



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 16 FEBRUARY 2017 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

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Jim Fleming (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 Tendered Bus Routes Review (Pages 3 - 32)

The report by the Director of Transport, Environment and Business Support considers the current tendered bus services contracts in Portsmouth that were awarded for a maximum three years (1+1+1) from Sunday 27 March 2016.

RECOMMENDED that the Cabinet Member for Traffic & Transportation:

- (1) **Notes the patronage figures for the current tendered bus services;**
- (2) **Approves the termination of the current subsidised service / tendered service contract for service 19/19A to end on the 26th March 2017 to enable savings of future contract costs;**
- (3) **The Director of Transport, Environment and Business Support is given delegated authority to remove bus stop infrastructure from redundant routes as appropriate.**

4 Reducing the free parking period within the KA Old Portsmouth residents' parking zone from 2 hours to 1 hour (TRO 13/2016) (Pages 33 - 88)

The report by the Director of Transport, Environment and Business Support seeks to provide the consultation responses to the proposal under Traffic Regulation Order (TRO) 13/2016 to enable an informed decision to be made.

RECOMMENDED that the 'Portsmouth City Council (KA Old Portsmouth) (Residents' Parking Zone Amendment) (No.13) Order 2016' be implemented as advertised, reducing the free parking period within the KA zone residents' parking bays from 2 hours to 1 hour.

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.

Agenda Item 3



Title of meeting:	Cabinet Member for Traffic & Transportation Decision Meeting
Date of meeting:	16 th February 2017
Subject:	Tendered Bus Routes Review
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

This report considers the current tendered bus services contracts in Portsmouth that were awarded for a maximum three years (1+1+1) from Sunday 27 March 2016.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

- 2.1 Notes the patronage figures for the current tendered bus services;
- 2.2 Approves the termination of the current subsidised service / tendered service contract for service 19/19A to end on the 26th March 2017 to enable savings of future contract costs;
- 2.3 The Director of Transport, Environment and Business Support is given delegated authority to remove bus stop infrastructure from redundant routes as appropriate.

3. Background

- 3.1 In January 2016 the Cabinet Member for Traffic and Transportation approved the award of contracts for bus services that would be financially supported by the city council to operate for a maximum of 3 years (with a 90 day cancellation period) with effect from Sunday 27 March 2016. The contract period of all the subsidised bus services is an initial period of one year from 27 March 2016, extendable by agreed increments to a period of no more than 3 years from 27 March 2016.



Service	Operational information
16	Days of Operation: Sunday only Frequency: 75 minutes Route Description: The Hard - Old Portsmouth - Southsea Seafront - Eastney
19 / 19A	Days of Operation: Monday to Friday Frequency: Every 2 hours 5 minutes Route Description: City Centre - Old Portsmouth Point - Central Southsea - Fratton Way - Baffins - Portsmouth College - Copnor Road - Stubbington Avenue - North End junction.
22	Days of Operation: All days of the week Frequency: Every 1 hour and 10 minutes Route Description: Highbury - Cosham - Drayton - Farlington

4. Patronage and Cost information

4.1 The table below provides the patronage figures recorded through the on-bus electronic ticket machines, for each route from April 2016 to December 2016 (inclusive). The table also shows the number and percentage of concessionary fare users on each of the subsidised bus services.

Table 1 - Passenger Data for Tendered Bus Services

Route	TOTAL			APRIL 16			MAY 16			JUNE 16			JULY 16		
	Total	Conc	% Conc	Total	Conc	% Conc	Total	Conc	% Conc	Total	Conc	% Conc	Total	Conc	% Conc
16	3,257	1,956	60%	335	201	60%	545	298	55%	397	250	63%	552	334	61%
19	17,318	8,722	50%	2,025	970	48%	2,042	919	45%	1,897	993	52%	1,426	948	66%
19A	835	5	1%	85	1	1%	102	1	1%	104	0	0%	61	1	2%
22	49,949	35,449	71%	5,038	3,454	69%	5,133	3,638	71%	5,320	3,775	71%	5,787	4,203	73%
	71,359	46,132	65%	7,483	4,626	62%	7,822	4,856	62%	7,718	5,018	65%	7,826	5,486	70%

Route	AUGUST 16			SEPTEMBER 16			OCTOBER 16			NOVEMBER 16			DECEMBER 16		
	Total	Conc	% Conc	Total	Conc	% Conc	Total	Conc	% Conc	Total	Conc	% Conc	Total	Conc	% Conc
16	503	274	54%	331	226	68%	273	184	67%	179	103	58%	142	86	61%
19	1,663	1,106	67%	2,190	1,052	48%	2,044	977	48%	2,307	919	40%	1,724	838	49%
19A	0	0	0%	129	0	0%	113	0	0%	163	2	0%	78	0	0%
22	5,745	4,164	72%	5,922	4,137	70%	5,729	4,156	73%	5,790	4,021	69%	5,485	3,901	71%
	7,911	5,544	70%	8,572	5,415	63%	8,159	5,317	65%	8,439	5,045	60%	7,429	4,825	65%

4.2 The costs of the three tendered bus routes currently operating in Portsmouth are as follows:

Service	Comments	Contract costs				
		Per year	Per Month	Per Week	Per Day of Operation	Cost per passenger
19/19A	Monday to Friday - Portsmouth City Centre - Fratton - North End - Southsea	£56,100	£4,674	£1,078	£216	£2.32
16	Sunday & Bank Holiday (Whole route) - Hard Interchange – Old Portsmouth Point - Clarence Pier - SPP Pier - Bransbury Park - Ferry Road	£8,600	£716	£150.88	£150	£1.98
22	Monday to Saturday (Whole route) Sainsbury's Farlington – Lower Drayton – Cosham – Medina Road / Parr Road (alternate journeys) - Highbury	£42,650	£2,924	£675	£115	£0.56
22	Sundays & Bank Holidays only		£717	£145	£128	£1.95
	Total	£107,350				

5. Reasons for recommendations

- 5.1 The information, provided in the tables in section 4 of this report, outlines the levels of patronage and the associated costs for each of the subsidised bus routes in Portsmouth. The information demonstrates that there is a high level of financial support per passenger for the 19/19A bus service, with the cost per passenger being £2.32.
- 5.2 The cost per passenger for the 19/19A bus service is high, due to the low level of passenger boarding numbers on the route. Over a 9 month period from April 2016 to December 2016 a total of 18,153 passengers used this service which is equivalent to an average of 66 passengers per day with an approximate period of operation of 10 hours (8am to 6pm) and a total of 10 journey trips (5 in each direction).
- 5.3 With the removal of the 19/19A service, a number of roads will no longer be serviced by public transport. These roads are outlined in appendix C. However there are other services available within an average of 490 metres. The majority of these alternative services operate at a far higher frequency with service 1, 2, 3, 7, 21 operating at a 10 minute frequency at peak periods.
- 5.4 The 19/19A service does currently provide a public transport connection to Portsmouth College but so do the 13 and 14 commercial First Bus services. These services operate at double the frequency of the 19 service (i.e. every hour) and therefore the 13 and 14 services will maintain a viable and effective bus service to Portsmouth College. Whilst these services do not cover the whole of the 19 route they can be accessed through a connecting journey using another service.
- 5.5 With any reduction in bus routes there will need to be a review of the existing bus stop infrastructure. Therefore it is requested that delegated authority is given to the Director of Transport, Environment and Business Support so that infrastructure requirements can be considered on a location by location basis. Any removal may also have an impact of reducing the revenue the Council receives through the Bus Shelter contract, which will need to be considered further.

