

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 29th September 2016

Subject: Residents parking zone: Cosham area (TRO 47/2016)

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: Cosham

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the consultation responses to the proposed BF parking zone, and agree the way forward.

2. Recommendations

- 2.1. **That the BF Park Lane parking zone is implemented as proposed, with the following exceptions:**
- 2.1.1 **Parking bays are not marked out at this time (deleted from the TRO);**
- 2.1.2 **Double yellow lines are not marked out at this time (deleted from the TRO).**

3. Background

- 3.1 As per the Traffic & Transportation decision meeting held on 5 July 2016, approval was given for a parking zone to be proposed for the BF Park Lane area, made up of Albert Road, Dean Road, Pervin Road and Park Lane.

The report and decision are available to view on Portsmouth City Council's website here: <http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MId=3490&Ver=4> (Item 3)

- 3.2 The area of BF Park Lane zone was approved for scheme design and consultation as all 4 roads returned a majority in favour of permit parking during the informal survey.
- 3.3 Formal consultation on the proposed zone took place between 26 July - 17 August 2016. The proposal notice is available to view on Portsmouth City Council's website here: <https://www.portsmouth.gov.uk/ext/documents-external/tro-47-2016-cosham-park-lane-rpz-pn1.pdf>

4. Reasons for recommendations

4.1 The January 2016 survey results that led to the parking zone being proposed were as follows:

Road name	Support	Object	No. of properties
Albert Road	6	2	64
Dean Road	12	2	33
Park Lane	9	0	50
Pervin Road	10	1	33
Totals	37	5	180

4.2 The public responses have informed the recommendation to implement the parking zone as proposed:

Road name	Support	Object	Comments/queries
Albert Road	3	1	2
Dean Road	1	2	1
Park Lane	5	1	2
Pervin Road	8	1	0
High Street	0	2	1
Outside zone	0	3	0
Road not given	0	1	0
Totals	17	11	6

The full responses are reproduced at Appendix A on pages 6 - 20. Whilst this represents a low percentage of the properties in the affected area, the recommendations are based on the responses and information received: no assumptions can be made about the views of those who have not responded.

4.2.2 The main reasons given for supporting the introduction of the parking zone are:

- Parking congestion: difficulty finding a parking space near to home, during the day and early evening;
- All-day parking by commuters / local employees (hospital, High St, Cosham commercial area);
- Shoppers, customers and visitors (e.g. to the 2 local churches) using free parking in residential roads to avoid Pay & Display.

4.2.3 In summary, the reasons given for objecting to the introduction of the parking zone are:

- No parking problems;
- Permit costs and paying for visitors;
- Too many new double yellow lines;
- Insufficient interest or support from residents.

4.3 Under new legislation that came into effect in April 2016 relating to parking restrictions, many road markings and signs are no longer required to be used together (*Traffic Signs Regulations General Directions 2016*). Previously, parking bays could not be marked without a restriction in place, and all parking bays were required to have accompanying signage.

- 4.3.1** Controlled zone signs at the entrances to the zone and individual signs within the parking zone will be placed as usual. In accordance with revisions to the TSRGD, it is no longer a requirement for parking bays to be marked out. PCC will be following this guidance and therefore parking bays will not be marked.

Without parking bay markings, there is no requirement for double yellow lines, and therefore this aspect of the TRO will not be pursued.

Should it become necessary to consider designating parking bays and double yellow lines at a later date, further consultation will be required.

- 4.3.2** It should be noted that permits will be required to be displayed (or authorised electronically) when parking on the public roads within the parking zone, including in front of dropped kerbs. This means PCNs may be issued to any vehicle parking on the public road without authorisation or beyond the 1-hour free parking period.

The obstruction of dropped kerbs will be enforceable in the usual manner, i.e. if the owner is unable to access a driveway, hard-standing or garage due to a vehicle being parked in front the dropped kerb (with or without a permit) and contacts Portsmouth City Council for assistance.

- 4.4** 3 objections were received from residents living outside of the proposed parking zone (from Lindisfarne Close (2) and Mulberry Lane (1)) on the grounds that parking may be displaced into those roads.

- 4.4.1** The parking zone includes the 4 roads where residents petitioned for permit parking: no requests have been received from residents of Lindisfarne Close, Mulberry Lane, Magdala Road, Dorking Crescent or Salisbury Road, and therefore these roads have not been included at this stage.

- 4.4.2** Vehicle displacement is by no means a guaranteed outcome of implementing parking zones. Evidence suggests that parking zones rarely lead to significant vehicle displacement which results in the need to extend into the adjacent area. Of the 32 parking zones currently in place, just 4 have been extended.

- 4.4.3** Displacement of residents' vehicles is likely to be minimised by the zone's operating time (8am-6pm), with vehicles able to park within the zone without a permit from 5pm until 9am the next day.

- 4.4.4** The parking zone is anticipated to better manage commuter parking. Local employees and long-stay customers of the High Street would be more likely to use the Pay & Display once the adjacent free parking in the residential roads becomes unavailable. QA hospital staff would be required to walk a further distance to find free parking, and those working shifts would be affected once Park Lane becomes restricted. This measure should encourage use of the facilities provided by the hospital staff, which the majority already use.

