm and 11pm. This would mean that there is no availability for all day parking and would also be easier for parking enforcement to manage.

Resident, Forton Road

The resident permit scheme in Forton Road should be removed; it has never worked for residents in this area. The 2-hour free period means non-residents can use the street to park for most events anyway, such as football games or concerts at St Mary's. Unless residents stay in or stay out on event days they cannot park and the current scheme does nothing to address this.

Resident, Forton Road

The resident parking zone on Forton Road (GA Zone) should not be removed.

Resident, Guildford Road

Parking in the area is bad enough, especially on match days when residents are frightened to use their cars. Why would you want to return to the old way of parking? Many of the residents are willing to pay £30 per year for permits and are opposed to the proposal to axe the zone.

Resident, Guildford Road

Removing the GA resident parking zone in Fratton would be a mistake. Commuters will park all day on the streets around Fratton station and football match days will become even more chaotic. £30 per year is worth paying to keep the permits.

Resident, Guildford Road

It would be a mistake to remove the resident parking zone from Guildford Road as it will leave the road open to commuters parking all day. There would also be serious problems parking on PFC match days- the £30 fee is a fair fee to pay to prevent these issues.

Resident, Guildford Road

Guildford Road is within walking distance of the train station, town centre and Fratton Park, and as such should retain its resident parking scheme.

Resident, Guildford Road

The permit zone should not be removed from Guildford Road

Resident, Guildford Road

Parking is already under significant pressure on Guildford Road; removing the permit zone would have an adverse effect on the quality of life of residents and would certainly not improve the safety of the local roads and junctions. Events at St Mary's Church, local takeaways, the wedding shop, and Fratton Park all contribute to the problems on Guildford Road, as well as residents from St Mary's Road parking there. Having to walk a long distance between parking and home would be difficult for older residents and safety at night is a concern. The zone should remain as it is at present, or a new zone should be created off St Mary's road to alleviate the problems.

Resident, Lincoln Road

Parking scheme should be retained in its present format, no objection to paying for the 1st permit.

Resident, Lincoln Road

Unrestricted roads adjacent to proposed reduced zone will be negatively impacted by changes outlined in public notice. If the charges within the zone increase second cars, commercial vehicles and those who do not wish to pay will park in the streets immediately outside the zone, causing terrible congestion. Whole zone should be retained or removed.

Resident, Lincoln Road

The new parking regulations are astounding. The extra money generated from charging for 1st permits should be put towards greater enforcement as the roads are gridlocked on PFC match days. The system has been working well to deter commuters and it is unclear what the benefits of the proposed changes would be.

Resident, Lincoln Road

The removal of the permit facility on Lincoln Road would create a lot of problems, especially on match days. Having previously lived on Shearer Road and moved to Lincoln Road because of the permits, it would be disappointing to return to parking 20 minutes from home and having to wake up especially early to retrieve the car. Lincoln Road is already congested in the evenings, and if the zone was removed it would become a free car park on football days as it is so close to the footbridge. £30 is worth paying to park close to home and have wardens patrolling the area. If there is to be a 2-hour period it should coincide with football kick offs. The fee for 3rd and subsequent permits should be considerably raised, visitor permits should cost a little more, and 2nd permits should be £30.

Resident, Lincoln Road

Keep the zone.

Resident, Lincoln Road

Keep the zone.

Resident, Lincoln Road

The proposals do not represent a fair deal for residents; most residents are not home during the day so the proposed hours of operation are illogical. The zone should remain 24/7- why would residents want to pay £30 for 2 hours of parking?

Resident, Liverpool Road

There are major concerns with the way PCC conducted the resident parking zone survey and the resulting report. The effect these proposals will have on parking and traffic in the area will be misery for local residents. The streets immediately outside the proposed G1 zone will be filled with commuters who will have free parking within a short walk of the station. Football days will be worse; why would supporters use public transport if they can park for free 5 minutes from the ground? Workers and visitors from the city centre would also have a short walk after parking for free in Fratton, reducing revenue from car parks. Students would be more likely to bring their cars to the city with them; the resulting parking problems would make parking very difficult for working residents, especially those arriving home late at night. The proposals would also violate resident's right to light; if large commercial vehicles were allowed to return to parking in front of properties they would block out natural light from people's homes. The council should protect residents from this.

Resident, Manchester Road

If resident parking zone is removed residents would be unable to park their cars near to their homes on Portsmouth FC home match days- this problem existed before the permit scheme was introduced. There is a problem with commercial vehicles such as vans parking on residential streets without permits and without any penalty from traffic wardens. Commercial vehicles should park in parking areas provided.

Resident, Manchester Road

The resident parking scheme in Fratton should go as it prevents people from having family visitors. Residents shouldn't have to pay to park in their street when they already pay road tax and there is no guarantee of being able to park.

Resident, Manchester Road

£30 per year is reasonable to avoid vans and lorries clogging up the roads and blocking out sunlight from front rooms. With the permit there is at least a fighting chance of parking close to home.

Resident, Manchester Road

The GA Fratton area needs a resident parking zone, either for free or £30 per permit. Before the zone, arriving home after 9pm would make it impossible to park. Without the zone there will be displacement from JE & JF Zones, large commercial vehicles would park with impunity potentially impeding emergency access and the roads outside the new G1 zone will be used as commuter parking for the train station. People will park in the former GA zone for ASDA or Commercial Road. PFC home match days will be choc a block using the area as a free car park, and untaxed vehicles may be dumped in the streets. Pollution and emissions will be increased by people driving up and down looking for spaces and taxi drivers waiting in the street will cause frustration. Since the scheme was introduced, many more households have multiple vehicles and the University has expanded. Lorries and vans are physically bigger and block out light from resident's homes. The RPZ needs to be kept in this area and enforced, otherwise it will become more congested and residents will become unhappy.

Resident, Manchester Road

Resident parking should stay in Fratton, even with the £30 fee for 1st permits.

Resident, Manchester Road

The resident parking zone is worth paying £30 for; prior to its introduction there were football supporters and lorries parked everywhere.

Resident, Manchester Road

The Fratton GA area needs a resident parking scheme, either for free or for a £30 fee. Before the scheme, residents arriving home from work in the evening would have to park a long distance from home. If the parking zone is removed there will be displacement from the JE and JF zones. Commuters and other rail users from Fratton Station will use the roads.

Resident, Moorland Road

Resident parking should remain in the area of Moorland Road. Before the parking scheme was introduced it was difficult to park even within 3 streets of your home, which is not a situation residents wish to return to. A lot of spaces are taken up by lorries and vans and when they park outside houses they block out a lot of light which is very depressing.

Resident, Moorland Road

There were many parking issues in Fratton before resident parking was introduced and it would be preferable to pay £30 per year than to have these problems return. Maybe those who voted against the zone weren't here to remember what it was like without it. The council should put residents first and accept that they won't make money on some ventures.

Resident, Moorland Road

It makes no sense to remove the resident parking zone from Moorland Road. Before the scheme was introduced it was very common to have to park 3-4 roads away because of all the non-residents parking on Moorland Road; since the zone this problem has been resolved. £30 is an acceptable fee and residents may have voted to pay it had they realised that the alternative was to lose the zone completely. The GA scheme has worked so well, it seems ridiculous to scrap it.

Resident, Nancy Road

The proposals to reduce the GA resident parking zone, excluding Nancy Road, will leave pay and display parking or a permit holder car park for much of Nancy Road, with only a few unrestricted spaces to use during the day time. This will make parking difficult for some properties on Nancy Road who are amongst the only residents on the street not to have access to off road parking during the day. The small number of spaces available in the day time will make it inconvenient and costly for family members, particularly those with young children, to visit. Nancy Road should be included in the proposed G1 Zone.

Resident, Newcome Road

The number of cars on Newcome Road has risen significantly over the last two decades and it is now difficult for residents to park close to home. This has been accompanied by a decrease in the amount of warden patrols in the area; illegal and dangerous parking often goes un-penalised. The resident parking zone should remain in place 24/7, with residents paying for permits.

Resident, Newcome Road

The proposed loss of the majority of the GA parking zone is very concerning- ideally it should remain in its entirety. The plans to keep the parking zone near to the station will push commuters, commercial vehicles and residents who do not wish to pay for permits to park in the unrestricted streets adjacent to the new reduced zone. Reconsidering the removal of the zone will make an enormous difference in many people's lives.

Resident, Newcome Road

The current system works well on PFC match days which would otherwise create difficulties for residents. If the proposed changes go ahead, Newcome Road will be filled with un-permitted vehicles and train commuters avoiding the new permit area. More consideration should be given to the potential impact on roads just outside the proposed zone.

Resident, Newcome Road

The parking situation behind Fratton Road has deteriorated since the van park was sold off to a private business. Arriving home from a late shift as a community nurse, there is zero chance of parking close to home. The removal of the zone would worsen this situation, Fratton shoppers and football fans would add to the parking burden and parking for residents would be impossible.

Resident, Newcome Road

The proposal to remove permits from Newcome Road is completely disagreeable for those whose cars are essential to their jobs. Without permits it will be impossible to find spaces as people from areas which do have permits will choose to park on the street. Newcome Road is too close to Fratton Park not to have a resident permit scheme. The limit on permits to 2 per household will make life impossible for those households that need 3 or more cars.

Resident, Newcome Road

The current parking scheme in Newcome Road is discriminatory and should be abolished. Since its introduction the scheme has fallen short; it is still hard to park on match days, and the option for a separate van parking area has not been implemented and they now park on street. It is costly to purchase visitor scratch cards which impacts low income households and the cost of the 1st permit is likely to rise over time from £30. The zone should be city wide or removed completely- anything else is discriminatory. Perhaps the following could be considered to improve the parking situation: reduce the cost of the park and ride, encourage those with off road parking to use it, utilise overnight parking for residents at large establishments such as at the university, navy, shopping centres, football club and hospitals. Visitors should be welcomed to the city without large parking costs; the parking zones should therefore be abolished.

Resident, Newcome Road

Since moving here recently the parking situation has been quite impressive, presumably because of the permit scheme currently in place. It is good to feel secure being able to park close to home, especially late in the evening. It would be much better to pay £30 per year to keep the permits, or to have a space allocated to the property, than to have to wander the streets at night as a lone woman.

Resident, Newcome Road

As a resident and Fratton and second permit holder, the resident permit scheme should be removed. The zone has had no particular impact on the number of cars parking in the street, and prior to the zone there was not a problem with cars parking for days on end as others have suggested. If cars are correctly taxed they have every right to park wherever they like.

Resident, Newcome Road

It is very disappointing to see that Newcome Road is not included in the proposed F1 Zone. There are lots of HMOs in the area and if all of these properties are now able to bring unlimited vehicles to the area the parking will be terrible. Parking on PFC match days is nearly impossible; without a scheme this situation would worsen. Newcome Road is less than a 10 minute walk to the station so the proposed zone will mean that commuters park here and walk through. The survey has not identified different types of resident and by attaching notices to lampposts PCC has not ensured that all residents are aware of proposals.

Resident, Newcome Road

The proposed abolition of the Newcome Road resident permit scheme is very concerning and would affect the quality of life of residents. It is already difficult to park in the evenings and on football match days as the current restrictions are rarely enforced. Commercial vehicles and users of the nearby pub fill the streets, blocking out light. The situation was worse before the zone and it would be worse without it- £30 is worth paying and it is strange that people voted against it.

Resident, Newcome Road

Permit parking was a reason for moving to Fratton as opposed to other, unpermitted areas of the city. Newcome Road is close to the station and football ground so losing the permits would be a worry. Lots of people might want to park and leave their cars for long periods of time.

Resident, Newcome Road

Parking on Newcome Road is already a problem with the parking restrictions in place; residents often have to park on neighbouring streets. Without restrictions the situation will become a lot worse with commuters, shoppers and football supporters all using residential streets as car parks. Therefore the parking permit zones should remain in place.

Resident, Newcome Road

The resident permit scheme should remain in Newcome Road. It is already heavily congested with cars making parking difficult for residents, even with the current restrictions in place. The removal of the zone would also remove a deterrent to households owning multiple vehicles, allow businesses to park without limit and enable rail users and football supporters to park without restriction. Residents should have priority over non-residents to park outside their homes, and the permit scheme was a factor when purchasing in the area. With restrictions remaining in place around the station, parking problems will be pushed out onto roads that do not have permit parking. Consideration should be given to keeping a resident permit zone that encompasses the whole GA area to allow residents to priority to park at home in the evenings. The best time to target would be after 4pm on weekdays and all day weekends.

Resident, Newcome Road

Resident permit parking should stay, even if this means paying for the 1st permit. It is a benefit to residents as parking is currently manageable but would not be if permits were removed.

Resident, Newcome Road

Resident parking should stay at a cost of £30 per permit. It is a benefit to the resident as parking will worsen if the scheme is removed.

Resident, Olinda Street

The removal of the resident parking scheme on Olinda Street would make things very difficult for residents who are registered disabled. Enforcement in the area is poor- people know when the wardens finish their shifts and frequently park in the marked disabled bays. It is very difficult to park after 8pm already- without the zone it would be worse. The zone was introduced because of the proximity of Fratton train station, the football ground, local takeaways and St Mary's Church, all of which use the street for parking. For a disabled person, carrying things to and from a vehicle over a long distance poses serious problems. If the zone is removed it will have an extremely negative effect on the lives of disabled residents who will be afraid to move their vehicles for fear of being unable to return; it will affect their mobility and freedom. At the moment week day daytimes are easier to park due to the zone but evening and weekends are awful. Much of the problem in the evenings is the work vans that take advantage of the lack of enforcement and park overnight. Football supporters also flaunt the 2 hour visitor limit regularly due to the lack of warden presence. Wardens only visit the street at a set time, late morning, so it is easy to avoid them. Residents who live on streets where zones are in place might choose to park on Olinda Street if it is derestricted, adding to the problem.

Resident, Olinda Street

The resident parking scheme in Fratton should not be removed from the Olinda Street area. Before the parking scheme the roads were filled with lorries parking and blocking the road for days - preventing residents from parking.

Resident, Olinda Street

It is difficult to understand why the removal of the parking zone in Olinda Street would be considered when it is already so difficult to park. As a low income, disabled resident the proposed fee to keep the zone is acceptable and could even be increased. Without the zone there would be nothing to dissuade commuters from parking in the street and walking to the station. More space is available during the day so it makes no sense to have restrictions then- they should be in place after 5pm and the free period should be reduced to 15 minutes. Enforcement after a certain time is a problem. Removing the zone would be a step in the wrong direction.