6. Equality Impact Assessment (EIA)

- 6.1 A Preliminary Equality Impact Assessment (EIA) has been carried out. This Prelim EIA found that while the recommendations in this report could have a potential negative impact on age and disability protected characteristics as described in the Equality Act 2010, a Full EIA is not required. The main points that were highlighted from the preliminary EIA outlining why a Full EIA is not required were:
- This service has a very low passenger usage which equates to 66 people a day and can be broken down to 50% of the 19/19A passengers are concessionary pass holders who hold a protected characteristic with 7% of

all journeys /trips being made by disabled pass holders. This would equate to 4 passenger trips per day on this service who hold this protected characteristic.

- With the removal of the 19/19A service, a number of roads will no longer be a bus route. However there are other services available within an average of 490 metres. The majority of these alternative services operate at a far higher frequency with service 1, 2, 3, 7, 21 operating at a 10 minute frequency at peak periods.
- There is a high level of financial support per passenger for the 19/19A bus service, with the cost per passenger being £2.32 per trip. This is higher than any other public transport subsidised service in the city. For example, another subsidised service has a subsidy level of approximately £0.56 per passenger for the 22 service (Monday - Saturday).
- The 19/19A service is not expected to be maintained by the operator as the service is not considered to be commercially viable.

6.2 Should a service cease, people will be informed of the changes using various methods including the local media and on-bus and bus shelter messaging. Alternative bus services would be publicised to ensure people are aware of the travel options available.

7. Legal Implications

7.1 The Council's legal duties in relation to the provision of public passenger transport services is contained in the Transport Act 1985. Under section 63 of the Act, councils must secure the provision of such public passenger transport services as the Council considers appropriate to meet any public transport requirements which would not otherwise be met, ensuring bus services are provided where they are socially necessary and would not otherwise be provided commercially.

7.2 In performing its functions in relation to agreements providing for service subsidies, the Council must have regard to the interest of the public and of persons providing public passenger transport services in the area, (section 92).

7.3 Previous case law (Three Rivers case) has determined that the Council must ensure that appropriate public passenger transport services are provided to meet the public transport requirements that they have identified but in reaching this decision the Council is entitled to take into consideration the funds it has available.

7.4 The Council will need to ensure appropriate termination notices are served within the time period stated in the service contract if the decision is taken to terminate the 19/19A services.

8. Director of Finance Comments

- 8.1 The recommendations within this report relate to the termination of the current subsidised service / tendered service contract for the 19/19A Service, which will deliver ongoing annual savings of approximately £56,000.
- 8.2 The removal of bus shelters from redundant routes will come at a cost to the Council, however it is anticipated that such costs will be contained within existing budgets. It is also important to ensure that, before shelters are removed alternative locations are considered and any existing bus shelter advertising contract requirements are reviewed, in order to avoid any contractual breaches.

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

Appendices:

- Appendix A - Service 19/19A route maps and timetables
- Appendix B - Service 19/19A passenger data between 2015/16 and 2016/17
- Appendix C - Roads that will have no bus services with the withdrawal of subsidised services
- Appendix D - Alternative services available with the withdrawal of the 19/19A bus service
- Appendix E - Route Maps of alternative services available with the withdrawal of the 19/19A bus service

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 Equality Impact Assessment	Transport Planning Team, Corporate Communications Team and Equalities Unit.

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

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

Appendix A

Service 19 route maps and timetables

Outbound Service



Service 19/19A timetable (outbound)

Mondays to Fridays

Service	19A	19	19	19	19
Guildhall, City Centre South (stop C)	0808	1000	1205	1405	1610
Old Portsmouth, Broad Street (E-bound)		1007	1212	1412	1617
Southsea, D-day Museum (E-bound)		1015	1220	1420	1625
Southsea, Elm Grove (E-bound)	0813				
Southsea, Albert Road Lights (E-bound)	0820	1023	1228	1428	1633
Eastney, Winter Road Shops (N-bound)	0824	1027	1232	1432	1637
Fratton, Fratton Way (N-bound)	0828	1031	1236	1436	1641
Baffins, Milton Road (E-bound)		1037	1242	1442	1647
Milton, Eastern Avenue (N-bound)	0831				
Baffins, Portsmouth College (W-bound)	0836	1042	1247	1447	1652
Copnor, Copythorn Road (N-bound)	0846	1052	1257	1457	1702
North End, North End Junction (stop J)	0849	1055	1300	1500	1705

Service 19 route map and timetable (inbound)

Service 19 timetable (inbound)
Mondays to Fridays

	Service	19	19	19	19	19
North End, North End Junction (stop H)		0900	1105	1305	1510	1710
Copnor, Copythorn Road (S-bound)		0903	1108	1308	1513	1713
Baffins, opp Portsmouth College		0913	1118	1318	1523	1723
Baffins, Milton Road (W-bound)		0919	1124	1324	1529	1729
Fratton, Fratton Way (S-bound)		0924	1129	1329	1534	1734
Eastney, Winter Road Shops (S-bound)		0927	1132	1332	1537	1737
Southsea, Albert Road Lights (W-bound)		0932	1137	1337	1542	1742
Southsea, D-day Museum (W-bound)		0939	1144	1344	1549	1749
Old Portsmouth, Broad Street (E-bound)		0947	1152	1352	1557	1757
Guildhall, City Centre South (stop C)		0955	1200	1400	1605	1805

Service 19A Route Map (outbound only - no inbound service)