5. Equality Impact Assessment

- 5.1** A Preliminary Equality Impact Assessment has been completed for this scheme. From this it has been determined that a full equality impact assessment is not required as the recommendations do 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 Implications

- 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 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. A TRO may include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles.
- 6.2** A proposed TRO must be advertised and the statutory consultees notified and given a 3- week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. 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 any comments received from the public and/or the statutory consultees during the consultation period.
- 6.3** The Traffic Signs Regulations and General Directions came into force on 22nd April 2016 and altered the prescribed method of markings to delineate areas of carriageway reserved for specified classes of vehicle or specified uses.
- 6.4** The dimensions for bay markings have been relaxed, apart from those for disabled badge holders. Whilst a minimum width of 1.8 m is specified, there is no longer a maximum width, nor a minimum or maximum length. The intention is to allow traffic authorities flexibility in determining the bay or parking space size appropriate both for the intended vehicle type and the surrounding street environment.
- 6.5** Bay markings and parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement.
- 6.6** In addition to relaxing the permitted dimensions, traffic authorities now have the freedom to use alternative methods to create bays and spaces on the carriageway. This may include either colour-contrasting surfacing, or paving in a different pattern or appearance, to distinguish parking areas from the surrounding carriageway. No legend is required to be included in these markings. The markings may be used in conjunction with upright signs as currently prescribed.
- 6.7** Minimum dimensions are still prescribed for bays reserved for disabled badge holders. These must be a minimum of 6.6 m long, 2.7 m wide, or 3 m wide where placed in the centre of the carriageway. There is an exception for cases where, on account of the nature of traffic using the road, the overall width of the carriageway is insufficient to accommodate a bay of that width.

6.8 Any new signs indicating parking places and areas subject to parking controls must be in accordance with the new regulations.

7. Director of Finance's comments

- 7.1 The introduction of charges for all residents and other parking permits will ensure that the costs of implementing and operating schemes are fully funded from the income generated.
- 7.2 Currently the costs of operating residents parking schemes are part funded from income generated from On Street parking, which diverts this income from being used for other purposes. The recommendations in this report are in line with the current council policy of, where possible and practical, levying charges for services that offset the running costs of those services.
- 7.3 The introduction of parking zone BF is estimated to cost £8,000. This includes the Traffic Regulation Order in the press, the introduction of signage (and physical works related to this), postal communications to properties within these zones 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.
- 7.4 The proposed changes to charges for permits and scratch cards with regards to parking zone BF is estimated to generate an additional £8,000 in income. This income will accrue to the on street parking revenue budget and will help to ensure that the net costs of implementing and operating schemes continues to be funded from the income generated.

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

Appendices
Appendix A: Public responses to the proposal (road by road)

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
Preliminary EIA	Transport Planning
Cosham survey results	PCC website (search 'parking surveys')
34 emails	Transport Planning

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

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Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

Appendix A: Public responses to the proposal (road by road)

1. Resident, Albert Road

After perusing your plans for the new parking area to be known as BF zone covering the area in which I live, I would like to put on record that my wife and I fully support these proposals. I have also discussed this scheme with my neighbours within Albert Road Cosham and they are also in agreement with the residents parking scheme. I have not received one negative comment from any of my neighbours concerning this scheme. Please ensure that this email is brought before the Committee when making the decision. The reason that we all support this scheme is that it is currently very difficult to park in or around our own homes during the week because of the amount of vehicles from outside the area that park in Albert Road all day whilst they go off to work.

2. Resident, Albert Road

I live at Albert Road Cosham and am happy to support the proposals described in Portsmouth City Council (BF Park Lane Area) (Residents Parking Places and Waiting Restrictions) (No47) Order 2016.

3. Resident, Albert Road

I support the resident parking scheme 100%. During the day and early evening the road is full of commuters and we can never park in our road until late in the evening when they all finish and go home. Myself and my husband think resident parking would make life so much easier.

4. Resident, Albert Road

I object to the letter you have sent out I feel as if it's just a con just to get more money out of us we pay out council tax we pay our road tax we should not have to pay to park outside of where we live it's outrageous it's not going to solve anything especially if they can get a 12 hour permit for £1 everyone will be parking there it's cheaper than all of the car parks around cosham area if anything you'll make parking harder for the folks who live down the street

PCC response:

The proposals have been put forward for public consultation in response to the residents who wish to prevent long-term parking by non-residents such as commuters, local employees etc. Neither council tax nor the vehicle licence contributes towards parking schemes, and therefore permit charges are made so that the schemes pay for themselves instead of being subsidised with public funds. Visitor permits are only available to residents, for their visitors (friends, family, tradesmen etc) - they are not available for general purchase by customers or clients of local businesses, for example.

5. Resident, Albert Road

Thank you for the notice about starting a residents parking scheme in our area. We have read the information carefully and have a couple of questions:

1. What does the, 'reduction of prohibition of waiting at any time mean? We are concerned that it is even more likely that vehicles would park overhanging driveways, as they try and squeeze in, making what can be a tight turn considerably harder or even impossible. This is of particular concern as my wife is disabled and may need to get to the hospital in a hurry.
2. On the subject of disability, my wife also has regular carer visits arranged by Social Services. Normally this would fit in the allowed hour but what happens if they need to overrun?

3. We normally park in our drive, so would not necessarily want a permit, but if the drive is blocked by inconsiderate shoppers how could we park? It would seem we would have to pay you £30 a year just in case.

PCC response:

1) There are a couple of reasons for proposing to reduce the double yellow lines there where shown on the plan. Firstly, they are longer than those in place at similar junctions, possibly because they were installed many years earlier when parking pressures were less severe. Secondly, there is currently a 7-metre gap between the double yellow lines and the dropped kerb. Drivers are generally less inclined to overhang or partly use double yellow lines, which is why you may currently experience vehicles overhanging driveways (they cannot be penalised for doing so). With a little extra room, vehicles can park at the revised end of the restriction and not as close to driveways.

2) Carers should have an 'Essential Visitor' permit, which exempts them from the time restrictions within residents' parking zones. If they do not currently hold a permit they can easily obtain one from Portsmouth City Council.

3) If your driveway is obstructed by inconsiderate drivers (shoppers or otherwise) and you are unable to get out, please contact the Traffic Management Centre for assistance on 023 9268 8290. The nearest enforcement officer will be able to attend. This is regardless of whether or not a parking zone is in place.