Relative of elderly resident, Olinda Street

It is important for those who care for elderly people living in Fratton that parking is available, to make frequent care visits possible. A parking scheme is necessary to keep shoppers, commuters and football supporters from taking up all the spaces. When taking an elderly relative out in the car it is imperative to be able to park very close to the house and not in another street. The only way this type of access can be achieved is with a resident parking scheme, and that is worth a £30 fee.

Relative of elderly resident, Olinda Street

If the control period was scrapped it would make life more difficult as a carer; it is important to be able to come and go frequently during the week and park close to the house as walking long distances is impossible. If the zone was scrapped it would mean applying for a disabled bay but this would inconvenience neighbours and might not always be available anyway.

Resident, Olinda Street

Prior to the current scheme it was very difficult to park which is a big problem for someone who has difficulty walking. The resident parking scheme should stay on Olinda Street, and the cost of £30 would be worth paying to keep it.

Resident, Olinda Street

Parking on street has been much easier and safer since the introduction of the parking zone. Sometimes it would take up to half an hour to find a parking space as the road was filled with non-residents and trades vehicles. It is frightening and tiring as a woman working late shifts to return home at 10pm and have to park a long distance from home. Match days are also very difficult and residents are sometimes abused. Resident parking must stay.

Resident, Penhale Road

Zone should not be removed, specifically from Penhale Road which is only 5 minutes from Fratton Station. Penhale Road will be the first road for station commuters and football supporters to use if proposed removal goes ahead. Proposed smaller zone is not big enough to discourage station commuters from parking and should be extended to include Penhale Road. More than happy to pay for permit - having a young child makes it important to park close to home and if Penhale Road was not included in the scheme this would be difficult.

Resident, Penhale Road

Please do not remove the resident parking scheme from Penhale Road and the surrounding area. Every day the road is overloaded with cars during peak times and without the scheme this situation would be exacerbated by train commuters and those parking for Commercial Road. Parking a long way from home is very difficult with two small children. The new Tesco might mean more people park in the Fratton area. The GA zone makes parking easier and is a draw to the area for those buying homes here- paying £30 for the 1st permit is preferable to losing the zone.

Resident, Penhale Road

It is dismaying to see that the council is considering the removal of the resident parking scheme in Fratton. The survey might have been misinterpreted by some residents who did not want to pay for the 1st permit as they already pay Council Tax, but also did not want to lose the zone altogether. It is currently difficult to park in the evenings, especially on Tuesdays when Portsmouth Football Club play. This is also true on Saturdays when the team plays. The situation was compounded when the car park for commercial vehicles on Nancy Road was sold off for private use- now there is nowhere for them to park except residential streets. Parking will therefore be impossible without the permit scheme so the council should reconsider its plans.

Resident, Penhale Road

The resident parking zone should remain on Penhale Road - it is important to residents who work night shifts and also those who have small children and struggle when parking a long distance from home. To remove the zone would be catastrophic for residents who are already competing for spaces at school drop off times and with Fratton shoppers. The nearby mosque also creates parking congestion at various times of day and football match days are especially difficult. Residents will suffer if restrictions are removed so the zone should remain, at a cost of £30 for the first permit. This is the best way to ensure the safety of residents and their small children.

Resident, Penhale Road

The resident parking scheme on Penhale Road should be removed because it does not reduce the number of cars parked in the area. The zone is therefore an unnecessary burden on residents. Vehicles park in the zone without permits and the 2 hour free period is not effective at preventing visitors to Fratton Park and other local amenities from parking in the streets. Visitor scratch cards are inconvenient as is remembering to renew the resident permit; if you forget either of these you risk a fine for parking outside your own home.

Resident, Penhale Road

Having seen both sides of having a scheme and not, the benefits to the residents in having one speaks for itself. The people who work in the area do not take up parking spaces around neighbours houses and therefore they do not have to park streets away from their property. On football days it enables residents to use their vehicle and not come back to find the area full of supporters cars, which they leave overnight more often than not so they can drink. Not having the scheme means that residents will hardly be able to park anywhere near their properties, just as before the scheme was introduced. The fee is reasonable and more than worth paying for the benefit of the zone.

Resident, Penhale Road

The proposal to partially remove the GA Fratton zone is not representative of the previous survey, and will only exacerbate the situation. To action something on representation of just 22% of the franchise does not take into account those that wanted to retain the status quo. A partial removal of the zone would exacerbate parking outside the remaining zone and will cause vans to park for long periods outside residents' homes, as the Harbour School vehicles do at present. If people had fully understood the implications of losing resident parking they might have bothered to vote/voted differently. The zone should not be a 'cash cow' to fund other council services.

Resident, Penhale Road

Penhale Road is behind the shops on Fratton Road which advertise that they have free parking behind them (meaning the 2 hour free parking on street). The Nancy Road car park has changed to business parking- without the restrictions there would be nothing to stop users from parking on street instead to avoid paying. The two schools on the road restrict parking during the day, especially 8.30-9.30am and 2.30 till 3.30pm. Taxi drivers park up waiting for fares and the road is very close to the station and football ground. All of this means that the current resident parking system should stay. More enforcement is also needed to generate funds from those who abuse the 2 hour limit.

Resident, Penhale Road

Before the zone was introduced it was difficult to park anywhere close to home on football match days. With the zone people can park in harmony and it works well so it would be wrong to remove it. The 1st permit should remain free as times are difficult for families. There are a lot of commercial vehicles parking on corners instead of appropriate car parks. A £30 fee is preferable to no zone at all.

Resident, Purbrook Road

If the proposed changes to the zone prove to be ineffective, it will be unfair to charge the residents for first permits. If paying for a permit, a resident should have reasonable assurance that they would be able to park. Such a severe reduction in the operating hours may seriously reduce the effectiveness of the zone. There will be a general increase in cars parked in the area making it more difficult overall to park. 11am till 1pm will penalise local businesses whose customers park at that time using the current 2 hour free period. Local businesses should be protected. 2 hours or 1 hour free parking should be retained and the operation time of the zone should be extended. Roads that are within easy walking distance of Fratton train station will be filled with all day commuters, pushing those residents back into the G1 zone. Any changes should be reviewed after 6 months.

Resident, Purbrook Road

The GA zone should be retained in its current form with the £30 fee for the 1st permit. The negative impact of commuter parking prior to the introduction of the zone remains a threat if the zone is removed; the initial reasons for installing the zone remain valid today. The new 2 hour restriction will only impact long term parking- those parking for shorter periods will still displace residents.

Resident, Renny Road

The proposals to remove the GA permit zone are very distressing. Having relatives and friends in other areas of the city has shown how difficult it can be to park in non-permit areas. Putting up the cost of the permits is much less alarming than the prospect of losing the zone and having a parking free for all. This proposal should be reconsidered for the sake of the elderly, parents with small children and disabled blue badge holders who aren't able to get marked disabled bays.

Resident, Renny Road

The resident parking zone should not be removed. Before the zone was introduced, lots of large trucks and vans parked in the area, blocking the light to windows and making it very difficult to find a space. Commuters using the train station also parked in the side streets and football supporters made it impossible to get about on a match day. The parking zone has worked brilliantly and if it is removed it will impact house prices as it will be impossible to park again. £30 is a small price to pay to avoid returning to unrestricted parking. Removing the zone would be short sighted and costly. Saving £30 per year is no good if parking is impossible and your property value drops accordingly.

Resident, Renny Road

£30 is an acceptable fee for a 1st resident permit. The permit zone on Renny Road does not guarantee a space close to home; some households have up to four vehicles and this makes it difficult. Residents should be restricted to parking outside their own homes with allocated bays to reduce the number of vehicles on street and make enforcement easier. Portsmouth is a city with more residents than available parking so it will always be difficult.

Resident, Renny Road

Before the permit zone was introduced it was a real struggle to find a parking space, and practically impossible on match days. There were always non-residents parking for long periods and this chaos will return in the permit scheme is removed. The proposals will not deter commuters who will simply park in the roads outside the new G1 zone and walk through, causing residents just outside the zone to suffer badly. Removing the zone will also remove any consequences to households having large numbers of vehicles; in effect they will be able to have as many as they like. This is unfair on residents who only have one car and still struggle to park. £30 per year for the first permit is acceptable (with better enforcement), but the withdrawal of half the zone is not.

Resident, Samuel Road

The parking area should be fully removed.

Resident, Samuel Road

Resident parking zone should be removed; it hasn't made any difference especially on match days.

Resident, Samuel Road

It is very upsetting that the council are considering removing the parking scheme from Samuel Road. Having previously lived in Southsea, the parking scheme was an important consideration when moving to Samuel Road. Currently the scheme means that parking close to home is possible every day and evening. If the scheme is removed, football supporters will use the street on Tuesdays and Saturdays, as will those attending weddings at St Mary's Church. It is normal to expect congestion when living in a city but the football ground does make things more difficult. The permit scheme was a draw to the area and it will be very disappointing if it is removed.

Resident, Samuel Road

The resident parking zone is incredibly valuable to shift workers particularly. Before its introduction it could take as long to drive around finding a space late at night as it took to drive home. Often residents returning late at night would be forced to park dangerously across corners or to walk a long distance home. The footbridge across the railway line to Fratton Park makes the area attractive to football supporters; the resident parking zone at least keeps this under control. £30 for a permit is reasonable to maintain a reasonable way of life with simple day to day travel and less congestion.

Resident, Samuel Road

The GA resident parking zone in Fratton should remain and the £30 fee for the 1st permit is a fair charge. If the zone was removed, parking would be a problem again. The area should be entirely permit holders only on PFC match days.

Resident, Samuel Road

The zone should be abolished; those without cars currently have to pay for visitors permits which can be costly. Car owners would also have more to pay.

Resident, Samuel Road

The resident permit zone on Samuel Road should be removed; the admin fees when changing vehicles are unaffordable and the zone is not enforced on match days.

Resident, Sandringham Road

Resident parking in this area should be scrapped. The impact of football supporters is only once a fortnight during the season and the advantages of scrapping the zone far outweigh the disadvantages. If there has already been a vote in favour of scrapping the scheme then the democratic thing to do would be to scrap it.

Resident, Sandringham Road

Being able to park freely outside home is very important; having two children with sensory issues who at times find it difficult to be outside makes it a problem to walk a long distance between car and home. The loss of the parking zone would therefore have a huge impact. Sandringham Rd is a one way street and if it becomes full of cars it will make it difficult to get out and damage could result. There is a used car dealer very close by and the abolition could mean they are free to use the street as storage for their overflow of cars, displacing residents. The zone is extremely valuable, to the extent that an even higher fee for 1st permits would be acceptable in order to keep it in place.

Resident, Sandringham Road

Before the zone was implemented on Sandringham Road residents would have to park 2 or 3 streets away and walk home; a particular struggle with shopping and small children. The elderly and infirm are on 15 minute time slots for carers who are already on a tight schedule; if they have to drive around looking for spaces their time with the patient is reduced. The removal would affect disabled people who need space for visitors to park, and need to be able to park close to home to be able to use their cars at all. There are HMOs on Sandringham Road which could bring even more vehicles if restrictions are lifted. The resident parking scheme should stay, and the 1st permit should remain free and subsequent permits should be doubled in price. Parking zones are a good idea but keeping only the roads around the station restricted will push the problem out and solve nothing.

Resident, Sandringham Road

If the parking scheme is abandoned in Fratton it will reduce usage of the Park and Ride scheme, as people will be able to park on residential streets for free and walk through to Commercial Road. Happy to pay for residential parking to remain in Sandringham Road.

Resident, Selbourne Terrace

Selbourne Terrace leads to Fratton Station, and it currently has both metered parking and resident parking. Currently, non-residents can park for free for 2 hours but under the new proposals they will be able to park for 22 hours, leaving their cars in the afternoon and not needing to retrieve them until the following morning. There are also local businesses that park on Selbourne Terrace, and residents from the Fratton Bridge flats. The proposal is to charge residents £30 to park in the area, when non-residents will be able to park for 22 hours for free! This cannot be justified when the changes to restrictions will make it highly unlikely that residents will be able to park. Prior to the current scheme commercial vehicles would be left for weeks or cars would be left by holiday makers- the proposals will partially deal with these problems but remain a concern. The council's assessment of the potential advantages of the proposals is inaccurate- early morning commuters might be prevented from parking but those that arrive after 1pm will still be able to park all afternoon and overnight. Residents in the G1 zone would still need to purchase visitor scratch cards.

Resident, Sheffield Road

If the parking scheme in Fratton is reduced to a few roads around the station, the roads on the outside of the scheme will be filled with train commuters. The new G1 resident zone should be increased along the boundary of Guildford Road and Fratton Road, up to and including Sheffield Road. Sheffield Road is a no through road entered and exited via traffic lights on Fratton Road. If all of the parking spaces are filled on Sheffield Road residents might end up having to reverse all the way up the road, even reversing out onto the main traffic light junction. This would also be the case without an RPZ in place, but if charges are introduced to other nearby roads the number of unpermitted vehicles (particularly students) trying to park on Sheffield Road would dramatically increase. Sheffield Road therefore has a particular need for resident only parking and as such should be included in the new G1 zone, if the GA zone in its entirety cannot be maintained.

Resident, Sheffield Road

GA zone should be removed.

Resident, Sheffield Road

The resident parking scheme should not be removed from Sheffield Road. There are many cars without permits who currently park in the road and also a rising number of student owned vehicles. The proposed removal of the current restrictions would make this worse.

Resident, Sheffield Road

If the parking zone on Sheffield Road (a cul-de-sac) is removed then local people will not be able to go out at weekends due to the increased traffic. A lot of houses are student homes or have multiple cars. Removing the zone would bring commercial vans back to the road for parking. £30 is acceptable to pay for the peace of mind of keeping the zone.

Resident, Sheffield Road

The majority of people support a removal of the parking zone in Fratton but the problems that existed before the zone was introduced will return if it is abolished. The zone has addressed the problem of student houses with several cars and of vehicles being dumped in the area. It is possible that parking at the moment is fine because of the zone and that newer residents aren't really aware of the risk of parking problems if the zone is removed.