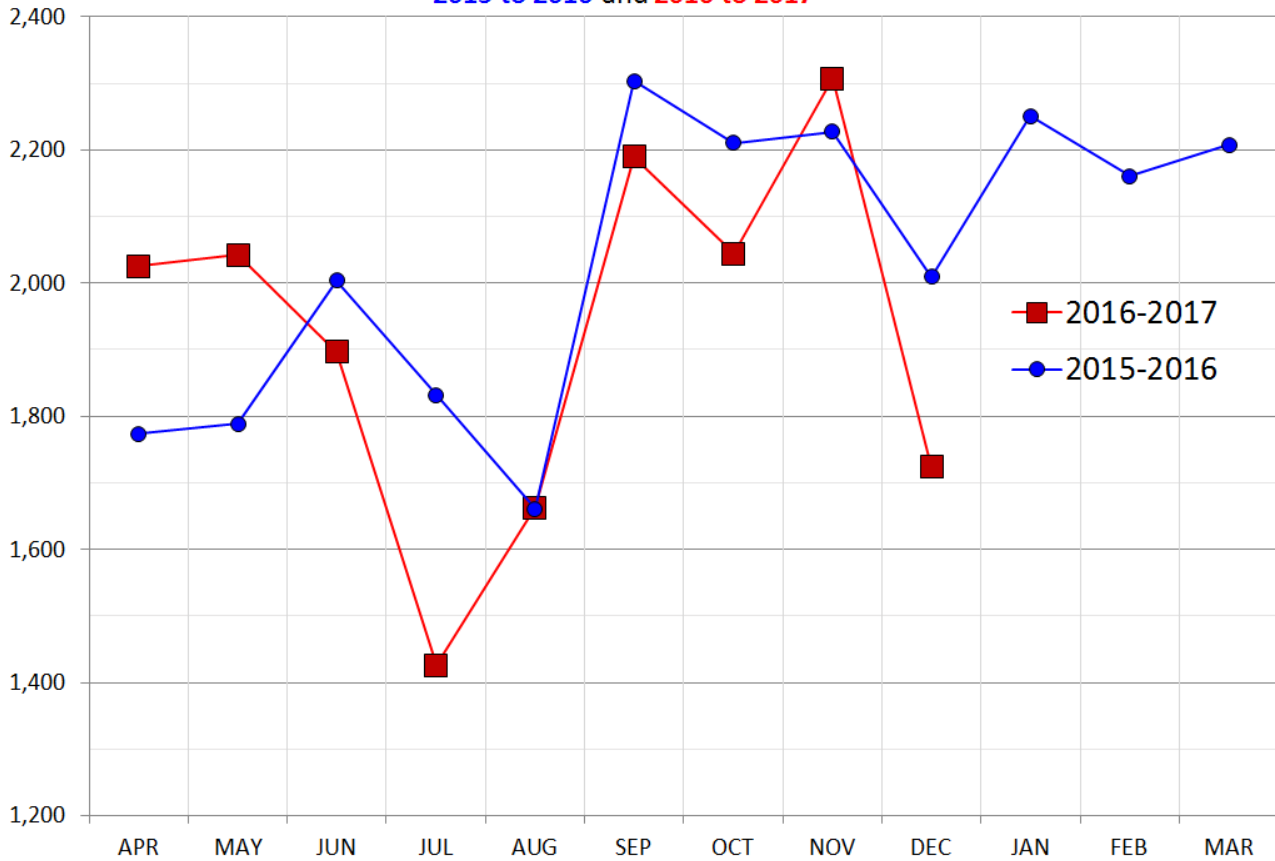


Appendix B
Service 19/19A passenger data 2015/16 (full financial year) and 2016/17 (financial year to date)

Passenger Numbers

Service 19

2015 to 2016 and 2016 to 2017



Appendix C

Roads that will have no bus services with the withdrawal of subsidised services

The following list identifies roads that will not be served if the recommendations are accepted.

Table C1: Roads that will have no bus services with the withdrawal of the 19/19A service

Road
Clarence Parade (Sundays maintained by the 16 service)
Clarence Esplanade (Sundays maintained by the 16 service)
Broad Street (Sundays maintained by the 16 service)
Stubbington Avenue
Rodney Road
Fratton Way
Winter Road
Waverley Road
Avenue De Caen

Appendix D - Alternative services available with the withdrawal of the 19/19A bus service

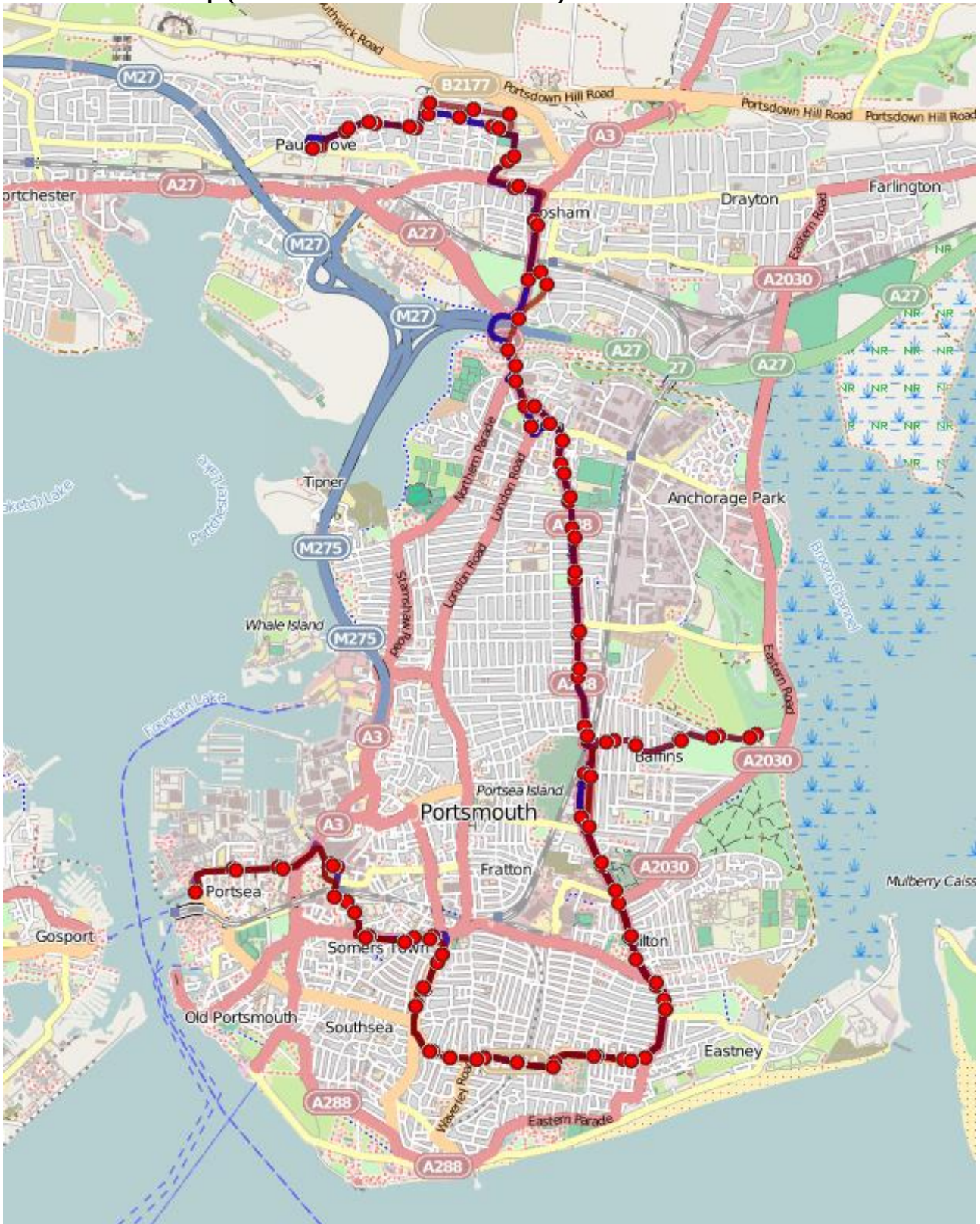
Road	Alternative Service	Maximum (Distance metres)
Clarence Parade	1, 7, 18, 23	450
Clarence Esplanade Monday - Friday (Sundays maintained by the 16 service)	1, 23, Hoverbus	750
Broad Street Monday - Friday (Sundays maintained by the 16 service)	1, X4	650
Stubbington Avenue	2, 3, 7, 17, 18, 21	650
Rodney Road	2, 17	350
Fratton Way	1, 13	350
Winter Road	1, 15, 13, 17	400
Waverley Road	1, 2, 17, 18, 23	500
Avenue De Caen	1, 7, 18, 23	300