6. Business, Albert Road

We are a care home with nursing situated in Albert Road. Potentially 46 residents may live at the premises at any one time. As a care home visitors frequently access the home as they would, visiting relatives, even if that person was living in their own home. We also potentially have 20 staff at any one time working on shift, some of whom have vehicles.

Could you please confirm how the home would be provided with permits to enable visiting with residents as well as for staff to park.

PCC response:

With 32 parking zones currently in place throughout the city, this is not a unique situation and care homes are catered for. Those living at the care home are classed as residents and therefore would be entitled to purchase visitor scratch cards for their visitors i.e. relatives. If the care home itself wanted to buy them on behalf of a resident this would be possible but the purchaser's name would be the resident and a document relating to the resident would need to be provided.

Staff at the care home would be entitled to Business permits (purchased either by the home or on an individual basis). Any staff who currently hold Essential Visitor permits cannot use them for parking at the normal place of work, but would continue to use them when visiting service users away from the care home. Any external staff visiting the home, nurses etc., could use their Essential Visitor permits in the normal way.

7. Resident, Dean Road

I am writing with regards to the proposed parking zone in dean road to say that I am in support of these proposals. My only concern would be the amount of double yellow lines proposed for dean road and if this would have an impact on there not being sufficient space for residents to park.

PCC response:

With regard to the additional double yellow lines - parking bays within parking zones are typically marked where vehicles currently park. They are linked up by double yellow lines so that unrestricted sections of road are not left that could cause confusion or encourage drivers to park in unsuitable places and obstruct access.

8. Resident, Dean Road

I would like to object to the introduction of BF parking zone as it is not required in our opinion, we never have a problem, or our visitors, parking in Dean Road anytime of day or night, it is not always right outside our house but never in a different road, the only time we ever park more than 5 doors away from ours is late afternoon/early evening weekdays. In my opinion the majority of people in favour are residents who think it is there right to park immediately outside their front door, we all live in a densely populated city and all the local residents chose to live close to the great amenities on our doorstep, this inherently comes with parking issues but not enough to warrant extra restrictions and charges. Given the percentages in favour of the scheme I can't see how it is democratically fair either to impose this scheme, only 79/620 less than 15%. The one single reason why parking has become an issue to 'certain' residents over the past few years is the expansion of QA hospital, if the parking for employees, patients and visitors was addressed more efficiently then TRO 47/2016 would not have been required at all!

9. Resident, Dean Road

I would like to make the following comments.

- (1) DEAN ROAD has not been given a name on your Diagram of BF Zone Boundary. The road has not been titled on your map. As I like there I am a bit miffed!
- (2) Section D) Prohibition of waiting at any time (double yellow lines). Section 2 re. Dean Road.

I have today walked Dean Road and there are currently NO double yellow lines on the road (other than the ones at the entry of the Road, which have been put there, very sensibly, to ensure that those entering and leaving the road have full visibility and safety enhancement). Your notification suggests that instead of there being NO double yellow lines in Dean Road that a total of --- 66 Metres --- of double yellow lines are to be introduced into Dean Road. Is that really your plan? (or could it be that your notice has mixed up Dean Road with Park Lane ?)

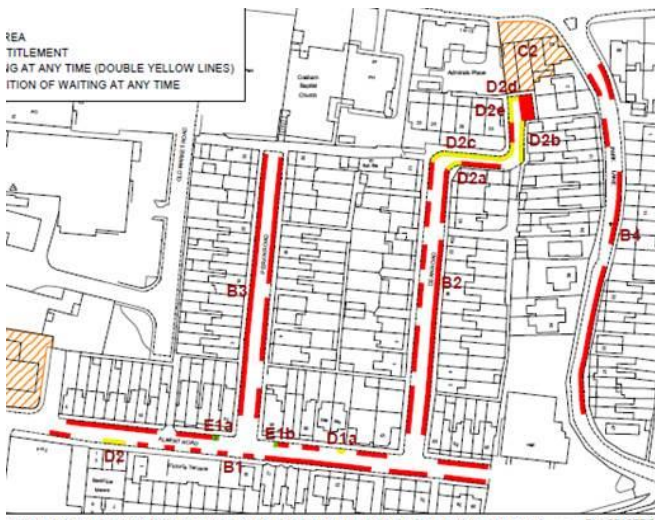
I would be very grateful if you could please get back to me with your comments addressing my two points. Additionally, and this is a recommendation for process improvement, would it not have been possible to provide an additional map showing the double yellow lines to be introduced or removed in the proposed Parking Zone. Such a map, in addition to the wording, would be user friendly and helpful.

PCC response:

To answer your points in the order they were raised:

- 1) The plan incorporated into the public notice indicates the zone boundary, with road names for reference. I have attached the formal proposal plan, which is one of the documents on deposit at the Civic Offices and is available upon request. This is a statutory requirement, applying to all proposed traffic regulation orders. An extract is below for ease of reference in relation to point 2.

2) Parking bays within parking zones are typically marked where vehicles currently park. They are linked up with double yellow lines so that unrestricted sections of road are not left that could cause confusion, or encourage drivers to park in unsuitable places and obstruct access. For example, it is not possible to mark parking bays around the 90' bends in Dean Road, and parking can only take place on one side of the road adjacent to No.30 and alongside No.33. Without the double yellow lines, anyone without a permit could park opposite a marked bay and (a) could not be penalised for parking without a permit, (b) would prevent use of the marked bay opposite (c) could obstruct access to the northern part of the road and (d) could prevent access to/from driveways and garages. I hope the indicative views below will help to explain this.