Resident, St Mary's Road

The GA parking zone should not be removed from Guildford Road. The cost of 2nd permits should be increased. The residents of Zac Court do not use their garages and instead park on the streets as they are granted permits. The streets are also used by nearby businesses such as takeaways and by those attending evening school activities. If the zone is reduced in size commuters will park on these streets and walk through to the station. Residents fought to get scheme; it shouldn't be taken away. Some residents have multiple cars, vans, motorhomes and caravans which all park in the street. Scheme should be funded by an increase in council tax.

Resident, Thorncroft Road

Residents should have priority over commuters when parking in residential streets. The proposals are largely acceptable but could be improved if the enforcement period was extended to 9-5pm rather than 11-1pm. The proposed shorter hours are open to abuse and easily evaded by people who could then park for the remaining 22 hours. Most working residents would not need to buy a permit- this would prevent the scheme from achieving the aim of being self-funding. If the proposals go ahead, visitor scratch cards need to be made more relevant to these hours of operation. For example, a 24 hour scratch card provides no additional service to a 12 hour one, yet costs 90p more. The resident parking scheme should continue.

Resident, Thorncroft Road

The proposed charges for 1st and 2nd vehicles are ridiculous given the reduced operating hours of 11am - 1pm. It will cost £90 for 2 cars to park for 4 hours a week, as they will be away from the zone during the working week. This is particularly unfair when residents living on the next road over will pay nothing as their road will be unrestricted. Residents of Thorncroft Road are being penalised for living slightly closer to the station. The zone should remain as it currently is, or be removed completely. As it is, residents will simply park outside the zone to avoid paying for a permit, which will cause congestion on those streets. Residents of Fratton should be treated fairly.

Resident, Thorncroft Road

The proposed reduction in operating hours of the permit zone on Thorncroft Road must not go ahead. At present, there is no incentive for residents of Thorncroft Road to park in adjacent areas, as all adjacent areas have the same parking restrictions. Therefore, contrary to the statement in the proposal, the new operating hours will not reduce the impact of vehicles displaced into adjacent areas from Thorncroft Road. The new operating hours will, however, have adverse effects on residents of Thorncroft Road and other roads in the proposed zone G1. The new operating hours would encourage rail users to park for evening or overnight train trips including trips for weekend entertainment (e.g. London shows or events). This means it will be more difficult for residents coming back from work to park next to their homes. Thorncroft Road is a short walk from the Fratton Park stadium. New operating hours will allow fans to park in the area after 1pm. The majority of matches start at 3pm, making the area a perfect free parking option virtually guaranteeing it will be used extensively. Away fans are encouraged on websites to park in unrestricted streets - of which Thorncroft Road will become one. This means it will be impossible for residents coming back from work to park next to their homes on match days. These streets are popular for student rented houses. Resident permits currently restrict the number of cars per household discouraging students from bringing their own cars. Reducing the restricted parking hours to only 2 hours a day will allow students to keep cars without permits (by moving them to adjacent streets for a couple of hours a day). This will increase dramatically the number of cars in the area worsening the parking situation. Similarly, reducing the restrictions operating hours will allow for keeping large goods and commercial vehicles at residents home addresses. Full time working residents in the area will have to pay the increased cost of residents parking permits without getting any benefits - a poor outcome.

Resident, Thorncroft Road

Considering the proposed zone will only be in operation for 2 hours a day rather than 24 as it is currently, the fee for 1st permits is high. The scheme should remain 24/7 for the roads closest to the station, if the hours of operation are reduced then so should the fee. Residents are forced to pay the high price or lose their scheme.

Resident, Thorncroft Road

The proposed changes to resident parking on Thorncroft Road are unfair; commuters will only have to drive a few roads past the station to be able to park for free, all day. The G1 zone will only have permit holders parking in it and won't need enforcement as everyone else will be parked outside it. The GA zone should be left whole or removed completely; why should some residents pay to prevent commuters from parking when they can just drive to the next road?

Resident, Thorncroft Road

If the zone is only in operation for 2 hours a day, residents should not have to pay for 1st permits. If the zone remains in place 24/7 then the 1st permit fee is fair. Whilst the proposed 11am to 1pm scheme might help to prevent commuters parking all day, it won't address the parking issues that occur on Portsmouth Football Club home game days.

Resident, Walmer Road

Recently purchased property on Walmer Road, partly on the basis of the parking zone being in place. Even with the permits it is a struggle to park late at night when shift ends. If new zone is implemented, those living just outside it won't be able to park in zoned area so will have fewer available spaces shared between more vehicles. Rail commuters will simply park on the roads around the outside of the zone- edge of proposed G1 zone is only a 5 minute walk from station. Enforcement problems should not be solved simply by reducing workload. The Fratton Park bridge is also very close so on match days people will park on unrestricted section of Walmer Road to walk to the game.

Resident, Walmer Road

As shift workers we find it difficult to park in the evenings- often having to walk long distances home late at night when parking on streets close to home is not possible. This causes anxiety, especially as a lone woman. This situation would worsen if the parking scheme was removed from Walmer Road. There are already issues with students and commercial vehicles parking without permits- if the zone was removed parking would become impossible. Reducing the zone to the streets around the station will lead to commuters parking on the streets immediately outside the zone. This situation will be exacerbated on football match days; supporters already take advantage of the 2 hour free period. Those residing immediately outside the zone will have a reduced area available to park in as half the road will be permitted and therefore unavailable to them. Portsmouth has city wide parking problems so the parking zones are essential and their benefits represent a draw to the area. Removing the zone will be disastrous for residents. A low number of respondents might not give an accurate representation of the area, and the notices were not evident on all affected roads. Student houses and other HMOs who at present do not bring cars to the city as they are aware they will struggle to get a permit for them would be free to bring an unlimited number of cars to the street.

Resident, Walmer Road

Removing the resident parking scheme from Walmer Road would make the parking situation much worse, and would force residents to park a long distance from their homes which can be dangerous after dark.

Resident, Walmer Road

Removing the resident parking scheme from Walmer Road would be detrimental to residents. The scheme is needed due to the proximity of the train station and football ground; if the zone is removed the roads around the small G1 zone will become free station parking. It is already difficult to park close to home and the removal of this zone would exacerbate the situation.

Resident, Walmer Road

If the resident parking scheme on Walmer Road is removed it will be used by train commuters as free parking, forcing residents to park a long distance from home. This is particularly dangerous for women late at night. Being within walking distance to Fratton Park also causes parking problem on match days.

Resident, Walmer Road

Walmer Road is already difficult to park on because of the nearby station and football ground; removing the residents parking zone would exacerbate the situation.

Resident, Walmer Road

Removing the resident parking scheme from Walmer Road would be detrimental to residents as it is already difficult to park with the scheme in place. Residents returning late at night often have to park a long distance from home and the removal of the permit scheme would exacerbate the situation. Visitor to the train station and football ground would use the streets as free parking if the zone was removed; the zone is essential to afford residents a chance to park a reasonable distance from home.

Resident, Walmer Road

The GA scheme has worked well since its introduction, and the proposed G1 zone represents a step backwards. Commuters will return to parking just up the road from the station, which pushes the parking problem up the road rather than solving it. There are also problems with PFC supporters, people leaving their cars on the street whilst on holiday and residents who work on cars for a living and have numerous vehicles in the street. GA zone should remain, even with charges for permits and visitors.

Resident, Walmer Road

Fully supports the proposal to make parking in Fratton less restricted.

Resident, Walmer Road

Parking is chaotic at present even with permits. Parking a long distance from home is scary when returning home late, struggling with shopping or small children or for the elderly. Fratton Park causes further parking problems on match days. If the scheme is removed commuters will use the street to park on so parking in the daytime will be difficult.

Resident, Walmer Road

It makes no sense to charge residents such high fees for parking permits when the zone will only be in operation between 11 am and 1 pm. People use the train station for many reasons other than commuting; the proposals will only prevent those parking all day. The situation with PFC supporters parking in the street will be greatly exacerbated once the 2 hour visitor limit is lifted- none of their games are played between 11 and 1. Evening events at Fratton Park also cause a demand for parking in the area. These proposals will result in families being unable to park near their houses but still having to pay up to £90 a year. Congestion will increase in streets not covered by the scheme, as residents will not pay for a permit when they cannot park anyway. With the exception of deterring commuters, all that will change for residents is that they will have been charged a substantial fee; they will still find it difficult to park. The revisions to operating hours should be reconsidered, and if the council must charge for permits they should protect residents with 24/7 zones.

Resident, Walmer Road

Please keep parking permits in Fratton.

Resident, Walmer Road

The proposals will make it difficult for residents to have essential visitors like nurses, doctors, child care etc. between 11am and 1pm. As the restrictions stand, they stop people abusing the rules and it is cheaper for residents who don't have to pay for a first permit (and the council can make money out of those who stay longer than 2 hours). Football matches don't fall between 11 and 1 so supporters would be able to park for as long as they wished.

Resident, Walmer Road

The parking zone on Walmer Road should be scrapped completely. It is not possible to get a permit for a work van, so this is currently parked on Orchard Road taking up valuable space there since their zone was abolished. It is ridiculous to keep part of the area as a parking zone; the problem will simply be moved down the road.

Resident, Walmer Road

The permit scheme on Walmer Road should be retain in its current form; the proposed 2 hours of operation will do nothing to alleviate parking congestion in the evenings or on match days. The money raised from charging for 1st permits should go towards more wardens so that residents see the benefit directly. If the operational hours are reduced, they should include 5pm till 8pm as this is when restrictions are most needed. Parking streets away from home is especially troublesome for residents with young children.

Resident, Walmer Road

The resident parking scheme should be removed; residents shouldn't have to pay for visitors to stay longer than 2 hours, or to park outside their own homes.

Resident, Walmer Road

The removal of residents parking on Walmer Road would cause great inconvenience to residents. Parking on the road would be impacted by football supporters, taxi drivers and commuters, all parking and displacing genuine residents. The GA Fratton Zone should remain unaltered.

Resident, Walmer Road

The resident parking scheme should not be removed from Walmer Road, it is already difficult to park after 5pm and got worse when the parking for vans in Nancy Road was removed. There are often vans and lorries parked on street, sometimes half on the pavement, blocking out light to people's houses. Restrictions at the other end of the road will put even more pressure on spaces and it is not far for a rail commuter to park outside the zone. On football match days it will be even worse.

Resident, Walmer Road

It is hard to understand why, when 63% of voters voted against having a permit zone in Fratton, there is any question of it remaining. Football days have never been an inconvenience in 51 years of residence and the number of lorries and vans has only increased since the zone came in. Therefore the resident parking zone should be abolished.

Resident, Walmer Road

Residents should not be charged £30 to park in their own street. Company cars and vans should not be allowed to park overnight in residential streets. The zone should be abolished.

Resident, Walmer Road

Resident permit parking is required on this road, operating at a bare minimum of 5pm till 8am. After 6pm there are very few spaces, and this will decrease if the zone is removed as spaces are taken up by football supporters and commuters.

Resident, Walmer Road

If the proposed G1 zone goes ahead, those residents just outside it will have reduced spaces available to them whilst those just inside it will be able to park in any available space. The football parking issues would be exacerbated.

Resident, Walmer Road

Parking on Walmer Road is already horrendous; if the proposals go through the residents in the end of Walmer Road within the G1 zone won't buy a permit, they will simply park at the other end making things even worse. Commuters will also park outside the zone and walk through to the station. The roads are tight enough with cars parked down both sides, making parking even harder. Without permits commercial vehicles will return to parking in the area and match day parking problems will worsen. There are never any warden patrols in this area.

Resident, Walmer Road

The removal of the resident parking scheme would be a very bad decision, it works very well and PCC should not change something that works for residents. The consultation may not have reached all residents so the result may not reflect the views of the area accurately.

Resident, road not stated

Zone should be removed and shrunk in size to that proposed in zone G1. Zone should be in operation from Monday to Friday to avoid penalising residents from having visitors at weekends.

Resident, road not stated

Proposed removal of the zone would be far worse than having to pay for the 1st permit. If the zone was reduced then the impact on the streets immediately outside the new zone will be negative; train commuters will not be put off by a short walk to the station. It would also be impossible for residents on those streets to use their vehicles on Portsmouth FC match days; wardens do not enforce the zone on match days.

Resident, road not stated

Object to proposals in public notice. The 37% of residents who are prepared to pay the stated fee should be allocated parking bays. The penalty for those then parking in designated bays should increase. Permit holding residents who report offending vehicles should be given a small reward and the vehicle remove by a contractor without further recourse.

Resident, road not stated

Parking permit scheme should cease.

Resident, road not stated

GA Zone should be removed, the situation has not improved since it was introduced (it is not enforced on match days) so residents shouldn't have to pay for it.

Resident, road not stated

The proposal to reduce parking restrictions in GA Fratton to 2 hours from 11am till 1pm is ludicrous and would serve no purpose. Fratton train station is only one factor in the problems that residents in Fratton face when trying to park. Football supporters visiting Fratton Park would still be able to fill the streets in the GA zone under the new proposals; the proposals are of no benefit to residents. To reduce what is currently a 24 hour service to 2 hours and then charge for it is insulting.

Resident, road not stated

GA zone should be removed completely. The £30/£60 charge for 1st and 2nd permits is unaffordable.

Resident, road not stated

The proposed reduced G1 zone will push commuters and non-permit holders out into the surrounding zones. People shouldn't be charged for their first, and potentially only car, especially since enforcement of the zone is poor.

Resident, road not stated

Parking permits should stay but without a charge for the first permit, especially since enforcement is poor in the area.

Resident, road not stated

Although the resident parking scheme in Fratton was not popular when it was introduced, residents have appreciated the benefits of the scheme and the way it has addressed the prior parking difficulties. Before the scheme it was almost impossible to park your car on a PFC match day; residents would actively decide not to use their cars as it would not be possible to park again on return. The proposed reduction/removal does not meet the needs of the resident and the scheme should be retained.

Resident, road not stated

GA zone should remain.

Resident, road not stated

The current proposals are of no benefit to residents. The difficult times to park are not between 11am and 1pm so the timings make no sense; many residents are not home at this time. They will also not prevent football supporters from parking as the restrictions are over well before matches begin- they will also be able to leave their cars overnight. Residents returning from work late at night will not feel any benefits as the proposals only address daytime commuter parking. The proposals will increase expense for residents whilst decreasing the benefit to them by reducing the operating hours. PCC have to make cuts but this is not the answer, it doesn't solve any parking issues and potentially causes more for those living just outside the G1 zone who will get overflow parking.