Appendix E - Route Maps of alternative services available with the withdrawal of the 19/19A bus service

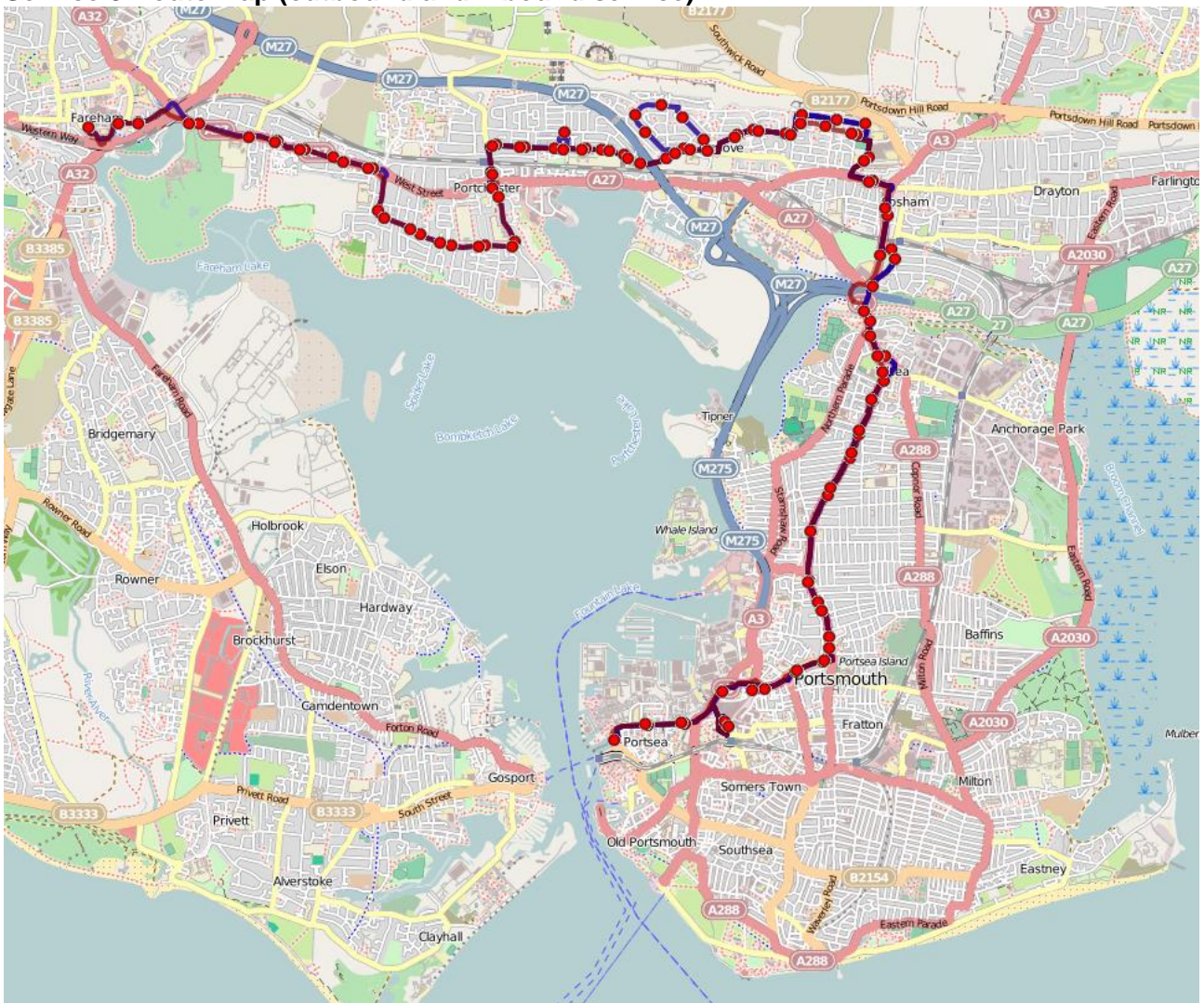
Service 1 Route Map (outbound and inbound service)



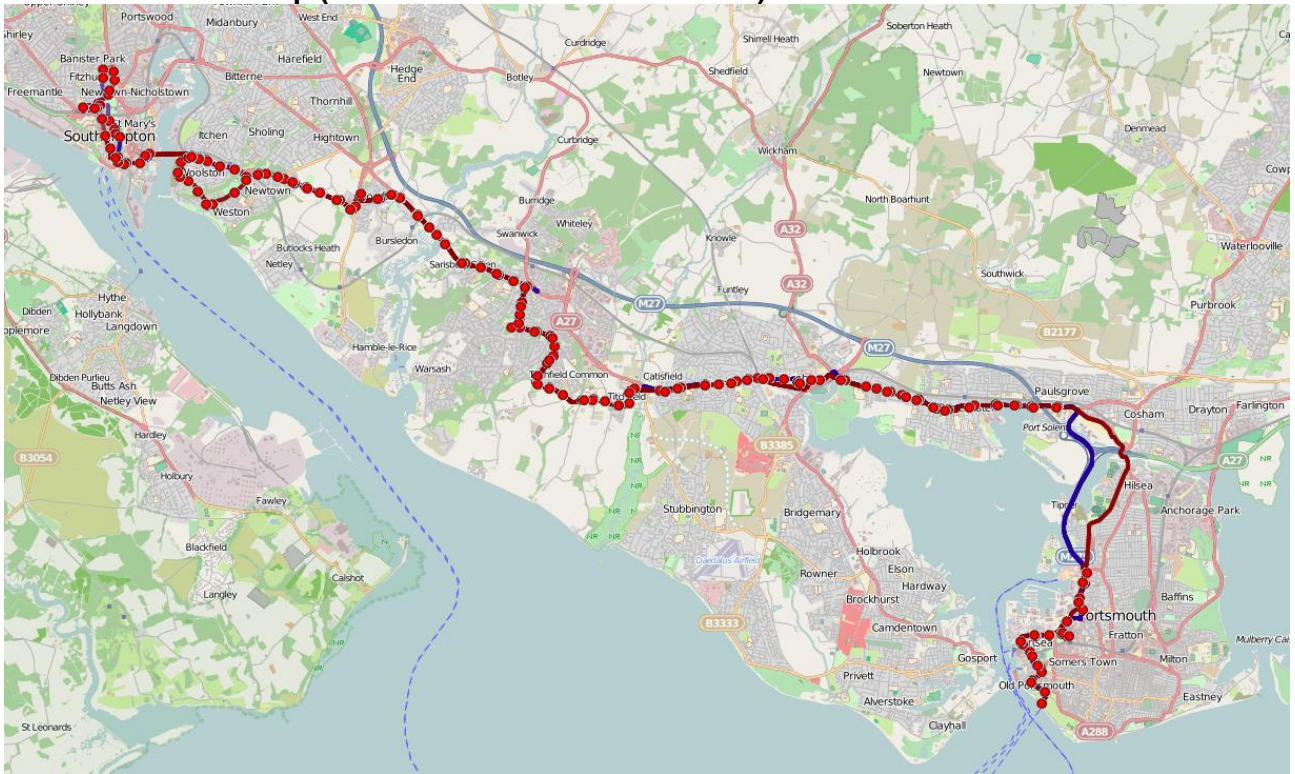
Service 2 Route Map (outbound and inbound service)