There are already double yellow lines at the northern end of Pervin Road and therefore it is not necessary to propose them there. The gaps between the parking bays shown in red on the plan above and attached indicate the dropped kerbs - parking bays cannot be marked in front of them.

10. Resident, Dean Road

I personally think this will make the parking around the area worse especially in the evening when there are no restrictions to park.

- There will be no benefit for the people who work as generally they will be away from these roads between 8am -6pm (but yet have to pay to not park there)
- The proposed yellow lines will reduce the amount of free space to park, which will cause a lot more parking issues.
- All the people that work who live down these roads will struggle to park when they come home as the hospital have a changeover period, which would allow them to arrive at 5pm and then they can stay there with no issues until 8am in the morning.

- Based on the results 20% of surveys returned, I do not think this is an acceptable amount to warrant enforcing the restrictions. Most of the people who have not responded probably have no issues with parking so haven't responded.
- There has been events around the area and the parking has not been of any issue
- What I do see is people unable to park directly outside their homes (maybe one of two cars up) move their cars when a space is then free. With the restrictions this will not prevent this from happening.

Personally, I have had no issues parking in the area in the last 3 and half years of living here. I would not be happy to have to pay to park down the street I live in, this is one of the things that when I purchased my house that went in favour as there were no restrictions. Having to get vouchers for family and friends to visit during these hours I do not think is acceptable, why should I have to pay for the privilege for my family to visit? I think before anything changes another survey should be issued so the people that have now seen the proposal can respond based on what will change. I am pretty sure the results will go the other way. I think at least 50% of the people who live around the area should have to respond prior to anything being enforced.

PCC response:

The proposed time of operation takes into account

- The survey results (respondents indicated that 61% of the main parking problems occur during the morning and afternoon)
- The Pay & Display on the High Street operating until 6pm
- The BC parking zone north of Havant Road operating until 6pm
- Parking by non-residents for several days at a time will be prevented

See response to 9) above, and the images, regarding parking bays and double yellow lines.

The aim of the survey is gather information about parking and to gauge the level of interest in a parking zone, to see if it is worth spending time developing proposals. Whilst the survey information informs the proposals, the response to the formal consultation on the designed parking zone is really what any future decisions is based on, because it contains the detail. A copy of the public notice was delivered to every property within the proposal area so that people can have a look, decide how it will affect them, and submit their views (as you have done). A report will be published following the formal consultation, and residents can view the recommendations, decide if they agree and have another opportunity to give their views at the subsequent public decision meeting.

Further response from resident

Yes I did understand the yellow lines, and I still have big issues with it.

I have spoken to a few people down the street as they did not realise this would lead to yellow lines and parking bays being put into the streets. These are people that were fore the parking scheme and I think are now regretting there response.

Generally they do not want parking bays or yellow lines. If this was to go ahead could you rather than putting bays and yellow lines just make it a restricted area, with signs up?

They also have issues with the timings especially as it was based on 61% morning and afternoon, but afternoon to evening is still 56% so actually not much difference however everyone would then be free to park where they like from 6pm (actually 5pm if they get there then as they have an hour) with the new restrictions. I think highly that these restrictions are actually going to cause more issues than good. I have been reviewing the parking around the area since this has all been proposed and there are always empty spaces around. The weekends seem to be really quiet, I have managed to go out numerous times and have still been able to park in exactly the same spot when I have returned. Like I have mentioned previously, I think because people can't park directly outside their house sometimes causes them to get uptight about the parking. They will soon regret their responses as they are not going to be guaranteed a spot outside with the restrictions in place so will not be any different, especially in the evening with no restrictions. Unless you put bays and allocate them to house and put it as a 24 hour zone.

11. Resident, Park Lane

I live at Park Lane, Cosham. I am over the moon with the parking proposals please enforce them ASAP !!!

12. Resident, Park Lane

I would like to add my support for the parking charges that are being proposed in the new BF Zone Boundary for the Park Lane area in Cosham. It has been a year-long fight to get the parking permits implemented: As the closest road to the hospital without parking permits, our road is always full of cars.

Weekdays - as soon as a resident leaves for work it is filled with hospital workers, staff working in Cosham high street or shoppers who do not wish to pay for parking in your nearby car park.

Saturdays - shoppers mainly avoiding parking fees rather than parking in Market Road car park in Cosham. When a resident leaves for a short trip they cannot get anywhere near the own premises.

Sundays - As we have St Colmans Catholic church and Cosham Baptist Church at the end of the road we have many worshipers wishing to park nearby.

The main reason at the moment is delivery drivers for Tesco / Sainsburys / ADSA etc., Take away meals, Home orders and Amazon deliveries, Taxis / Residents friends doing pick-ups. These all think it's OK to park across my driveway and sometimes on, as they there is no available parking. So they park in the most open available space - across my property on double yellow lines.

13. Resident, Park Lane

I am a resident of Park Lane and in favour of parking permits. It's about time this should be done. We have had a lot of problems with hospital staff using our road to park.

14. Resident, Park Lane

Excellent proposal and a long time coming due to QA staff parking in the Lane. Thank you.

15. Resident, Park Lane

As a resident of Park Lane, I am wholly in favour of having the parking restriction and permits being put into place. I have no objections to paying for a permit and feel it would ease the problem of parking in the road, which to be honest is an absolute nightmare and makes residents lives a misery.

16. Resident, Park Lane

I have received notice of a parking Zone for Park Lane Cosham. I personally am not convinced this scheme is necessary, please let me know how to place a freedom of information request for the resident poll result for this scheme or please send me the result of the poll. I find the grouping of roads for this scheme most illogical. Your proposal is to group Park Lane with Albert Road, Dean Road and Pervin Road. There is NO direct vehicular access between Park Lane and Albert Road, Dean Road & Pervin Road so I don't believe Park Lane should be in this grouping. If for example another grouping was created South of Park Lane, Park Lane residents would be considerably disadvantaged as they would need to drive some considerable distance to the other streets in Zone BF and walk through unlit and unsurfaced alleyways at risk of injury or worse to navigate between Park lane and the other Roads in the scheme. I also object to the charge associated with the first permit, many other large cities do not charge for the first permit.