Resident, road not stated

Fratton is heavily populated and it is already difficult to park after 8pm at night. The removal of permits will only make this worse and will encourage people to bring back extra vehicles to the zone. Residents will be constantly driving around at night, wasting fuel whilst looking for spaces. The new G1 zone, together with the current JE zone will cause displacement into the area and commuters will park for free when using the station. A number of local businesses such as Fratton Tesco, the Pompey Centre and Fratton Road employees will park in residential streets, especially if there is inadequate provision for employee parking. The proposed restrictions for G1 should be expanded to the whole GA zone, with resident only parking between 9am till midday and 6pm till 11pm. This would make parking and enforcement easier. There are some concerns with the consultation process and whether the council has fully assessed the implications of removing these zones. £30 seems an excessive fee but worth paying.

Resident, road not stated

The zone was welcome at first as residents were assured that it would be properly policed; unfortunately this has not been the case, especially on event days, so it should be removed.

APPENDIX C: Summary of public consultation responses - FD Bevis Road and FG Stamshaw South zones (both in Stamshaw)

Resident, Angerstein Road

TRO 58 doesn't consider the original reasons for introducing an RPZ in the FD area or that a large number of FD residents were in favour of the zone. Parking problems associated with the London Rd commercial area and trade vehicles were a key consideration in implementing the FD zone in the first place. In Angerstein Road only one side of the road is available for parking due to DYLS on other side, therefore the number of spaces available is limited. If the zone is removed, shoppers who would usually use the Co-op car park will instead use the free on-street parking, displacing residents. This will put pressure on the few spaces available on Angerstein Road, and negatively impact the lives and routines of residents. The FD area is also a busy cut through with too much traffic flow- additional non-residents parking in the street will exacerbate the problem and cause more traffic problems. If the newly vacated Co-op site is leased by a successful commercial / retail business, even more traffic congestion and parking displacement on surrounding roads will result. Until the fate of the Co-op site is known and its impact assessed, PCC should proceed no further with this TRO. Low response rate of permit holders to survey doesn't necessarily accurately represent views of residents. Any proposal should consider future redevelopment and regeneration of the area- a RPZ is an attractive feature for families and makes the area a better place to live.

Resident, Angerstein Road

Very angry at proposals to remove parking scheme from Angerstein Road. Parking has improved so much since the resident zone was introduced. Prior to this parking was very difficult and we often had to park many streets away from home- far from ideal with small children and shopping. It is unfair for residents to see cars and vans parked for days whilst their owners use ferry port. Staff from North End shops and commercial vehicles will park in street again if zone is removed. Visitor scratch cards are not too much of an inconvenience and a fair price to pay to improve parking situation. If PCC charges for 1st permits there should be more than enough money to retain zone in its entirety.

Resident, Angerstein Road

Very unhappy at the prospect of losing the residents parking zone. Prior to the permits being introduced the parking situation in the area was very bad.

Resident, Angerstein Road

Prior to the resident parking zone it was sheer hell trying to park close to home. Angerstein Road, Cardiff Road and Derby Road are very close to the North End shopping area; if the zone is removed there will be no protection from staff and shoppers taking up all the spaces and displacing residents. Estate agent staff would park all day on these residential streets from 9am till 6pm. Roads further away from the shops might wish to remove the zone but they don't suffer the same problems.

Resident, Angerstein Road

The resident permit scheme on Angerstein Road should be retained.

Resident, Angerstein Road

Do not remove the resident parking scheme (FD Zone) from Angerstein Road.

Resident, Angerstein Road

When the FD zone was introduced it was a relief; it means that residents are usually able to park close to home whereas before the roads were full of vehicles belonging to people working nearby or taking ferries to France. There were also caravans and commercial vehicles which made it impossible to park close to home. This unbearable situation will return if the parking zone is removed. The £30 fee would be worth paying in order to keep the zone in place.

Resident, Angerstein Road

The FD permit zone should not be removed from the North End end of Angerstein Road. The zone has made it easier for residents to park close to home; without it the road would be used all day by local shop keepers. Life has been much easier since the scheme was introduced.

Resident, Angerstein Road

The potential loss of the FD resident parking zone is very concerning. It is understandable that residents living near to Kingston Crescent would have voted for its removal; they are much further away from the North End shops. Angerstein, Cardiff and Derby Road lead directly to the shops and without the scheme would return to being free all day parking for non-residents.

Resident, Angerstein Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Angerstein Road

When the parking scheme was introduced it greatly alleviated the long standing problem for residents of being unable to park close to home. Previously, it could take up to an hour to find a parking space, or residents would have to park a long distance from home which is unfeasible if you are over 70. Angerstein, Cardiff and possibly Derby Roads definitely need resident parking zones, whilst Monmouth and Cardiff Road north of Angerstein Road may not. Angerstein Road is used by local shop keepers who before the introduction of permits, parked there all day. It should be possible to have a smaller zone, rather than remove it altogether, excluding the area south of Derby Road which doesn't suffer so greatly.

Resident, Bevis Road

The current scheme, whilst expensive to run, at least allows residents to park somewhere within their zone. The proposal would make it difficult for an elderly relative to visit, as the distance between where they would have to park their car and the house would be too great. The proposal to make the new F1 zone residential parking between 1 and 3pm is not acceptable. Prior to the introduction of the scheme, the number of commercial vehicles parking on the narrow streets made driving down them very difficult. These vehicles would also sometimes partially block the pavements to pedestrians. Since the RPZ the car park next to Stamshaw Fishing Club has never been busier with commercial vehicles. Some of the local offices in the area operate on a shift pattern so workers will fill parking spaces after 3pm. Agree that long term parking by non-residents was a problem prior to RPZ. Enforcement of zone is infrequent. Visitor scratch cards are not a problem to use and good source of income for PCC.

Resident, Bevis Road

Having lived in the road for over 30 years it is clear that when the road is open to all it is used by people from Connect House and the ferry port as free long term parking. Before the parking zone these factors would often lead to residents having to park many streets away from their homes, whilst the Connect House car park remained almost empty. Now that parking has been removed from North End, streets like Bevis Road get people parking in them for short term shopping trips, but if parking is unrestricted then long term parkers will return. People in the Bevis Road/ Seagrove Road/ Croft Road area should be re surveyed separately to those who live further away and who don't face the same issues. Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Bevis Road

If the resident parking scheme in Bevis Road is removed all of the people who work in either North End or the old DVLA building or those using the North End shops will use the street as free parking. Altering the times the scheme is in operation would have the same outcome as removing it, unless the operating hours were longer i.e. 8am till 6pm. The zone currently works well and should remain in place as it is.

Resident, Bevis Road

When there were no parking permits, workers from Baltic House and ferry users parked their cars on street all day causing real problems for residents trying to park.

Resident, Bevis Road

Parking on Bevis Road is difficult, especially in the evening, and any lifting of restrictions you only make that worse. There is not enough space on Bevis Road to accommodate workers from the Connect Centre or visitors from the ferry port. One evening returning home, there was not a space to be found on Bevis, Seagrove or Croft Roads- one driver had resorted to parking on double yellow lines. £30 per year would be an acceptable price to pay to keep the zone in place. Commercial vehicles are the biggest parking problem; they often take up more than one space and should be banned.

Resident, Bevis Road

The council proposals for the resident parking scheme in Bevis Road are very concerning. The proposed scheme is totally unfair to residents who live in the zone, who may have to pay for a permit despite it still being very difficult to park in the street. If anyone can park in the street without a permit the situation will worsen. PCC should come up with a fairer solution or scrap the parking zone, as 54% of residents requested.

Resident, Bevis Road

The resident parking scheme should remain with 2 hours free parking for visitors.

Resident, Bevis Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Bevis Road

The existing scheme should remain in place with the £30 fee for the 1st permit. It does not make sense to charge people and then only have the zone in operation for 2 hours when the majority of residents are at work. As a resident this seems to mean paying more for less, and the proposals will have a very detrimental effect on the parking situation on the proposed roads and give residents even less of a chance to park close to home. The current 24/7 hours should be retained without the 2 hour free period; this will make enforcement easier and shoppers can use the car parks provided. The proposals won't benefit elderly residents if the streets are filled with shoppers and their visitors are unable to park. The zone should be in force when residents are at home, from 5pm till 8pm. The original scheme was working fine, if the subsequent extensions aren't then they should be removed but those nearest Kingston Crescent should remain. The consultation process has not adequately informed residents of proposals; the notices on posts are confusing and sporadic.

Resident, Bevis Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Bevis Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Bevis Road

It is ridiculous to charge residents £30 for a 2 hour parking scheme that will have no benefit to those that work during those hours. The paid permit should be for 24/7 operation in the new areas.

Resident, Bevis Road

The proposed changes to the resident parking zone on Bevis Road are bizarre and not beneficial to residents. The proposed operation times will not benefit those who are out at work during the day, and those residents will still have to pay. The zone should remain 24/7 if residents are to be charged, and there are some flaws in the consultation process which might mean some residents are uninformed about the proposals. The 1-3pm restrictions will worsen the parking situation as shoppers and commercial vehicles will be encouraged to park within the zone.

Resident, Bevis Road

The zone in Bevis Road should be maintained- if residents are paying £30 the existing restrictions should be retained. The proposed changes have not been well advertised; perhaps the goal of PCC is to get the parking zones dropped altogether. The majority of those who work are out of their properties from 8-6- restricting parking for 2 hours is not enough, it means that non-residents can block the roads in the mornings and at night. The 2 hour restriction won't put off commuters working in the morning. Parking enforcement officers should be more visible. Unrestricted access to parking in the street would create a free for all, and all spaces would be taken by the time workers returned home. The original zone was to prevent excessive commuters and shoppers from using the area. There is no incentive to vote for permit parking if the restrictions are so limited as to be useless. If the zone is to be reduced the restrictions should remain 24/7. Resident's input/suggestions should be taken into account more. There are many nearby establishments whose employees and customers would park in the zone if restrictions were reduced, such as the Police station, Baltic House, solicitors,

who would be able to move their cars for the few hours the restrictions are in place. There should be a vehicle park for commercial vehicles away from residential roads and enforcement should be improved. Long term visitors such as carers should be able to apply for some sort of permit. With a proper consultation many residents would likely support appropriate permit changes if the proposals favoured residents for the majority of the day and allowed them to return to spaces near to their properties.

Resident, Bevis Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and 2 hour free period should be scrapped.

Resident, Bevis Road

The proposed 2 hour operational window does not guarantee a parking space for those who return after 3pm. Paying Road Tax should give residents the right to park on the street without prejudice. The fact that the zones are not universal is discriminatory. The survey showed that 54% of the residents voted to remove the zones; a majority. Being made to pay for permits will affect residents' ability to sell their properties. The proposed fee of £30 will rise year on year to raise money for PCC.

Resident, Bevis Road

Parking should be free 24/7

Resident, Bevis Road

The new proposal will not benefit working residents; in this area most work during the day so will be paying for nothing. Residents should pay for an annual permit to keep the original 24/7 operation of permit for residents, and the 2hours free parking should be scrapped.

Resident, Bevis Road

The proposed changes to the resident parking scheme on Bevis Road have not been properly explained to residents, and are not in the best interests of residents. Residents should pay for an annual permit to keep the original 24/7 operation of the zone, and the 2hours free parking should be scrapped.

Resident, Bevis Road

The proposal is ridiculous; residents will be paying £30 for 2 hours' parking. The zone won't be enforced so it would be money for nothing. Before permits residents could never park in the road and would receive verbal abuse from non-residents parking for nearby offices. The permit system was voted for by residents because it is needed and should remain operational 24/7 for the £30 permit fee.

Resident, Bevis Road

The revised arrangements in the proposal do not serve the best interests of the residents. Residents should pay for an annual permit and the zone should remain operational 24/7.

Resident, Bevis Road

The revised arrangements do not serve the best interests of the residents. Residents should pay for an annual permit the original 24/7 operation of permit parking for residents should stay.

Resident, Bevis Road

One of the main reasons for choosing to move to Bevis Road was the parking scheme as it meant never having to park too far away from home. The scheme works and is important as a single female living alone, often returning from work after dark with a laptop. Elderly residents and those with young children all value the scheme- why change something that actually works? The results of the survey were marginal and the new proposal is extremely unfair. Not only will residents have to pay for the first permit, the permit is now only useful for 2 out of 24 hours. This does not serve the interests of the majority of residents who will be out at work all day. There would be a dramatic rise in the number of cars parked at the weekends when people go shopping during the day. On street parking is not needed for non-residents as there is a large Co-op a few hundred yards away. The 24/7 zone should remain in operation, either in the old FD zone or the new proposed zone. Residents should be able to pay for the first permit charge quarterly or half yearly to spread the cost. Perhaps part of the Co-op car park could be used as an overflow resident parking. The best (most lucrative) option for the council is to keep the zone 24/7 and charge for permits.

Resident, Bevis Road

Before the parking zone it was impossible to park around this area due to workers from Baltic House being parked on street until 10pm. Many residents who are new to the area may not be aware of how difficult it was to park. The zone should remain in operation 24/7.

Resident, Bevis Road

Residents should pay for an annual permit to keep the original 24/7 operation of permit for residents, and the 2hours free parking should be scrapped.

Resident, Bevis Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Cardiff Road

Would like to object to the proposal to remove the resident parking zone from Cardiff Road. Before the zone was introduced, parking was a problem for residents due to people from nearby schools and the Sunlight Factory during working hours. If zone is removed North End shoppers and displaced vehicles from other zones will fill Cardiff Road and its neighbouring streets, as has happened before.

Resident, Cardiff Road

The proposal to remove resident parking from Cardiff Road is extremely disappointing. The permit parking was a factor when purchasing a property on this street and if it is removed it will make life very difficult for young working families. Driving around every evening trying to park is not practical with a new born baby; the removal of the zone would have an extremely negative affect of the community and local area. £30 per annum is an acceptable fee for keeping the zone.

Resident, Cardiff Road

The FD parking zone should remain active; it is very useful.

Resident, Cardiff Road

The resident permit scheme is a great service and should be maintained. Returning to non-permitted parking will bring commercial vehicles and trucks back to the streets and parking for residents will be very difficult. If £30 is required to fund the service then so be it.

Resident, Cardiff Road

The local parking scheme should be scrapped.