Service 3 Route Map (outbound and inbound service)

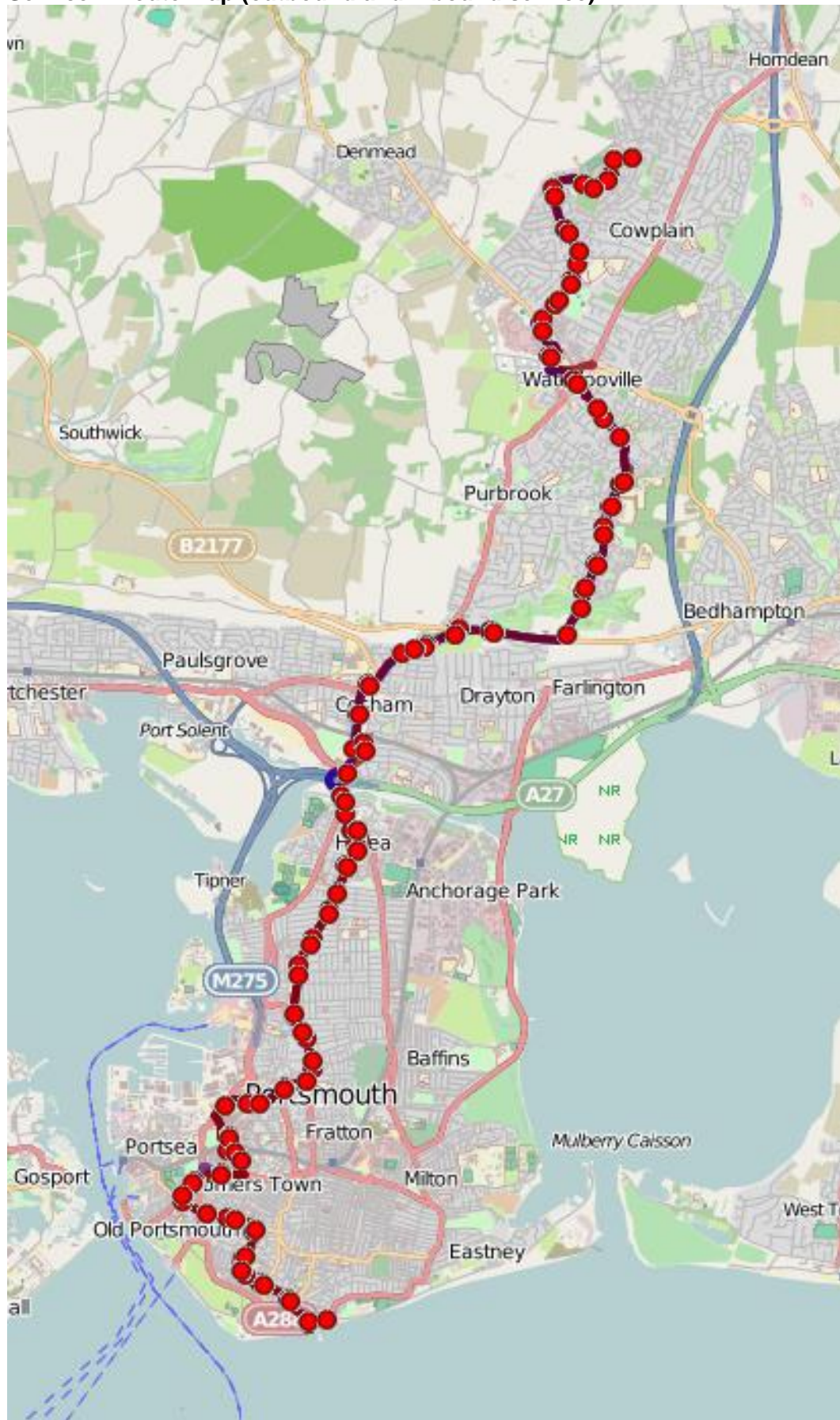


Service X4 Route Map (outbound and inbound service)