PCC response:

The results of the survey can be viewed on Portsmouth City Council's website here: <https://www.portsmouth.gov.uk/ext/community-and-environment/community/parking-survey-results.aspx> (top entry)

The subsequent report that led to the formal consultation on a proposed parking zone can be viewed here: <http://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MIId=3490&Ver=4>

Whether or not the parking zone is approved will largely depend on what residents tell us in response to the consultation. The responses will be included in the subsequent report, to inform the decisions to be made. As you have responded to the proposal, you will automatically be kept updated of its progress, have access to the report and the opportunity to attend the public decision meeting where the results of the consultation will be considered. Whilst there is no vehicular access between Albert Road and Park Lane, residents would continue to be able to park in Park Lane or Dean Road (and vice versa) if needed, and walk through to their homes as they do now. Parking zone boundaries can be adjusted, and should further zones be implemented that would better serve Park Lane residents it would be possible to propose a change to the boundary. Until recently, Portsmouth was the only local authority in the south of England that did not charge for the first Resident permit with the exception of Reading, where the second permit costs £80. The following information is from 2014, and permit prices have increased since:

Local Authorities in the South of England

Council	Annual Permit Costs
	First permit
Basingstoke & Deane	£24
Bath & NE Somerset	£30-£93
Brighton & Hove	£80 - £115
Bristol	£30
Canterbury	£125
Chichester	£35-£160
Christchurch	£35-£60
Dorset	£65
Dover	£35-£75
Hastings	£75
Havant / Petersfield	£25
Herne Bay, Kent	£50
Poole	£46
Southampton	£30-£100
Test Valley	£15
Weymouth	£70
Winchester	£22

17. Resident, Park Lane

While we welcome the proposal to assign residents' parking places and waiting restrictions in the BF Park Lane Area we have a number of concerns with the proposed scheme. In the comments made below, comparisons are made with a similar scheme currently in operation adjacent to the BF Park Lane Area, north of Havant Road, e.g. in St John's Road, and which will be referred to as "Scheme A". We propose that the conditions under which Scheme A operates be applied to the BF Park Lane Area.

The proposed scheme intends to levy residents charges for permits. This is unfair to residents, who should be entitled to park outside or nearby their properties without charge. Scheme A does not charge residents for the first permit, and this should be the case with the proposed scheme, since it otherwise treats Portsmouth residents differently, depending on where they live, and this is discriminatory.

Residents who have a dropped kerb outside their property will not be required to pay for a parking permit. Charging residents for a parking permit will encourage the paving over of front gardens to provide off-street parking. This will increase the amount of rainwater run-off that the city's drainage system will have to cope with, with attendant costs to the infrastructure needed to support it. In addition, any increase in the number of dropped kerbs will reduce the number of authorised parking bays.

The proposal is that authorised parking bays would be in operation seven days a week. The residents' survey carried out prior to the proposal showed that 57% of residents attributed the parking problems mainly to commuter parking and shopper/customer parking. This does not support extension of the parking restrictions to the weekends, which are outside normal working hours. In Scheme A restrictions do not apply at weekends.

A one-hour limit to free parking means that residents' visitors cannot park without charge if their visit extends beyond one hour, which is an unreasonably short time. Furthermore, under the current proposal, this would apply also to weekends, when visits to residents' properties are likely to be longer than during the week. Extending the limit to two hours would not increase parking by non-residents, and is the time limit that applies in Scheme A.

In summary, we would like to see the following changes made to the parking restriction proposals:

No charge be levied on the first parking permit for residents.

The scheme to operate for five days a week, Monday to Friday, 8AM to 6PM, with no restrictions over the weekend.

Free parking for non-permit holders be extended from one hour to two hours.

These changes would bring the scheme into line with that operating north of Havant Road and immediately adjacent to the BF Park Lane Area.

PCC response:

· The 2015/2016 budget set in December 2014 reintroduced a charge for the first Resident permit (£30), so that where there is a cost to the council for providing a service (not covered by Council Tax) a charge is made to cover those costs. This policy aims to ensure that the net costs of

implementing and operating parking schemes are funded from the income generated, and applies to all 32 parking zones now operating across the city. However, as the charge was introduced in October 2015 and is payable on the renewal of the permit, it will be the end of September 2016 before all residents have paid for the first permit.

- Following the above decision, residents of the (then) 35 parking zones were given the opportunity to say whether or not they wished their parking zone to continue, in light of the £30 charge for the first Resident permit. This delayed the introduction of the charge from April 2015 to October 2015.

- At the same time, residents were advised that each remaining parking zone would be reviewed so that they operate as effectively and efficiently as possible. The BC East Cosham zone (referred to as Scheme A in your email) is programmed for review next year, and the 2-hour free parking period may be reduced to 1 hour or less. Parking zones such as the one adjacent to Commercial Road and the one in Old Portsmouth were originally introduced with a 2-hour free parking period, at residents' requests. However, residents reported during the survey that 2 hours is sufficient time for shoppers, appointments and visitors to Gunwharf Quays, who take advantage of the free parking as their first choice, leaving residents either using the Pay & Display or being unable to park near their houses. Other parking zones have between 1 - 3 hours' free parking, and some operate as 'permit holders only'.