Resident, Cardiff Road

Cardiff Road should remain in a resident parking zone, at a cost of £30 for an annual permit. Before the zone part of Cardiff Road was used as a car park for the second vehicles of those living in the zoned end and beyond. This led residents in turn to have to park elsewhere. Since the zone it has been possible to park close to home, and commercial vehicles have stopped parking on street at weekends.

Resident, Cardiff Road

The resident parking zone should remain in this area.

Resident, Cardiff Road

The parking zone has done nothing to help and although it is allegedly what the residents want, it is hard to remember ever being asked. At present paying £50 to PCC has done nothing to guarantee a space anywhere close to home. It therefore makes no sense to pay another £30; the parking scheme should be scrapped completely.

Resident, Cardiff Road

Finding £30 for an annual permit in addition to Road Tax will be a hardship, and as a pensioner parking a long distance from home in non-zoned roads would be difficult, especially during the winter months. North End is not a substantial shopping area so the number of shoppers can hardly be significantly adding to parking problems.

Resident, Cardiff Road

The FD zone has been in place for a number of years and has been very effective in managing parking in the central Cardiff Road area. If the zone is removed, drivers of commercial vehicles will return to the area and park overnight and at weekends, swapping with their cars on week days which they would leave on the street until they returned. This made parking very difficult for residents. Before the zone, North End shoppers would park on Cardiff Road, pushing residents along and causing congestion at the ends. Parking is difficult even with the zone in place, especially in the evenings. The removal of the zone would mean a return to the days when residents would be afraid to go out, in case they were unable to park on return. The FD zone should be returned to its previous area before its latest extension which would include the proposed F1 area, the centre section of Cardiff Road and parts of Monmouth Road. The permit fees for residents are fair but business permits should be a higher rate than resident cars.

Resident, Cardiff Road

The resident permit zone should not be removed from Cardiff Road. It is already very difficult to park when returning from work late at night, which is very frustrating.

Resident, Croft Road

The resident parking scheme in Croft Road should remain in operation 24/7, with only 1 hour free period for visitors. This would be better for residents paying £30 than just having the scheme in operation from 1pm to 3pm.

Resident, Croft Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Croft Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Croft Road

As an elderly person who is unable to get around easily, it is important that there are spaces for visitors to park in. At the moment there are enough and paying for visitor permits works well but if the restrictions were reduced to 2 hours it might then be difficult for visitors to park, which might put them off visiting. The zone should therefore stay as it is.

Resident, Croft Road

The proposed changes to the resident parking scheme on Croft Road do not serve the best interests of the residents. The scheme should operate 24/7, without the 2 hour free period, at a fee of £30 for an annual permit.

Resident, Croft Road

The proposed revisions to the permit parking scheme on Croft Road are ridiculous. Residents who work all day will be paying £30 for a permit, but the 1pm-3pm restrictions will not benefit them at all. Roads are already congested by North End shoppers meaning residents have to park on neighbouring streets; this will undoubtedly get worse. Strongly oppose the proposed changes.

Resident, Croft Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Croft Road

Residents should pay for an annual permit; the original 24/7 operational hours should remain.

Resident, King Edward Crescent

Very strongly against the possible removal of the resident parking zone from King Edward Crescent. It would be very frustrating if the area was to return to being an overnight car park for works vehicles which often prevented residents from parking anywhere near to their houses, especially in the evening. £30 is an acceptable charge to cover costs.

Resident, Knox Road

Zone has worked well to enable residents to use their cars in the evenings and weekends, and should be retained. Prior to the implementation of the zone, residents returning to park on their road after 3.30pm would be unable to find a space. Commercial vehicles would fill the road early, as well as those from other nearby zones who didn't wish to pay for a permit. Since the zone has been in place, this has been much less of a problem. Although extra cost of permits isn't welcome, the benefits of the zone outweigh the costs. Since the scheme was introduced, the car park at the end of Knox Road has become very full overnight, presumably with commercial and other un-permitted vehicles. If the scheme is rescinded these vehicles will return to the streets, worsening the problems that existed prior to the zone. It would be a great shame to return to the days where residents could not use their vehicles after 3.30pm for fear of being unable to park on return.

Resident, Knox Road

Opposed to the proposed amendments to FG Zone and urge PCC to retain permits in Stamshaw area. Prior to scheme the area was blighted with parking issues despite removal of trees to create space. The scheme noticeably reduced the number of commercial vehicles on street for long periods and improved the visual appearance of the street. The scheme increased the amount of parking available to residents and, as large lorries and vans no longer parked there, increased the amount of light getting into people's homes. Unlike other areas, Stamshaw South has the benefit of a safe, convenient and importantly free car park that allows commercial vehicles to park for free whilst keeping them off residential streets. This successful arrangement should be retained. The permit fees are proportionate and reasonable.

Resident, Knox Road

Zone works perfectly well in present format. If permits are removed from Knox Road it will cause problems for residents parking in the evening.

Resident, Knox Road

Resident parking zone in Knox Road should not be removed. Before the zone was installed it was very difficult to park in the road because people who work in North End would park in Stamshaw for free, displacing residents. This meant that it was impossible for residents to use their vehicles without worrying about parking on return. There were also many additional cars and commercial vehicles parking on the street- since the permit zone was introduced this problem has been resolved. The zone made residents feel as if their concerns had been addressed and enabled them to use their vehicles without worry. If the scheme was removed, all the old problems would return. Commercial and other vehicles currently parking in the car park by Stamshaw Park would return to the residential streets, using all available spaces and leaving residents arriving home late having to risk leaving their cars in this car park and walk home. Happy to pay for the first permit in order to keep the zone.

Resident, Knox Road

Parking permit scheme should not be removed from Knox Road, at the moment it allows residents to park without too much trouble and has greatly improved the parking situation. The permit scheme was a selling point when purchasing property on Knox Road and if it is removed there will be a lot of vehicles parking from neighbouring roads and those trying to use the park and ride buses without paying.

Resident, Knox Road

The parking permit scheme on Knox Road should remain as it is- why change something that works so well?

Resident, Knox Road

Stamshaw was not a pleasurable place to live prior to the installation of the resident parking zone. Drivers were unable to go out for the evening, without running the risk of having to park miles away or illegally when returning home. Although Ferry Port parking was a part of the problem, this was insignificant when compared to the amount of commercial vehicles parking in the area. Many residents, as well as having two cars in the household, would bring their work vehicles home with them. It was like living on an industrial estate, large vans and lorries would take over, with little regard for other users. The zone should operate 24/7; the proposed 2 hour operating time would have little effect. Commercial vehicles are the problem; they currently park in the car park by Stamshaw Angling Club and if the proposals went ahead would return to parking on public roads. The two hour proposal would be a backward step; the original zone changed the area for the better.

Resident, Knox Road

It is sometimes difficult to park close to home even with the permit system; to take it away would be a nightmare as Knox Road is so close to the ferry port. This situation would be much worse without the permits. £30 per year is an acceptable charge for parking as long as the resident zone is retained.

Resident, London Avenue

If restrictions are removed from London Avenue north end, provisions will need to be made to prevent the white vans and lorries using the road as an overnight parking area with the drivers commuting from areas that are restricted.

Resident, London Avenue

The resident parking zone on London Avenue should not be removed. The scheme has greatly reduced the number of large commercial vehicles parking which, prior to the scheme, would affect safe exit from resident drives. The proposed fee for the permit is fair.

Resident, Lower Derby Road

The existing resident parking scheme in Lower Derby Road works well and should not be changed. Allowing anyone and everyone to park without a permit after 3pm will be of no benefit to residents. The large vehicles and work vans that presently park in the car park at the bottom of the road would return to parking on street, reducing the spaces available and making it dangerous for children to cross the street.

Resident, Lower Derby Road

The removal of the Stamshaw South parking zone would cause major parking problems in Lower Derby Road and adjoining roads. The parking permits are issue free and residents would prefer to pay for a permit than to have the zones removed.

Resident, Lower Derby Road

There is no benefit to Lower Derby Road and the surrounding area remaining a resident parking permit area. It is not in the shadow of a football stadium or hospital which would attract parking from non-residents. To charge £30 for the first permit is simply taxing the resident motorist. Paying for a permit does not guarantee a parking space anywhere, at any time.

Resident, Meyrick Road

Object to the proposed removal of resident permit zone on Meyrick Road. Prior to permit zone it was very difficult to park after 7pm- since zone this situation has been much improved.

Resident, Meyrick Road

Parking is already difficult in the evenings on Meyrick Road with a zone in place, as it is barely enforced. Residents who currently park work vans for free in the Knox Road car park will return to parking on the residential streets if the zone is removed, causing even further parking issues. £30 is a fair price per year, provided that enforcement is improved.

Resident, Meyrick Road

king on Meyrick Road is already difficult because the restrictions are rarely enforced. Residents with 2nd or 3rd vehicles or work vans currently park in the free car park at the end of Knox Road; if the resident scheme is removed they will return to parking on street and cause even more congestion. £30 is a fair price to pay if enforcement is improved.

Resident, Meyrick Road

The removal of permits on Meyrick Road would cause the same problems as before. Cars and works vans will stop using the Knox Road car park and return to parking on street. Keeping the permits would make a lot of residents happy in the knowledge that cars parking in the road are from Meyrick Road and not from many streets away. The cost of the first permit is a burden on the motorist but worth paying, and the weight limit for permits is too high. Large vehicles and vans block light from people's houses. Keep the permits.

Resident, Monmouth Road

Resident parking scheme in Monmouth Road should be removed. The demise of the local shopping area in North End and the closure of nearby Co-op will make parking situation better.

Resident, Monmouth Road

Since the RPZ has been in place the community has been a far better place to live in. A house to house survey should be conducted to get a more accurate idea of the thoughts of local taxpayers. Permits give residents a good chance of parking in their own streets, which is a big improvement on the situation prior to the zone. Willing to pay the 1st permit fee in order to keep the zone in place.

Resident, Monmouth Road

Parking on Monmouth Road can be tricky and removing the resident parking scheme will make parking near to home impossible as cars from outside the current zone and commercial vehicles will return to parking there. The £30 charge for the 1st permit is worth paying to keep the zone.

Resident, Monmouth Road

Prior to the parking scheme on Monmouth Road parking at any time other than the middle of the day was a struggle. Parking with the scheme is still busy but the problem of serious congestion has largely been addressed and it is usually possible to find a space on the road. For this reason the parking scheme should remain in place at all times. Those against the scheme are those with multiple vehicles who do not wish to pay for permits. Therefore the scheme should remain in force in its current format.

Resident, Monmouth Road

If residents are asked to pay for the 1st permit the parking scheme should be removed as it is too expensive, especially for those with another car.

Resident, Monmouth Road

The resident permit zone in the Monmouth Road area should remain. Before the scheme was introduced the streets were full of commercial vehicles and residents would have to drive around for half an hour finding a space. The yearly permit fee and visitors passes are acceptable and the zone should be retained in full.

Resident, Monmouth Road

Resident permit parking has kept the number of lorries and commercial vehicles down to a manageable level and given residents a reasonable chance of parking in their vicinity. It should be retained, even at a cost of £30 per annum to residents.

Resident, Monmouth Road

Resident parking in Monmouth Road should be abolished.

Resident, Monmouth Road

Fully support the 54% of residents who would like the FD parking zone removed. Residents on the road who adhere to the rules of the zone are constantly frustrated by those who don't. Road has HMOs whose residents constantly flaunt the restrictions without penalty (enforcement officers are rarely seen), whilst others pay a fortune to park their family cars legally. Whilst other motoring costs are rising it would be better without the expense of a permit scheme, especially as it is not consistent across the city.

Resident, Nelson Avenue

The £30 fee for a first permit is unaffordable. It would be much better to keep the resident parking scheme; without it the street will be filled with large vans and lorries and residents will find it difficult to park, but the cost of a first permit is too high for those who need to watch what they spend.

Resident, Nelson Avenue

The 1st permit per house should not be charged at £30, but the resident parking scheme should not be removed. If the fee was more reasonable and proportionate, residents would be willing to pay.

Resident, Nelson Avenue

The local parking scheme should not be scrapped; it has drastically improved the parking on Nelson Avenue.

Resident, Nelson Avenue

The resident parking scheme has helped to make parking spaces available when shifts end late at night which weren't available before the scheme. It would be better if there were more traffic warden patrols, especially if residents are paying £30 per year.

Resident, Nelson Avenue

The resident parking scheme should remain on Nelson Avenue, even if it means incurring a cost for the 1st vehicle.

Resident, Nelson Avenue

It is extremely disappointing to hear that the much loved resident parking scheme in the Nelson Road area is to be withdrawn. The scheme has been a great advantage in this area, especially in the evenings. It is difficult for residents to vote for a rise in price and the value of paying £30 for 2 hours of restriction in the new, smaller zone is questionable. On some of the roads a majority of residents voted to keep the zone and yet they are not included in it- this is an example of residents not being listened to. The proposal should be rethought to at least cover the evening period; it doesn't make sense to impose it from 1-3pm, which will simply disadvantage local shops who are open during the day when residents are at work.

Resident, Nelson Avenue

The root cause of parking problems in Portsmouth have not changed since the zones went in (at the request of residents). Therefore if the zones are removed, the same old problems will return and the residents will be requesting the reinstatement of the zone. The survey results do not show a significant majority and the process was flawed. A 4% difference should not meet criteria to remove an existing zone. It seems like the desired outcome for the council is the removal of these zones and as such other avenues that should have been explored, haven't been. Instead the residents are given the option to pay or lose out. To make the zones pay the enforcement should be stricter but limited to peak times, higher fines should be issued and the 2nd and subsequent permits should be charged more. The first permit charge should be more modest, or it impacts the lowest incomes hardest.

Resident, Newcomen Road

FG zone should be abolished; it has had no positive effect and has cost residents money. There was not a problem parking before the zone.

Resident, Newcomen Road

The resident parking scheme should remain in Newcomen Road even with the £30 1st permit fee. There were many problems parking before it was instated.

Resident, Newcomen Road

The resident parking scheme on Newcomen Road has led to a significant improvement to the quality of life and security for residents. Prior to the scheme the street was used for parking by many large commercial vehicles, which made parking for residents near impossible during evenings and weekends. Since the introduction of the scheme the problem of commercial vehicle parking in the street has been eliminated, making parking in Newcomen Road considerably more accessible for residents. This is especially true late at night; residents no longer face parking a long distance from home and an unpleasant walk back in the dark. Keeping the zone in the streets around the port will

push commercial and second/third vehicles out into the derestricted roads. The majority of residents in the FG Zone asked for the parking scheme to stay so PCC should respect their wishes.