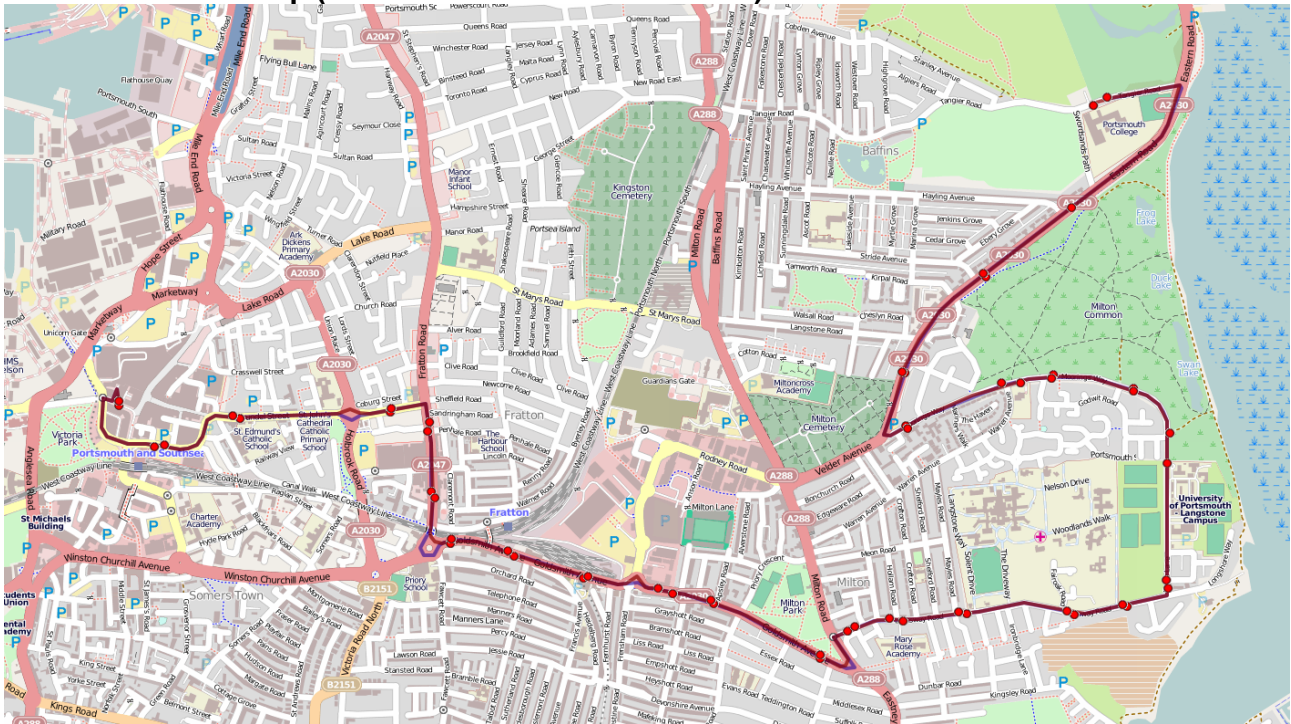


Service 7 Route Map (outbound and inbound service)





Service 13 Route Map (outbound and inbound service)



Service 15 Route Map (outbound and inbound service)



Service 16 Route Map - Sundays Only (outbound and inbound service)