- Dropped kerbs provide vehicular access, but cannot be obstructed by their owners, so many residents choose to park 1 vehicle on their driveway and the other in front of the access. Whether they do this or just park in front of the dropped kerb, it means they don't take up one of the marked bays available. There are strict criteria for applying for new dropped kerbs and creating off-road parking, and drainage is a key consideration that can lead to the refusal of applications. In Albert Road, Dean Road and Pervin Road the properties that do not already have off-road parking are either flat-fronted to the footway or have a small forecourt and would not be able to accommodate a vehicle. Within parking zones, the requirement for permits and/or the costs involves encourages many residents to use their existing garages and driveways rather than just park on the road. **Update: as the recommendation is that the parking bays are not marked out, a permit will be required to be displayed (or authorised electronically) when parking on the public roads within the BF zone - including in front of dropped kerbs.**

- The parking zone is proposed to operate 7 days a week, but that could be reduced to weekdays only depending on how residents respond to the consultation. The initial proposal is based on the concerns of residents regarding High Street employees, shoppers and other customers parking in the residential roads, and weekends can be busier in terms of these.

Further response from resident

While we are pleased to learn that all residents in areas affected by parking restrictions are to be treated equally with regard to the cost of a permit, we still believe that Portsmouth residents should be able to park near their homes without having to pay for the privilege, and regardless of whether or not there are any parking restrictions in their area. The cost of this should be subsumed into the council tax set for the city. We pointed out that the one-hour limit, together with the operation of the scheme on weekends, was detrimental to social visits to residents. A two-hour limit would go some way towards addressing this issue, together with the lifting of restrictions on the weekend. We don't believe that a reduction from a two-hour limit to a one-hour limit would lead to less non-residential parking. It would not affect office and shop workers in and near Cosham High Street, nor those working at QA, since these clearly need parking in

excess of the proposed two hours. From the council's perspective would not a one-hour limit need substantially more resourcing (e.g. the return of a traffic warden twice as often to enforce the restriction)?

Our experience is that non-residential parking is considerably lighter on Sundays, and this can be attributed to there being fewer and no large shops being open on that day in the area. We concede, though, that parking difficulties on a Saturday are similar to week-days. These considerations lead us to suggest a two-hour restriction be applied, Monday to Saturday, 8AM to 6PM. A final point: would restrictions apply to tradesmen visiting residents to carry out work?

PCC response:

Visitor permits come in the form of scratch cards, which can be purchased by residents for use in all visitors' vehicles. This includes tradesmen and other professional visitors.

18. Resident, Park Lane

As a local resident who will be affected by the proposed parking order, I would like clarification on the implications for residents who have a dropped curb in front of their property and associated off-street parking. For example, if a resident parks across the dropped curb in front of their residence be required to display a resident's parking permit?

PCC response:

In answer to your query, no, residents are not required to display a permit when parking in front of their dropped kerb. Residents' visitors can also park there with the resident's permission. Permits should be displayed (or authorised electronically) when using the marked parking bays. Should a vehicle park in front of your dropped kerb and obstruct access, either now or with a parking zone in place, please contact the Traffic Management Centre for assistance on 023 9268 8290. The nearest enforcement officer will be able to attend.

Update: as the recommendation is that the parking bays are not marked out, a permit will be required to be displayed (or authorised electronically) when parking on the public roads within the BF zone - including in front of dropped kerbs.

19. Resident, Pervin Road

As a resident of Pervin Road Cosham I am so very happy about the proposal for Residents Parking Places. The parking situation in our street during the working week is just awful. My husband walks the dog in the morning and he counted the other morning by the time he had walked the dog round the block 5 cars had already parked to leave their cars there whilst they went to work. Most of these drivers work at QA Hospital so they park their cars in our street from 7 till 5 or 6. This is very annoying because I finish work at 4 and have no chance of parking in my street so often end up trying to find a space in other streets only to be able to park my car in my street at 6. If I finish work at lunchtime and do my food shopping I have to park my car outside my house in the middle of the road carry shopping into the house and then try and park my car. On one occasion there was just nowhere to park in my street or Albert Road and Dean Road so I had to park in the car park at the top of Pervin Road and pay! The parking situation has got worse in Pervin Road over the past 26 years. QA Hospital has a park & ride which is offered to their staff so why are they using our streets to park? They are very inconsiderate and what annoys the residents in our street even more is the attitude of these personnel who give us dirty looks. So as you can see this proposal is very welcomed indeed.

20. Resident, Pervin Road

I am writing to give my support for the proposed residents parking scheme for bf zone . As a resident of Pervin Road I find parking a huge problem due to local workers and hospital workers parking here. We also have a lot of large vans from sse and others parking overnight. We have been trying to get residents parking for some time so this cannot happen soon enough in my opinion.

21. Resident, Pervin Road

As a resident of Pervin Rd you have my absolute support in the addition to resident parking bays in the proposed BF Park Lane Area. In the past we have put up with abuse, damaged vehicles, and people driving too quickly up and down the street all so they can get a free parking space. They normally start hovering around about 7 in the morning and by the time the kids have left for school the entire street is filled up. Looking forward to being able to park in my own street for a change!

22. Resident, Pervin Road

As a resident of Pervin Road Cosham for the last 10 years, I hope these restrictions will be put into place. It is becoming more and more difficult to park, and residents sometimes cannot get parked in Pervin, Dean or Albert Road which then means parking right out of the area. I look forward to these proposals being confirmed.

23. Resident, Pervin Road

I would like to support the parking zone proposal. Having lived in Pervin Road for a few years now I can only say it has only got worse as time has gone by, especially when the car park behind Iceland became a pay and display one. Of the neighbours I have spoken to, I have only heard support for the idea. With a lot of NHS staff and Cosham high street staff parking here all day, it is a nightmare to find a space if you pop out somewhere. And with the shoppers coming and going all day, many a time I have not taken my car as I know I probably won't be able to park when I return. I think the local traders will find an increase in sales when the zone comes in, as the workers cars won't be there. The transport links to Cosham area excellent, even a park and ride for NHS staff. I have no objection to people being able to park for an hour whilst they do their shopping, as I said it will be good for the local traders.