Resident, Newcomen Road

The resident parking scheme in Stamshaw should stay.

Resident, Newcomen Road

The resident parking zone at Newcomen Road is of great use as the parking is very tight. The permit system relieves some of the pressure and gives spaces back to genuine residents. Each permit after the 1st should increase in price to deter properties from having too many cars.

Resident, North End Grove

Residential parking is important for people who work shifts and arrive home late at night as it enables them to park their cars more easily.

Resident, North End Grove

The resident parking scheme in North End Grove should be removed.

Resident, North End Grove

The cost of a 1st permit is a small consideration in the decision over having a resident permit scheme. If the proposal goes ahead vehicles from the new, smaller zone will avoid paying for a permit by parking in North End Grove, a cul-de-sac. New disabled badge spaces have already cut down on the number of spaces available, and residents returning after 5.30 pm struggle to park.

Resident, North End Grove

The resident parking scheme in North End Grove should be removed and permit fees should be refunded.

Resident, North End Grove

If the resident parking scheme is scrapped Portsmouth will return to being one massive car park. £30 is not a great deal of money to pay in order to give you a chance to park close to where you live. The scheme has prevented families having too many cars, works vans parking in the area and people parking for the ferry port. This has made carrying things to and from cars much easier.

Resident, Northern Parade

Housing blocks on Northern Parade have been included in the current resident parking zone because of difficulties parking along the main road due to a pelican crossing and bus top. Before resident parking was introduced, having to park a long distance from home was a regular problem as older residents. This was especially problematic when the need arose to visit a 94 year old relation at short notice. Therefore the proposal should not be taken forward, and the zone should remain in the roads behind Northern Parade such as Nelson Avenue.

Resident, Pitcroft Road

Parking permits should be removed from Pitcroft Road because the zone is not enforced. Many people in the road do not have permits.

Resident, Pitcroft Road

Removing the resident parking zone would cause so much trouble on Pitcroft Road as residents from Bevis Road and Seagrove Road who do not want to buy permits will use Pitcroft to park and displace residents. The zone should be funded through greater enforcement.

Resident, Pitcroft Road

It is difficult to see why residents should be placed in a 'pay it or lose it' situation; why can't the schemes be covered by scratch cards and penalty notices? PCC should make the revenues and costs associated with the zone public. Regardless of the 1st permit fee, the resident parking zone should remain in place in order to prevent commercial vehicles and ferry users from parking for long periods.

Resident, Pitcroft Road

The consultation would have had a better response if it had been put into layman's terms. Parking is difficult as it is and the roads are filled with commercial vehicles using expired scratch cards and evading penalty. There is little enforcement and vehicles are often parked on double yellow lines. £30 charge for 1st permit would be fine if the zone was better enforced- currently local businesses use streets as free parking. £30 is expensive for a zone that is only in force for 2 hours a day when most people are at work, especially when anyone else can park for free for 22 hours a day. Residents would wish to be able to park close to home at night and this proposal will not enable this. Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Pitcroft Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

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Resident, Pitcroft Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Pitcroft Road

The proposed removal of the resident parking scheme in Pitcroft Road would make life very difficult, as a parent with young children. £30 per year would be fine to pay for a 24/7 zone with no free period.

Resident, Pitcroft Road

The proposed changes to the resident parking scheme on Pitcroft Road do not serve the best interests of the residents. The scheme should continue with a 1st permit fee and 24/7 operation.

Resident, Pitcroft Road

The parking zone should operate 24/7 in the new revised area.

Resident, Pitcroft Road

The resident parking scheme should not be removed from Pitcroft Road. £30 is an acceptable fee to pay for a permit in order to be able to park close to home.

Resident, Pitcroft Road

The proposed changes to the parking scheme on Pitcroft Road are far-fetched and illogical. Council tax payers should have the right to park outside their homes 24/7. Parking is already problematic due to commercial vehicles and additional cars and parking restrictions are very rarely enforced. This situation is very difficult as a parent of 3 children under the age of 6. To have to choose between the scheme being scrapped, and a zone which costs £30 and is only operational for 2 hours a day is borderline insane. The proposed changes are unfair and the public consultation has been inadequate. A simple fix to the problem would be to allocate spaces per residence.

Resident, Pitcroft Road

The resident parking zone should remain in operation 24/7; the proposed mid-afternoon slot will not deter shoppers parking and will make parking much worse for residents in the evening. The consultation for these proposals has been inadequate.

Resident, Pitcroft Road

The proposed changes to the resident parking zone should not go ahead; the count was close enough to warrant further consultation and it would be prudent to wait until the future of currently empty retail premises nearby is decided before making decisions.

Resident, Pitcroft Road

The proposed changes will not help those who are at work all day with their vehicles; they will pay extra for a permit and still be unable to park in the evenings. It is unclear what the implications are for third vehicles. The zone should remain 24/7 with the £30 fee, and the 2 hour free period should be scrapped.

Resident, Pitcroft Road

The plans to replace the current permit zone in Pitcroft Road with one that is in place for only two hours is ridiculous. Most people are at work at this time but will still need to purchase visitor permits at weekends. The road is likely to be filled with ferry port users when residents wish to park. The 24/7 permit system should remain in place.

Resident, Ranelagh Road

The quicker the parking zone is removed the better. The council cannot guarantee parking on Ranelagh Road when it is required so residents should not pay for that service. The scheme was not fairly distributed across Portsmouth.

Resident, Ranelagh Road

The resident permit scheme has never enabled easy parking and should be scrapped. Residents shouldn't have to pay for a permit if they aren't guaranteed a space.

Resident, Ranelagh Road

The resident parking scheme in Ranelagh Road has improved the parking situation massively and to remove it would be a terrible decision. If the zone remains in Lower Derby Road but is removed from Ranelagh Road, residents who do not wish to/cannot buy permits will use Ranelagh Road to park. Ranelagh Road is as close to the ferry port as other roads which are proposed to keep their schemes. The assertion that RPZs have little impact on the number of commercial vehicles on street is wrong - in Stamshaw many vans currently park in the car park by the Stamshaw Angling Club and without restrictions they would return to parking on street. The convenience of being able to park close to home is worth paying permit fees for.

Resident, Ranelagh Road

Without the resident parking scheme there would be a nightmare situation on Ranelagh Road with lorries and vans leaving no room for residents. The scheme should stay, at a cost of £30.

Resident, Ranelagh Road

At the moment the fishing club car park near the bottom of the road is full of car dealer's car and vans which will all return to parking on street if residents' parking is removed. Therefore, resident parking should stay.

Resident, Ranelagh Road

Before the zones were implemented it was very difficult to park at the bottom end of Ranelagh Road, near the angling club and subway, as people using the ferry port would park on the street whilst going abroad and walk along the subway to the terminal. Staff from HMS Excellent also used to park on the street, and will do so again if the zones are removed.

Resident, Ranelagh Road

The local parking scheme should be scrapped.

Resident, Ranelagh Road

The parking zone should not be removed from Ranelagh Road. The last survey showed that residents of this road were in favour of keeping their zone and were willing to pay for permits. The large car park at the end of Ranelagh Road is full of commercial vehicles which will return to parking on street if the zone is removed. Evenings are the worst times for parking; maybe a 5pm until 6am restriction would work better to address this.

Resident, Ranelagh Road

The resident parking scheme works in this area, as demonstrated by the number of vehicles in the off street car park at the end of Ranelagh Road. However, residents shouldn't have to pay for 1st permits; the costs should stay as they are.

Resident, Ranelagh Road

Up until the resident parking scheme was introduced there was a gradual worsening of the parking situation as families had more cars and work vans. The scheme has been a great success and since then parking has been much easier and there are far fewer commercial vans. No one wants to pay £30 but it is preferable to returning to chaos. FG Stamshaw South is the only zone earmarked for removal where residents voted to keep it which should mean that it should stay. If the F1 zone goes ahead, Ranelagh Road will be the closest un-permitted road and as such will be the first option for those using the ferry port. This will cause parking chaos to return to the street.

Resident, Seagrove Road

Originally voted not to have a parking scheme and would not be happy paying for a permit to park in street. If the scheme were to go ahead, residents who object to it would be forced to pay a fee for a scheme they did not want in the first place, or else face parking their cars some distance away on unrestricted roads. This would cause considerable difficulty for an elderly neighbour and would make it difficult to transport heavy/bulky items from home to vehicle. It would also make it difficult to keep an eye on vehicles and therefore impact their security. If the scheme is imposed it should be without charge.

Resident, Seagrove Road

Removing the resident parking zone from Seagrove Road would not be a good idea- there are already parking problems and the removal of the zone would exacerbate this. Visitors regularly stay longer than the allotted 2 hours. If the scheme is only in place for a reduced number of hours, it should be overnight from 7pm to 7am as this is when there are parking issues. Lots of residents park in too much space- the bays should be marked to maximise the number of cars that can park in the road and reduce wastage. Proposed zone won't make it any easier to park close to home. There are often commercial vehicles parked on street and taking up spaces at the moment, often without permits and without penalty; this would increase without the zone. The proposed 1-3pm operational time will not benefit residents who are out all day during the week.

Resident, Seagrove Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Seagrove Road

The proposed hours of enforcement for Seagrove Road are during the quietest time of day and will only serve to obstruct North End shoppers. Derestricting the parking after 3pm will cause chaos during the busiest period as people bring work vehicles home for the night. For residents such as stay at home parents who are in during the day, there will be a reduction in service without any saving. It would make it easier and cheaper for PCC whilst having a negative impact on residents.

Resident, Seagrove Road

I endorse the above objection.

Resident, Seagrove Road

The proposed parking charges are unreasonable for a zone that will only be in effect for 2 hours. If this is what is being proposed then the zone should be scrapped altogether.

Resident, Seagrove Road

The revisions to the FD parking zone are not in the best interests of the residents. Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Seagrove Road

It is already difficult for residents to park late at night on Seagrove Road. It would be stupid if non-residents could park for free for 22 hours a day but residents had to move their cars for 2 hours; the zone should remain as it is.

Resident, Seagrove Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Seagrove Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Seagrove Road

Resident parking scheme should be scrapped completely.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped. Road tax should be able to cover the cost of resident parking- residents shouldn't have to pay more to park for 2 hours.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Seagrove Road

The proposal for a two hour resident permit zone is bemusing. Residents returning home in the evenings would be unable to park despite paying for permits. The old system may have been difficult to enforce but the proposals won't help, the original scheme should continue instead.

Resident, Seagrove Road

The proposed changes to the resident parking scheme on Seagrove Road are not in the best interests of the residents. The restrictions will be in place during a time when most working residents will be away from home, so they would be paying for a permit that would only benefit them at the weekend. If residents are to pay for permits the restrictions should remain the same. Marking out bays for long commercial vehicles could help.

Resident, Seagrove Road

As Seagrove Road is near the ferry port, there is a danger of ferry users parking long term in the street if the resident parking street restrictions are removed. Parking is quite a concern at the best of times, especially late at night. The resident permit zone should be 24/7 without 2 hours free parking, with a £30 permit fee. To charge this amount for 2 hours of operation is ridiculous.

Resident, Seagrove Road

The proposed changes to the parking controls in the FD zone would mean a couple paying out £90 to park for 2 hours a day, which makes no sense as both are out at work all day. The permit scheme should enable working residents to park in the evening; there is no logic behind restricting parking for 2 hours at lunch time. The cost to residents is significantly increased with no obvious benefit.

Resident, Seagrove Road

The £30 fee for first permits is unreasonable given the fact that motorists already pay council tax; parking should remain free for 1st cars. There is no point in issuing permits and parking vouchers if anybody can park on the streets for 22 hours a day. It would make more sense to keep the zone in place and remove the free parking period. It isn't fair for residents to pay £30 when other people can park for free; parking is at a premium as it is. The council shouldn't penalise car owners, taxing the motorist is an easy option.

Resident, Seagrove Road

The proposed operating hours of 1pm - 3pm for resident parking are during a time when most residents are at work and the roads are quiet, which doesn't make sense. Enforcement in the area is poor. The zone should remain 24/7 with no changes except the addition of the £30 1st permit charge.

Resident, Seagrove Road

The revised arrangements do not serve the best interests of the residents. Residents should pay for an annual permit the original 24/7 operation of permit parking for residents should stay without the 2 hours free parking.

Resident, Seagrove Road

Paying for an annual permit would be fine if it meant keeping the resident parking zone as it was, either in the current zone or new zone but certainly not with the reduction in hours.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped. The new scheme charges residents to park their cars with no benefit. Paying for a permit would only be fair if the original zone and restrictions were retained.

Resident, Seagrove Road

Residents should pay for an annual permit, the original 24/7 operational hours should remain and the 2 hour free period should be scrapped.

Resident, Seagrove Road

The parking scheme is needed in Seagrove Road and the 1st permit fee of £30 is understandable and acceptable.

Resident, St Mark's Road

If the permit system in this road is abandoned it will create a free for all parking area for shoppers and users of the International Ferry Port. Parking is currently bad enough, fighting for a space with other residents, without having non locals using the street. £30 is a small fee to pay to allow residents only to park within zones, as you have a better chance of parking, as a resident, in a zone than without one. If the Port is developed this may add to the parking problems.

Resident, Stamshaw Road

Stamshaw Road lies just outside the area where the proposal is to keep a permit zone in place: instead it should be included in the new zone. Before the permit zone parking was an absolute nightmare, especially when working shifts and arriving home very late at night. It would be impossible to park within a reasonable distance of the house, and walking home alone over such long distances late at night is not safe. When the permits were introduced the situation was much improved, even if they do not actually guarantee a parking space. Having got rid of one car and reduced the size of the other, tried to pay for an off road space and even looked into paving the front garden in order to alleviate the parking problem, it would be a blow to lose the zone and have the situation worsen. If the closed North End Co-op is converted into flats, this will increase the pressure on surrounding roads. The proposed smaller zone should be enlarged, at least up to Derby Road; otherwise people parking for the ferry port will be pushed up beyond Pitcroft Road. The permits have reduced the stress and difficulty of parking.

Resident, Stamshaw Road

The resident parking scheme should be abolished; visitor parking permits are unaffordable for pensioners who have friends and relatives visiting.