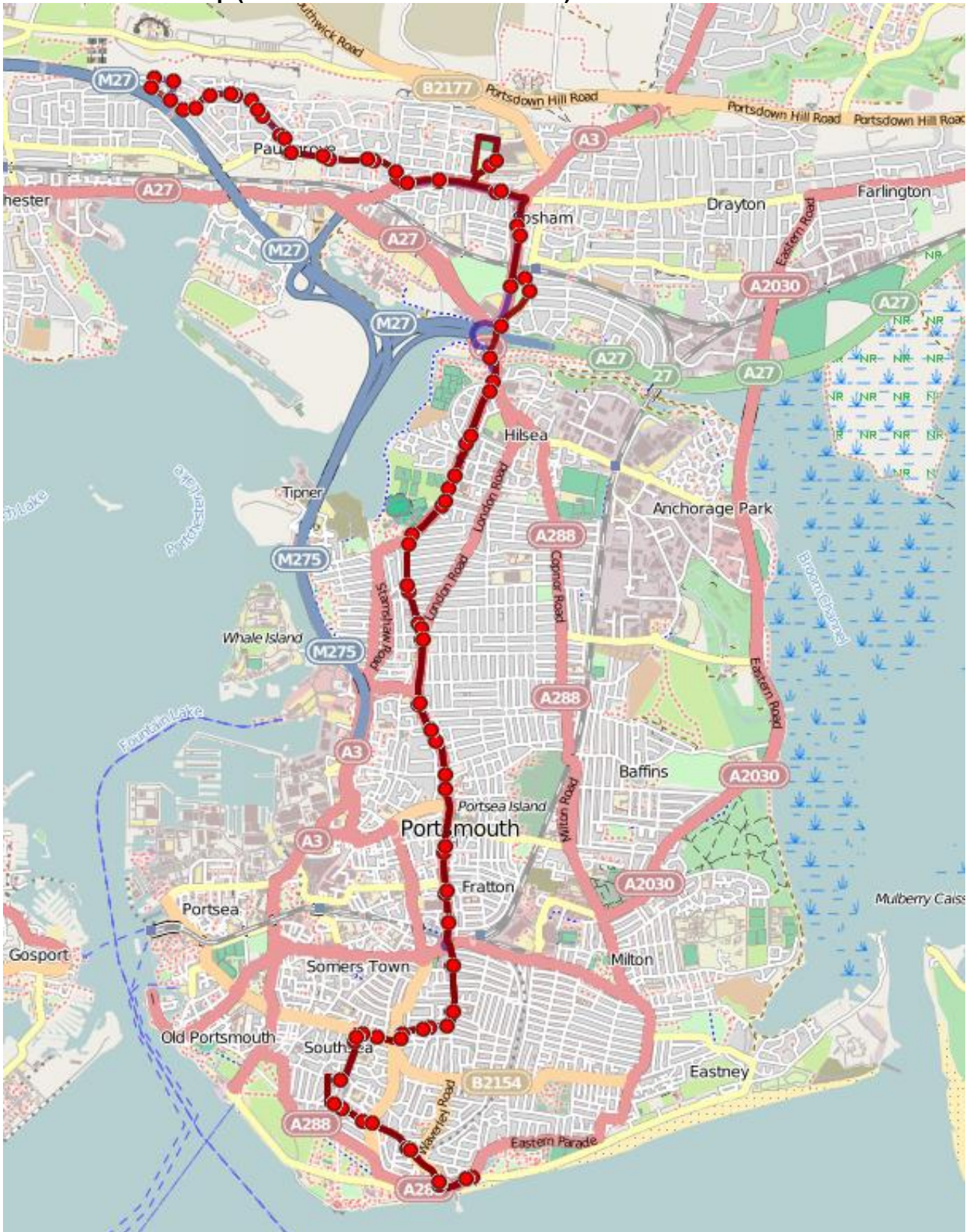




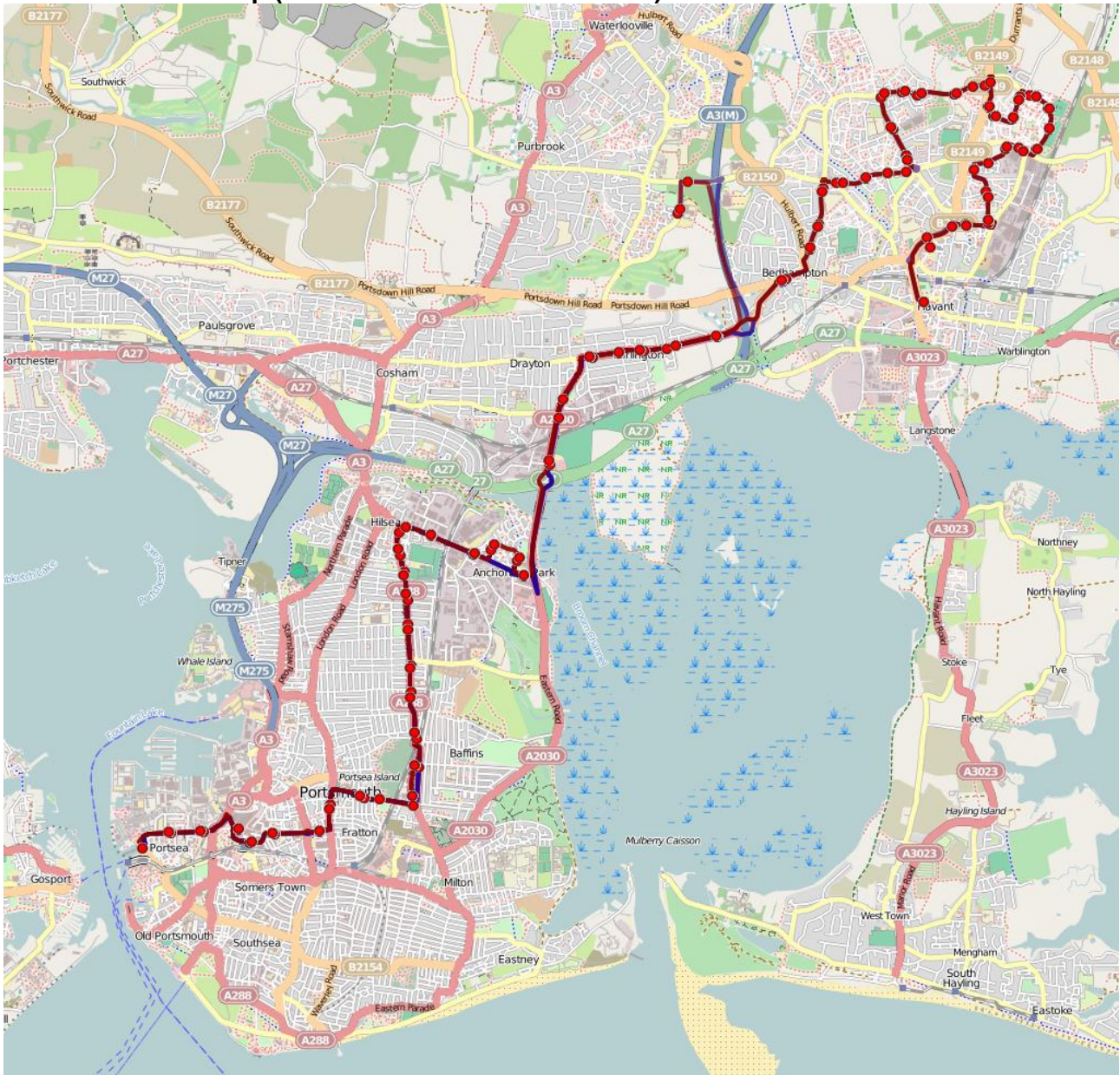
Service 17 Route Map (outbound and inbound service)



Service 18 Route Map (outbound and inbound service)

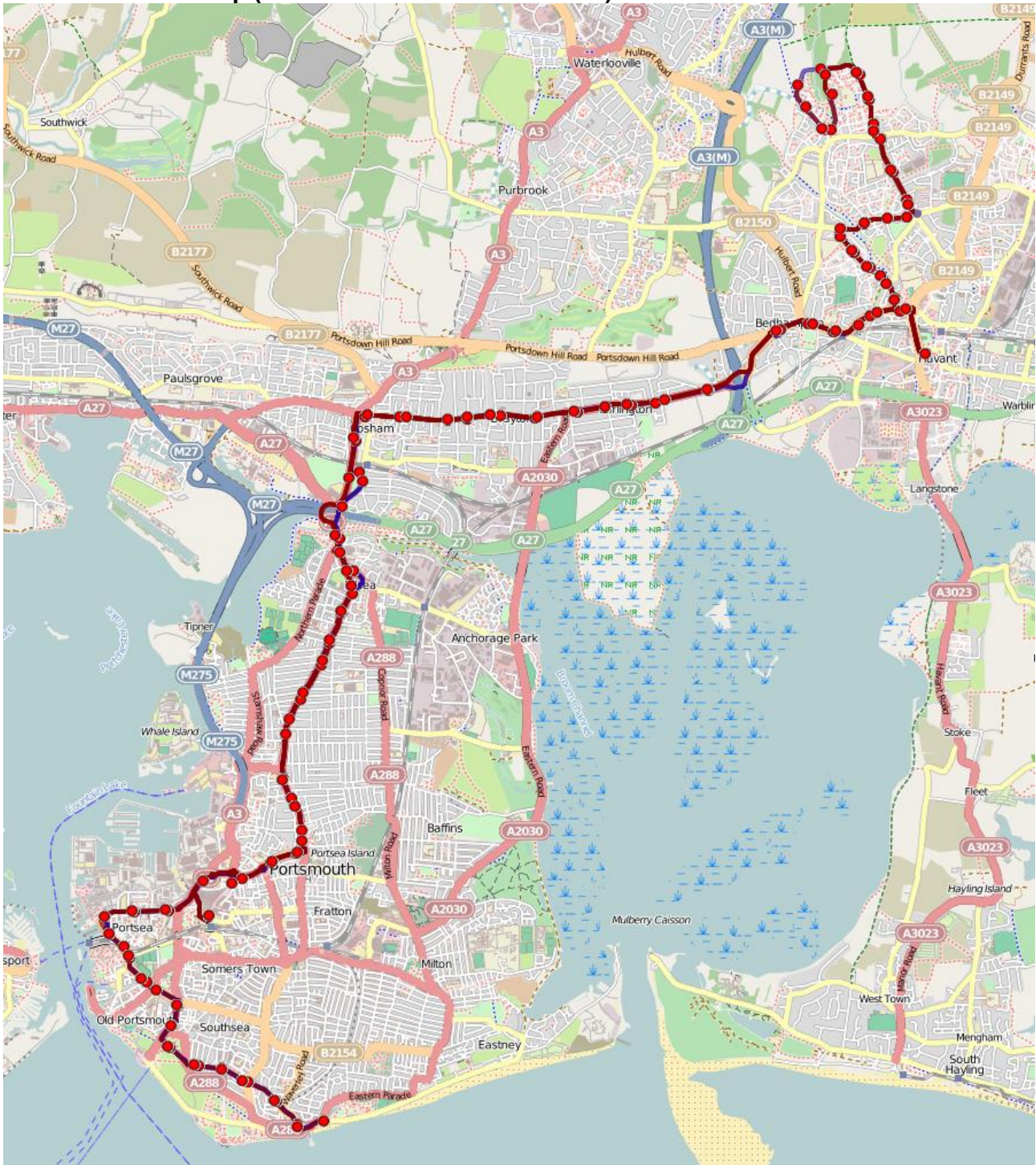


Service 21 Route Map (outbound and inbound service)