24. Resident, Pervin Road

I live at pervin road and the need for residents parking is required because if on a weekday or Saturday there no spaces available between 8.00 am and 6.00pm so I would say yes.

25. Resident, Pervin Road

I am writing to express my support for the BF Park Lane Area parking permit proposal. I live in Pervin Road and we have huge difficulties with parking. In particular during the day (08:30-17:30) where people park down our road for the entire day whilst they go to work at QA hospital or in Cosham High Street. This problem seems to have gotten worse. I have found myself waiting in the road for someone to return to their vehicle so I can park 3 times in the last week alone. I have a young baby and walking long distances to park is extremely difficult. I have even had to pay to park in the car park at the top of the road which is totally unacceptable. I am hoping that this parking scheme will ensure fair parking opportunities for residents and reduce the number of business vehicles and long-stay parking of those working in the area.

26. Resident, Pervin Road

I would strongly agree with having residential permit parking. The amount of QA employees who park in our street from seven in the morning till five or six in the evening is very annoying. QA provide a park and ride scheme and a car park and still people don't use them. I have spoken to my neighbours and they totally agree with this and support your proposal.

27. Resident, Pervin Road

I live in Pervin Road and, as I understand it, non permit holders would be allowed to park in the road between 8a.m. and 6p.m. for one hour. Now, it takes two minutes to walk from my house to the High Street, therefore a shopper could have 50 plus minutes to shop before returning to the car. The status quo is that around 7.30 a.m. onwards, hospital and some shop workers come and park here and go off to work. Their cars sit quietly until retrieved in the afternoon. Your plan means that these workers can no longer park here, so, instead of their cars sitting here quietly all day, we are going to have shoppers coming and going all day, looking for parking spaces. Knowing people as I do, they will seek out the one hour free parking spaces, rather than pay their 70p in the car park. I realize that you are only trying to help residents with cars, who can't park, but I hope you will take notice of my point about one hour parking being far too long, considering our proximity to the High Street. As it stands, I think the plan will only exacerbate the amount of traffic and turning that we get in this cul-de-sac.

PCC response:

The 1-hour free parking period is designed for residents' visitors - without it, residents would have to purchase and use permits for every visitor. From experience of the other parking zones in operation, this flexibility is likely to be valued more highly than potential additional traffic movements. Residents have requested restricted parking due to the all-day parking by non-residents such as employees of the High Street and QA hospital. Their vehicles' non-movement is the main concern reported by residents, which affects the ability of many to park near their homes and go about their daily business, to park on their return after 5pm etc.

28. Business, High Street

As a business on the High Street yet more restrictions on time will reduce the footfall to the local area again, since the 1 hour restricted free parking we have seen a downturn in our business as people don't have time to wander, browse or have a coffee. Death to the local shops. During the day residents are at work. It's at night where the problem lies too many cars per household. Why do businesses have to pay more for parking permits? These roads are the only non-restricted areas to park for users of the high street including my employee who works when public transport is unavailable. Most of Albert Road has its own parking as well as drives or flats. If the councillor was not on the committee would this be going though? Residents parking permits do not work. Way of collecting money

29. Business, High Street (same text as above, different email address)

As a business on the High Street yet more restrictions on time will reduce the footfall to the local area again, since the 1 hour restricted free parking we have seen a downturn in our business as people don't have time to wander, browse or have a coffee. Death to the local shops. During the day residents are at work. It's at night where the problem lies too many cars per household. Why do businesses have to pay more for parking permits? These roads are the only non-restricted areas to park for users of the high street including my employee who works when public transport

is unavailable. Most of Albert Road has its own parking as well as drives or flats. If the councillor was not on the committee would this be going though? Residents parking permits do not work.
Way of collecting money

30. Resident, High Street

I live in Cosham High Street and I normally park my one vehicle in either of the roads listed in the BF Zone as the parking allocation for the premises belongs to the shop. I have some concerns / observations that I would like to be addressed.

1. If the proposal goes ahead can I get a refund for the permit if I decide to leave my property?
2. How is a 1 hour parking time going to work when you hardly see any traffic wardens patrolling the area? It's a lot of work for a traffic warden to walk down the above roads key in car details and return in time to check if vehicles have left the area!

I can understand partly why this has been raised as doing shift work of days and nights I've returned home in the morning and seen hospital staff park their vehicles for the day. Having said that I suppose it's better than putting parking meters along the street and driving shoppers away just like Northend shopping area. You mentioned about temporary parking vouchers for visitors, where will they be able to purchase this? Or residents be able to purchase this? If the proposal goes ahead when will this likely to be enforced and I take it residents will be notified in plenty of time to purchase a permit and supply the relevant documentation! I suppose a question should be raised why isn't the 1st permit free for the householder? Why do motorcycles get away with the free parking? They also pay a road vehicle license and will take up a parking spot as no motorcycle bays are provided for them.

PCC response:

1. Yes, refunds are provided for permits that are no longer required, on a pro rata basis (i.e. per complete month remaining).
2. The enforcement officers currently enforce all parking zones in the city, and those with a 1-hour free parking period or under are more efficient to enforce and therefore more effective. If you require details of PCNs issued in a particular road, please email parking@portsmouthcc.gov.uk for the details. Patrols are prioritised on locations of low compliance, with visits increased where higher levels of contravention are reported/identified.
3. Visitor permits (scratch cards) are available by post, telephone and in certain outlets throughout the city. Visitor parking can also be arranged electronically over the phone via card payment - once registered, visiting vehicles can be authorised with a phone call. Otherwise, the scratch cards can be kept indefinitely and validated when needed.
4. At this stage it is not known whether or not the proposal will be approved; the consultation responses are still being collated for the report. If approved in September, then potentially the zone could be introduced in November, with permit application letters sent to all residents approximately 1 month before the restrictions come into effect.
5. When parking zones were first introduced in 1999 the first permit cost £25 per year. This charge was removed in 2002 and Residents' Parking zones were subsidised with public funds until November 2015, when the decision was taken to reintroduce the charge so that parking zones pay for themselves. Between 2012 and recently, Residents' Parking was on hold, which has resulted in a backlog of requests and a delay in surveying your area.