Resident, Stamshaw Road

The proposed alteration/removal of the FD resident parking zone is unacceptable. When the zone was introduced it cleared the area of long term parked vehicles owned by non-residents such as Port users. These parkers would return if the zone was removed and displace the locals once more. £30 per year is a small price to pay for a measure of certainty that parking close to home will be possible. The proposed changes would be a retrograde step and cause unnecessary problems in the area.

Resident, Stamshaw Road

Residents should pay for an annual permit and keep the original 24/7 scheme but in the new, smaller area.

Resident, Stamshaw Road

Parking in the Stamshaw Road area was very bad before permits were introduced; residents would struggle to find a space because of the presence of North End shoppers and workers and commercial vehicles that would park day and night. As soon as the parking zone was introduced, it became much easier to park. Those vehicles will gradually return if the proposal goes ahead, along with vehicles from the ferry port and Kingston Crescent (Stamshaw Road is within sight of the Rudmore Roundabout). It is surprising that other residents have voted to remove the zones; the fees are reasonable given the benefits of a parking scheme so maybe people don't know or remember how bad parking was before. If the zone is removed and the parking situation deteriorates, residents will be asking for it to be reinstated. Perhaps roads should be half permit, half non permit, so that those who want to park in a zone can, and those that don't can park for free. Alternatively, parking meters could be installed so that those that live outside the zone can pay to park. Funds raised could subsidise permits.

Resident, Stanley Road

Object to plans to reduce parking zone in Stamshaw. If the restrictions are only 1-3 pm then the majority of working residents will be paying for a zone that is only in operation whilst they are at work anyway. Between 1 and 3pm roads are clear. It would be better to have the enforcement between 3 and 5pm to enable those returning from work or the school run to park more easily. On popular weekends parking is very difficult and enforcement is not evident. If residents have to regularly park far away from their houses then their insurance premiums could go up. New zone could be pay and display, free for resident permit holders.

Resident, Stanley Road

Voted in the previous consultation to keep the FG Zone and pay for a permit but the changes suggested in the current proposal are pointless so the permit zone should just be scrapped. There is no point in having the permit zone in effect only for the hours mentioned in the order; it will cause more problems for residents who arrive home late. Vans currently parked in the car park at Stamshaw Fishing Club will return to parking in the streets overnight causing further parking problems. The zone should remain as it is now or be scrapped altogether because the suggested hours of operation will not work.

Resident, Stanley Road

Stanley Road should retain a 24/7 parking zone rather than the proposed 2 hour operational period which is a stupid idea. £30 would be a fair price for a 24/7 permit.

Resident, Stanley/ Lower Derby Road

The proposed timings for the new G1 zone don't make sense- they leave the parking derestricted at the most congested time (the evening) and restrict parking when the area is mostly clear. It is unreasonable to have to pay for a permit for 2 hours a day, especially if you return home halfway through the restricted period. Residents are happy with the current zone and the costs are reasonable.

Resident, Twyford Avenue

Since the RPZ came into force in Stamshaw it has made it easier for residents within zone to park, but the knock on effect for those living outside zone has been negative. Streets have filled with 2nd cars, work vans and P&O ferry users. Permits have made it a nightmare trying to find a space outside zone. All zones should be removed or whole of Stamshaw should be included, otherwise parking problems are simply shifted around. Would be happy to pay for a permit to enable parking closer to home if zone was extended.

Resident, Twyford Avenue

Strongly wish to have parking zone remain in its present form. Permit scheme at least gives residents a chance at parking close to home. Removal of zone will result in free for all parking which will prevent genuine residents from being able to park.

Resident, Twyford Avenue

Removing the resident parking zones around Meyrick and Winstanley roads would be a mistake, especially when 54% of people voted for it to stay. Parking in this area has been much better since the permit scheme has been in place. Keeping the zone around the ferry port will cause displacement and parking problems for the roads outside it. If the zone is removed, cars and vans that currently park in the Stamshaw Park car park (53 counted last night) will be able to park in the streets, causing even further congestion.

Resident, Twyford Avenue

The FG Stamshaw parking zone should remain. Sometimes residents are reluctant to leave their homes for fear of losing their ability to park; much of this problem is caused by those with multiple vehicles. If the resident scheme is removed the situation will worsen; people who don't live on the road will park for hours and residents won't be able to use their cars. If people can afford to have multiple cars then they should pay for multiple permits; it's worth paying £30 for a chance of parking.

Resident, Twyford Avenue

Before the permit scheme was introduced it could take a long time for residents to park at night, which is especially difficult for those with mobility issues. Removing the scheme would be a backward step; residents should be able to park close to home, even if it means paying £30 to do so.

Resident, Twyford Avenue

The resident parking scheme should be scrapped; it doesn't guarantee a parking space for residents and lots of vehicles park without permits. £30 is too much to charge residents who already pay council tax.

Resident, Twyford Avenue

The resident parking scheme should remain in place on all of Twyford Avenue- it is what the residents voted for.

Resident, Twyford Avenue

The residents parking scheme has worked well in this area since it was put in place and has made parking easier and much less stressful. Previously people would park overnight in this area for a night out in North End, or parking for free for days on end whilst going abroad from the port. Commuters also used the street for parking during the day. To avoid displacement the whole of Lower Derby Road should be included in the scheme, and those outside the scheme up to St Mark's Road should be given permits. Without the zone many people, including those with young children will be unable to park close to home. There are more resident cars than people already as people from Twyford Avenue also park on Lower Derby Road. Resident parking should be kept, at a charge of £30 per year if necessary.

Resident, Twyford Avenue

The resident parking zone should be abolished; it makes no difference and has made no improvement.

Resident, Wilson Road

The resident parking zone has had a negative impact on Wilson Road, which has been filled with commercial vehicles and 2nd cars from the zone. Due to this, Wilson Road residents often have to park in Tipner. If the permit zone stays, it should be in every road so that those living just outside the zone aren't left with parking problems.

Resident, Winstanley Road

The FG RPZ should be retained on the condition that it operates 24/7, and that it is actually enforced. Enforcement officers are rarely seen except for once a month on a Sunday morning. There has been an increase in the number of commercial vehicles, seemingly without permits, parking on Winstanley and Newcomen Roads. The scheme used to work well but when it became evident that it had stopped being enforced it became redundant- zones are only as good as their enforcement.

Residents, Winstanley Road

Strongly object to paying for parking permits- it is unfair for some residents in Portsmouth to have to pay and others not.

Residents, Winstanley Road

Since the parking zone was introduced the parking situation has greatly improved on Winstanley Road, and it is worth paying £30 to keep it. If the zone is removed, works vans will park on street all weekend, making it difficult for residents to park.

Residents, Winstanley Road

The FG parking zone in Stamshaw should not be removed. Its introduction has reduced the number of commercial vehicles in the area, commuter parking and untaxed abandoned vehicles. Late at night it is difficult to park even with the zone- without it this will worsen and the commercial vehicles etc. will return. £30 is worth paying to keep the zone but how the council has justified this figure is unclear. Pockets of permit zones cause displacement; the scheme should be rolled out across the city and reduce in price.

Residents, Winstanley Road

The resident parking scheme in the Stamshaw area has stopped residents from having to search for half an hour to find a space; it should be maintained. Residents shouldn't have to pay to park in their own roads but this is preferable to losing the zone.

Residents, Winstanley Road

The local parking scheme should not be scrapped.

Residents, Winstanley Road

The resident parking zone in the Stamshaw area of Portsmouth should remain in place, and residents should not have to pay for 1st permits. Since that zone was introduced it is now more likely that a parking space will be available close to home, as vehicles without permits use the car park at the top of Knox Road. However there is still a problem and there are often times when parking close to home is difficult. Residents pay Road Tax and should therefore not have to pay for a parking permit- the fee is a blatant attack on hard working families. In order to fund the scheme without this charge, business permits should be increased in price to £165/£180; 2nd and subsequent resident permits should be raised in price; the 2 hour free period should be reduced to 30 minutes; the Knox Road car park should be made into a pay and display car park with specific £60 permits for residents who do not qualify for on street ones (this car park should remain free for regular permit holders). Hopefully a solution can be reached that doesn't charge residents to park outside their homes.

Resident, road not stated

Zone has made a huge difference to residents in area; was not originally in favour of zone but would not now wish to return to situation prior to its introduction. Voted in the survey to keep the zone despite being strongly against paying for the 1st permit; now that it seems likely that zone will be removed, would like to change vote and agree to pay for scheme in order to keep it in operation. Perhaps faced now with the likelihood of losing the zone, other residents would also change their original vote and agree to pay for it.

Resident, road not stated

Fully support the 54% of residents who would like the FD parking zone removed. Residents on the road who adhere to the rules of the zone are constantly frustrated by those who don't. Road has HMO's whose residents constantly flaunt the restrictions without penalty (enforcement officers are rarely seen), whilst others pay a fortune to park their family cars legally. Whilst other motoring costs are rising it would be better without the expense of a permit scheme, especially as it is not consistent across the city.

Resident, road not stated

The FG parking zone in Stamshaw should stay- parking has been much better with it in place.

Resident, road not stated

The proposed plan to introduce permit only parking between 1 and 3pm, with an annual charge, is ridiculous. Most residents are out of work at this time so the roads are fairly deserted, including those closest to Kingston Crescent. Residents would therefore be paying to park in a zone that only affects them for 2 hours a day on weekends. Ideally the zone should remain, albeit with a fee for the 1st permit. The worst time to try and park in the FD zone is from 6pm onwards when the road fills with commercial vehicles- the restrictions should be in place during this period to allow residents a better chance at parking close to their homes when returning from work. The risk of workers parking in the streets all day is low, so the zone will have little impact and is just a way to extract money from residents.

Resident, road not stated

The proposed G1 parking scheme will not work as well as the current GA zone. Commercial vehicles will return to parking on the unrestricted streets, reducing visibility on the narrow streets making it unsafe for children and the elderly to cross the road. There aren't enough spaces currently; if those vehicles which currently do not have a permit return to the zone the parking situation will worsen. It is already difficult to park close to home due to trees and disabled bays outside the house; to have to pay for a 1st permit would be wrong.

Resident, road not stated

GA Zone should remain in its current form, or be removed completely.

Resident, road not stated

The resident parking scheme in Stamshaw should be maintained. Since the suggestion that the zone might be removed, more and more vans and cars have been parking in the streets without permits without fear of the warden or getting tickets. Paying for the 1st permit is fine.

Resident, road not stated

Residents are already squeezed financially and the fee for first permits will rise each year. It is ridiculous to charge residents for only 2 hours permitted parking. The system should be kept 24/7. Current residents should retain their free 1st permit, and newcomers should pay the £30 annual fee.

Resident, road not stated

Having unrestricted parking after 3pm does not make sense. Resident shouldn't have to pay for a scheme that only operates for 2 hours a day when anyone can park for 22 hours unrestricted. There should be restricted parking after 3pm until 3am- that will help families to park when they get home. Between 3am and 3pm there should be a 3 hour free period.

Resident, road not stated

The local parking scheme has never made it easier to park so residents should not have to pay until a space can be guaranteed.

Resident, road not stated

The local parking scheme should be scrapped. It does not guarantee a parking space outside or near to home, double yellow line have already reduced the number of spaces available and there are already shops in North End closing due to poor parking facilities. With McDonalds and Co-op closing, people will soon stop shopping in the North End area- it is already looking derelict. One a permit fee is introduced there is nothing to stop it year on year, and parking permits have not resolved parking issues. Changing car in a permit zone is problematic if you have to wait for a log book- attending the council in person to register the new vehicle and paying admin fees are all costly inconveniences.

Resident, road not stated

The resident parking scheme has not made the slightest difference, nor does it guarantee anyone a parking space, especially after 6pm when you may end up parking streets away from home. Motorists are already heavily charged without the council using parking as a money making scheme. The resident scheme should be abolished immediately as parking restrictions across the country have grown out of proportion. Parking restrictions have a negative effect on local businesses as customers can be deterred by expensive parking. Local businesses contribute to the community and should be encouraged to prosper and promote Portsmouth without punishment.

Resident, road not stated

The proposed 2 hours of operation is 'lame brained', so cancel the zone completely.

Resident, road not stated

The proposed changes to the permit parking restrictions in the FD area will inconvenience those who work and have children, as they will be using their vehicles around the 3pm time and will return to find their roads jam packed as they were prior to the zone being installed. The annual fee of £30 is fair if the zone remains operational 24/7.

Resident, road not stated

The proposed 1-3pm hours of operation will not help residents- it would be better if it was from 5pm - 8am. Residents already pay council tax so shouldn't pay for the 1st parking permit. The zone should remain as it is, be scrapped altogether, or be made permit holder only from 5pm until 8am. The proposed hours would make it very difficult for residents who need to use their cars in the evenings.

(End of Report)

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Agenda Item 4

Agenda item:

Title of meeting: Cabinet Member for Traffic and Transportation

Date: 17th December 2015

Subject: Wymering Road & Portchester Road One Way – Results of Public Consultation

Report by: Director of Transport Environment & Business Support

Wards affected: Copnor Ward

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1 To consider the responses to the public consultation regarding the proposals to implement a one-way system within Wymering Road and Portchester Road.

2. Recommendations

- 2.1 **That a Traffic Regulation Order is raised and advertised to seek comments from residents within the City regarding the proposals;**
- 2.2 **That provided the public consultation does not yield any objections to the proposals that Option 2, i.e, Wymering Road to be made one-way eastbound and Portchester Road to be made one-way westbound, be implemented within the area;**

3. Background

- 3.1 Following a request from the local councillors and residents within the area, Portsmouth City Council was asked to canvas residents' views regarding whether they would support the implementation of a one-way system to operate within both Wymering Road and Portchester Road.
- 3.2 Both Wymering Road and Portchester Road are perceived by residents to have high levels of traffic within residential roads. Concerns have also been raised regarding the safety of pedestrians accessing the local schools. Wymering Road and Portchester Road, along with surrounding residential roads within the vicinity, are part of the citywide 20mph speed limit which was implemented in October 2007.

3.3 Representations have been received from local councillors raising concerns regarding inconsiderate parking. A further concern is the infringement on the zig-zag markings when vehicles pull in to allow oncoming vehicles to pass safely. In addition, residents perceive that their road is being used as a 'rat-run' to avoid delays in travelling times.

3.4 A postal consultation was carried out with residents of Wymering Road and Portchester Road (from its junction with Drayton Road to its junction with Farlington Road) during December 2014. The results were as follows:-

From the 234 letters addressed to residents we received 113 completed voting forms (a return of 48%). The breakdown of the results is as follows:

Option 1 - Implementing a one-way traffic flow within Wymering Road in a westbound direction (from its junction with Farlington Road to its junction with Drayton Road) and a one-way traffic flow within Portchester Road in an eastbound direction (from its junction with Drayton Road to its junction with Farlington Road) - received 49 votes from residents (43% of returns);

Option 2 - Implementing a one-way traffic flow within Wymering Road in an eastbound direction (from its junction with Drayton Road to its junction with Farlington Road) and a one-way traffic flow within Portchester Road in a westbound direction (from its junction with Farlington Road to its junction with Drayton Road) - received 45 votes from residents (40% of returns);

Option 3 - That the existing road layout remains unchanged - received 19 votes from residents (17% of returns);

3.5 The result of the consultation demonstrates a clear consensus (83%) for a one-way scheme of some type. With only a four vote difference between the option 1 and option 2 proposals, both options are considered equally viable.

3.6 Following a scheme update letter addressed to residents within both Portchester Road and Wymering Road on 23rd July 2015, the Service Director for Traffic Environment and Business Support was contacted by a local councillor (representing a resident) who was concerned with a possible option 1 approval. This direction of one-way was found to cause this resident a significant access problem because of their type of disability and requested that either option 2 or 3 is progressed. Given that no other disabled residents on either street have raised specific concerns with any option and that the voting between option 1 and 2 is very close, it is recommended that this request is implemented.

4. Reasons for recommendations

4.1 Providing a form of one-way scheme satisfies 86% of residents who voted in favour of a change in road priorities.

4.2 The option 2 one-way implements a scheme that is acceptable to a concerned resident who has strong concerns regarding the alternative one-way option because of their specific disability.

4.3 The one-way proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life;

4.4 The combination of a 20mph speed limit and the use of one-way roads will seek to increase road safety through reduced speeds and better traffic flow with the removal of vehicle conflict. In turn this will improve that habitability of the area for residents and provide a safer environment for all road users.

5. Equality impact assessment (EIA)

5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

6 Legal 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 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. Director of Finance's comments

7.1 The proposed Wymering Road and Portchester Road One Way traffic scheme will cost in the region of £52,000, which includes the on-going maintenance cost. The source of funding will be corporate resources set aside for the delivery of the Local Transport Plan as per the capital programme.

.....
Alan Cufley
Director of Transport, Environment and Business Support

Appendices:

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

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

Title of document	Location

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

.....
Signed by:
Cllr Ellcome
Cabinet Member for Traffic & Transportation

Agenda Item 5

Agenda item:

Title of Meeting: Cabinet Member for Traffic and Transportation

Date: 17th December 2015

Subject: Arundel Street Traffic Calming Scheme – Results of Public Consultation

Report by: Director of Transport Environment & Business Support

Wards affected: Charles Dickens Ward

Key decision (over £250k): No

Budget & policy framework decision: No

1. Purpose of report

- 1.1 To review the outcome and consider the responses to the public consultation regarding the proposals to implement traffic calming within Arundel Street and confirm a way forward.

2. Recommendations

- 2.1 **That the Cabinet Member for Traffic & Transportation, Opposition Councillors and Ward Councillors note the responses to the consultation;**
- 2.2 **That a Traffic Regulation Order is raised and advertised to seek support and comments from residents within the City regarding the proposals;**
- 2.3 **That provided the public consultation in relation to the Traffic Regulation Order does not yield any objections to the proposals, the proposed traffic calming be implemented within the area;**

3. Background

- 3.1 Following a request from the local councillors and residents within the area, Portsmouth City Council was asked to canvas residents' views regarding whether they would support the introduction of a traffic calming scheme within Arundel Street.
- 3.2 Arundel Street is a very wide and open road that is perceived by residents to have a high volume of traffic. Concerns have been raised due to the location of several infant and junior schools within the area, and the safety of accessing the

schools within the area. At present, the western end of Arundel Street is subject to a 20mph zone. However, as the schools are located outside of the existing 20mph speed restriction many residents have raised concerns as to why this has not been extended to include the east to include schools within the vicinity.

- 3.3 Representations have been received from local councillors who have raised the concerns of residents regarding vehicle speeds and parking inconsiderate and illegal when accessing the local schools. Concerns have also been raised regarding the perceived lack of acknowledgement of pedestrians within the area and the number of vehicles violating the existing traffic controlled crossings within Arundel Street.
- 3.4 An analysis of accident data held by Hampshire Constabulary over the 5 year period from 12 April 2010 to 11 March 2015 indicates that there have been a total of 19 accidents within Arundel Street. Of these accidents 4 have been recorded as 'serious' with the remaining 15 accidents being recorded as slight.
- 3.5 A consultation exercise was undertaken within Arundel Street on 16th July 2015 with representatives from the local community and stakeholders. This took the form of a walkabout through the proposed area to point out problem areas and to give examples of how these could be addressed. At the end of the meeting there was support from all stakeholders regarding the proposals and no concerns were raised. (A copy of the minutes has been attached for information purposes).
- 3.6 A postal consultation was carried out with residents within the area during September and October 2015. A plan of the consultation area has been included for information purposes. The results were as follows:-

From the 834 letters addressed to residents we received 28 completed voting forms (a return of 3%). The breakdown of the results is as follows:

Option 1 - Yes I would support the implementation of proposed traffic calming within Arundel Street - received 25 votes from residents;

Option 2 - No I would not support the implementation of proposed traffic calming within Arundel Street - received 2 votes from residents;

Only one response was received where the resident did not give or vote for a preferred option;

3.7 Following the consultation, a drop-in session was held at The Oasis Centre within Arundel Street on Thursday 01st October 2015 from 17:00 to 19:00. The purpose of this session was that residents could discuss and ask questions regarding the proposals with officers. The information regarding the drop-in session was contained within the consultation letters that were addressed to the 834 residents. The event was attended by 1 resident.

4. Reasons for recommendations

4.1 The support from the letter consultation regarding the implementation of traffic calming within Arundel Street would be acceptable to the majority of residents that took the time to participate within the consultation. Those residents that have responded who have strong concerns regarding pedestrian safety within the area will be satisfied.

4.3 The traffic calming proposals aim to meet the requirements of the Local Transport Plan by seeking to improve Road Safety, Air Quality and Quality of Life;

4.4 The combination of extending the 20mph speed limit and the implementation of traffic calming methods within the area will seek to increase road safety through reduced speeds and better traffic flow. In turn this will improve the habitability of the area for residents and provide a safer environment for all road users.

5. Equality impact assessment (EIA)

5.1 An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

6 Legal comments

6.1 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."

6.2 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.

6.3 Traffic regulation orders (TROs) 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.

- 6.4 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.
- 6.5 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. Director of Finance's comments

- 7.1 The proposed Arundel Street Traffic Calming scheme will cost in the region of £150,000. The source of funding will be corporate resources set aside for the delivery of the Local Transport Plan as per the Capital Programme.
- 7.2 Within the 2015/16 LTP Capital programme £150,000 has been budgeted under Safer Routes to Schools, which allows for reactive works on school routes as issues are identified.

.....
Alan Cufley
Director of Transport, Environment and Business Support

Cabinet Member for Traffic & Transportation

Appendices:

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

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

Title of document	Location
Arundel Street 01 - Rev B	

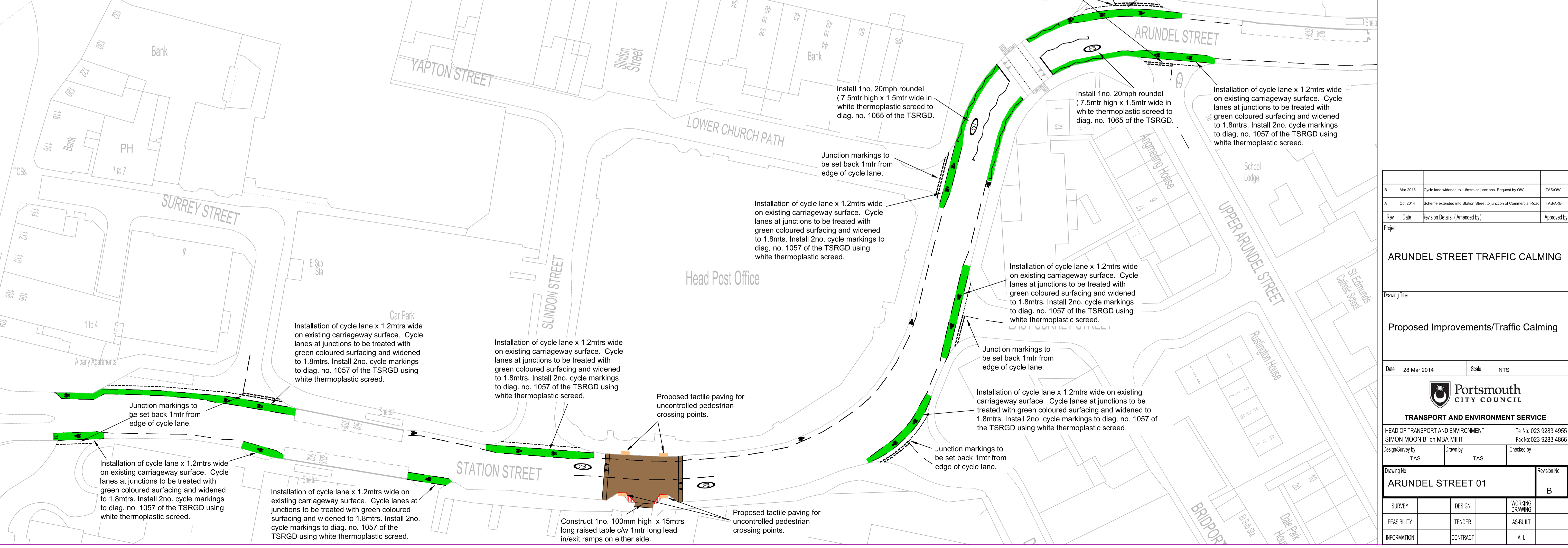
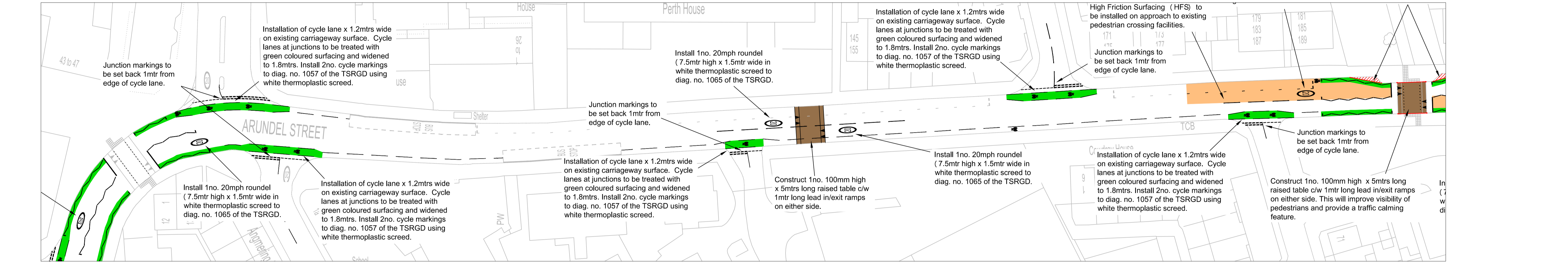
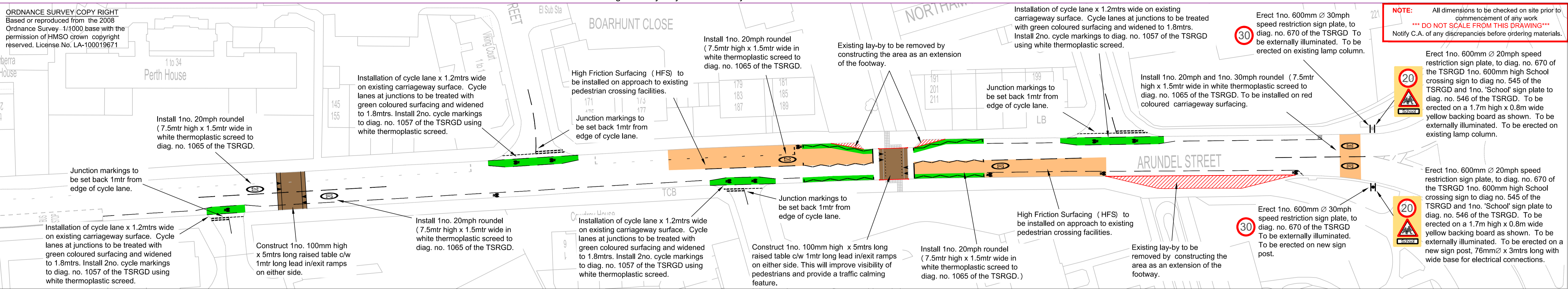
The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:
Cllr Ellcome
Cabinet Member for Traffic & Transportation

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NOTE: All dimensions to be checked on site prior to commencement of any work
*** DO NOT SCALE FROM THIS DRAWING ***
Notify C.A. of any discrepancies before ordering materials.

Rev	Date	Revision Details (Amended by)	Approved by
B	Mar 2015	Cycle lane widened to 1.8mtrs at junctions. Request by OVI.	TAS/OW
A	Oct 2014	Scheme extended into Station Street to junction of Commercial Road	TAS/AB

ARUNDEL STREET TRAFFIC CALMING

Proposed Improvements/Traffic Calming

Date 28 Mar 2014 Scale NTS

Portsmouth CITY COUNCIL
TRANSPORT AND ENVIRONMENT SERVICE

HEAD OF TRANSPORT AND ENVIRONMENT Tel No: 023 9283 4955
SIMON MOON BTch MBA MIHT Fax No: 023 9283 4866

Design/Survey by TAS Drawn by TAS Checked by

Design	Survey	Drawn	Checked
TAS	TAS	TAS	TAS

DRIVING NO.	REVISION NO.
ARUNDEL STREET 01	B

SURVEY	DESIGN	WORKING DRAWING
FEASIBILITY	TENDER	AS-BUILT
INFORMATION	CONTRACT	A.I.

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