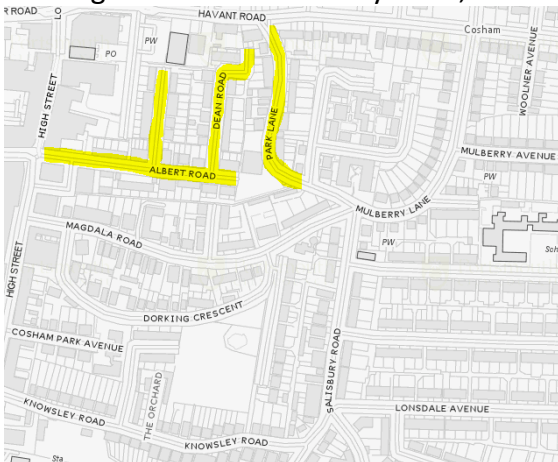
6. Motorcycles currently do not pay within Pay & Display areas or parking zones. Historically this has been the case because they take up less space and have nowhere to display permits or tickets. With the increase in electronic payments, this may change in the future.

31. Resident, Mulberry Lane

We have learned with much apprehension of the proposed residents parking scheme in Cosham, covering Albert Road, Magdala Road and Park Lane. Like the adjacent Park Lane, Mulberry Lane is a narrow Road that only allows for parking on one side. We fear that the proposal will encourage even greater congestion than Mulberry Lane currently experiences, which regularly results in illegal parking on pavements and leads to obstructions for larger vehicles using the road. These problems are particularly associated with staff from QA Hospital parking on an all-day basis, shoppers from Cosham High Street choosing to avoid the pay car park, and staff and parents from the nearby Court Lane School. During the past few months there have been several accidents caused by these issues. We fear that the proposal as it stands may have an adverse effect on Mulberry Lane, and we therefore urge that this road should also be included in the scheme.

PCC response:

The parking zone is proposed to operate between 8am-6pm. The 4 roads included are highlighted on the plan below, which is where residents have been petitioning for permit parking for many years. No requests have been received from Lindisfarne Close, Mulberry Lane, Magdala Road, Dorking Crescent or Salisbury Road, and therefore they have not been included at this stage.



32. Resident, Lindisfarne Close (outside of proposed zone)

I am extremely concerned and unhappy about the proposed RESIDENTS PARKING PLACES in respect of Park Lane. Being a resident of Lindisfarne Close, we are already suffering with excessive parking by residents of Park Lane and also used by nurses whom I presume work at QA Hospital. We suffer with works pick up vehicles parking here and at times blocking the road as they are parked either side of the road, making it impossible for a fire engine to go up the close if at all necessary. Lindisfarne Close has only 1 inadequate pavement to the right side of the road, behind residential houses. Parking is already restricted here and in places cars are parked on the single pavement making it impossible to use the pavement. Being disabled I use a mobility scooter and have no choice but to use the road as the pavement does not have suitable dropped kerbs. I am sure that the proposed prohibitions would only make the road more congested. Bearing in mind that this is an estate with a large number of children I am concerned for their safety as well as my

own. I am quite sure that a lot of the residents of Park Lane would not be willing to pay to park in front of their properties, and there are many cars parked there during the day.

33. Resident, Lindisfarne Close (outside of proposed zone)

I would like to object to the parking not to go ahead. Living in Lindisfarne close myself all this will do is make everyone who had to pay and people from the QA hospital that currently park in these area all start parking more into Lindisfarne Close instead were it is already a problem with cars parking on pavements and on drop curbs. Please do not go ahead with this idea, or if you do then include Lindisfarne Close into this so that it will stop them parking here also.

34. Road not specified

I object to the proposed TRO-47-2016. There are no proposed measures or plan to accommodate non residential vehicles in the area. If the proposed changes are to reduce the perceived commuter / shopper parking in residential area (this is not against the law) then where is the plan for site of new car park to accommodate these vehicles. It appears that TRO-47-2016 is based on the perceived view of 71 residents who returned the survey. The views of the 496 households (80% non responders to survey) are not known. Please can you confirm that the results of the objections and support for TRO-47-2016 will be available. It is important that this is a transparent process which is fully auditable. Please can you also let me know where to view the full survey results not just the highlighted summary presented in the report?

PCC response:

Parking zones aim to improve parking opportunities for residents who have highlighted parking problems caused by non-residents. The survey carried out recently was delayed from 2012, when parking zones were put on hold due to funding constraints - Cosham was included in the survey programme following petitions signed by 108 residents of Albert Rd, Dean Rd, Pervin Rd and Park Lane. No assumptions can be made regarding households that do not respond either to a survey or public consultation.

Parking zones have the effect of encouraging people to consider how they travel to work, and to make more use of alternatives available to single-occupancy car journeys and/or free all day parking in residential streets. The QA hospital, for example, has a number of measures in place to cater for staff parking, but some will always choose a free option if available. Other local employees may consider using the nearby railway, bus services, car-sharing or even cycling.

The results of the Cosham survey can be viewed on Portsmouth City Council's website here: <https://www.portsmouth.gov.uk/ext/community-and-environment/community/parking-survey-results.aspx> (top entry).

(End of report)