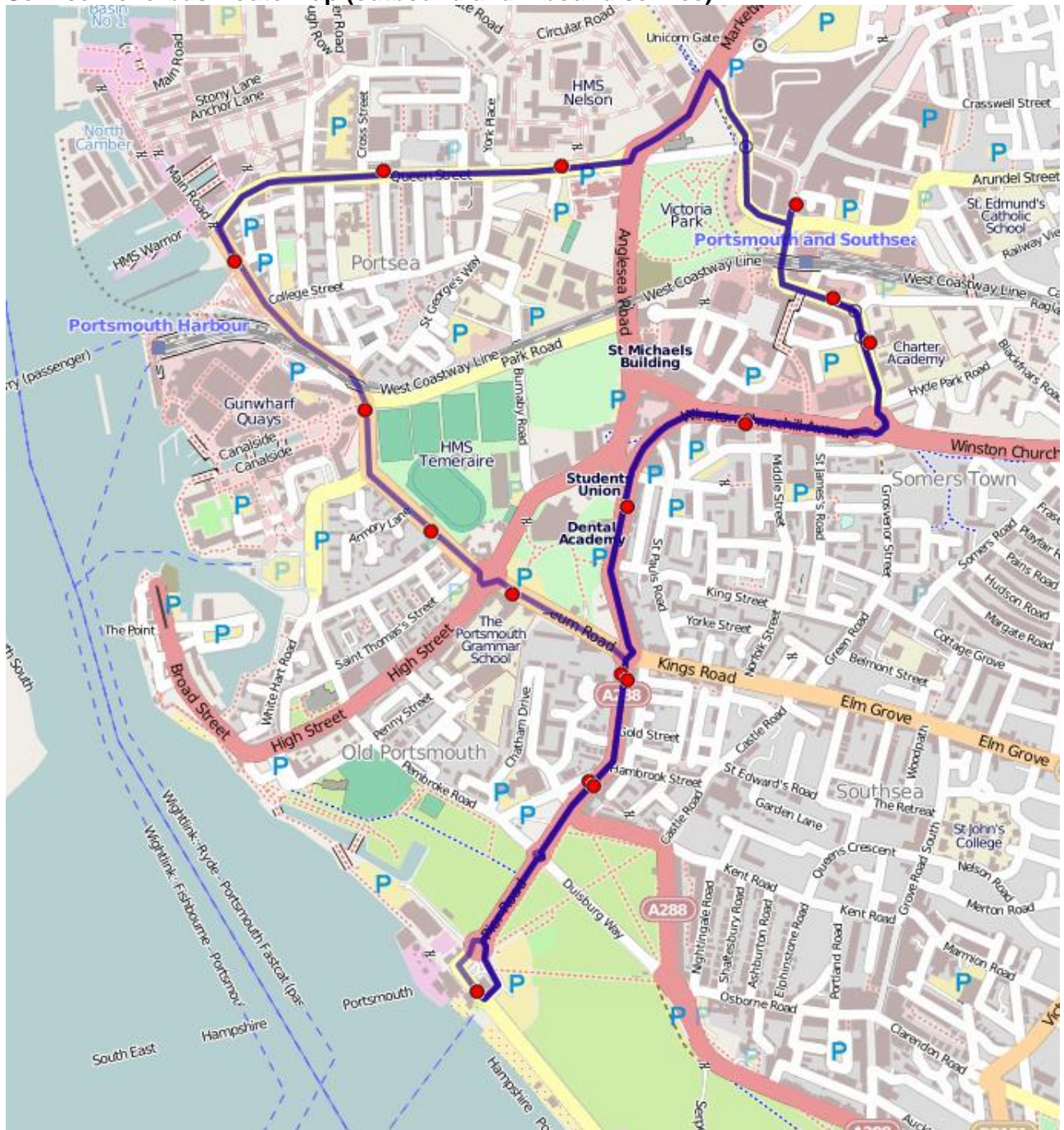


Service 23 Route Map (outbound and inbound service)





Service Hoverbus Route Map (outbound and inbound service)



Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Transport, Environment & Business Support

**Function e.g. HR,
IS, carers:**

Transport Planning Team

Title of policy, service, function, project or strategy (new or old) :

Tendered Bus Routes – Review of the 19/19A contract

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

In January 2016 the Cabinet Member for Traffic and Transportation approved the award of contracts for bus services that would be financially supported by the city council. Since this date, the council have reviewed patronage figures. For the 19/19A bus service, this data demonstrates that there is a low level of use, and a high financial subsidy, therefore it is recommended that this route is withdrawn.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

The current bus services potentially benefits some residents by providing bus services where bus companies will not provide them commercially.

The reduction in funding for tendered bus services has the potential impact of restricting peoples ability to travel. There are alternatives depending on where residents live, which could be:

1. Provide services where residents do not have alternative commercial bus services
2. Use alternative commercially bus services.
3. For eligible disabled residents use the council grant funded Dial a Ride service.
4. Ask family and friends to provide travel needs.
5. Use taxi and private hire.
6. Not travel at all.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Disability	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Gender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Transgender	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Sexual orientation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Religion or belief	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Pregnancy and maternity	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sexual orientation

Religion or belief

Pregnancy and maternity

Other excluded groups

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

Q7 - How have you come to this decision?

The 19/19A bus service operates Monday to Friday serving Portsmouth City Centre, Southsea, Milton, Baffins and North End. It is a low frequency service of 2 hour 10 minutes.

There is a high level of financial support per passenger for the 19/19A bus service, with the cost per passenger being £2.32 per trip. This is higher than any other public transport subsidised service in the city. For example, another subsidised service has a subsidy level of £0.64 per passenger for the 22 service.

The cost per passenger for the 19/19A bus service is high. Due to the low level of passengers using the service and the relatively high cost of operating the service this results in a high level of subsidy per passenger. Over a 9 month period between April 2016 and December 2016, a total of 18,153 passengers used this service which is equivalent to an average of 66 passengers per day.

We do not have any equality data of the 66 passengers broken down by each protected characteristic for example race, gender but do have data on the use of the service by concessionary pass holders who would possess the protected characteristic of age and disability. 50% of the 19/19A passengers are concessionary pass holders with 7% of all journeys /trips being made by disabled pass holders, this would equate to 4 passenger trips per day on this service who hold a protected characteristic.

With the removal of the 19/19A service, a number of roads will no longer be serviced by a bus service. These roads are outlined in the report in appendix C. However there are other services available within an average of 490 metres. The majority of these alternative services operate at a far higher frequency with service 1, 2, 3, 7, 21 operating at a 10 minute frequency at peak periods.

The 19/19A service does currently provide a public transport connection to Portsmouth College. However the existing commercial First Bus 13 and 14 services also provide a connection to Portsmouth College. These services operate at double the frequency of the 19 service with an hourly timetable. The 13 and 14 service will maintain a viable and effective bus service to Portsmouth College. These services do not cover the whole of the 19 route but can be accessed through a connecting journey using another service.

The 19/19A service would not be maintained by the operator as the service is not considered to be commercially viable.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Craig Lamberton - Public Transport and Park & Ride Officer, Transport Planning Team
Felicity Tidbury - Transport Planning Manager, Transport Planning Team
Gina Perryman - Access & Equality Advisor, Community and Communications Team

This EIA has been approved by:

Contact number:

Date:

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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

Date of meeting: 16 February 2017

Subject: Reducing the free parking period within the KA Old Portsmouth residents' parking zone from 2 hours to 1 hour (TRO 13/2016)

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

Wards affected: St Thomas

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To provide the consultation responses to the proposal under TRO 13/2016 to enable an informed decision to be made.

Appendix A (page 7): Notice of proposals
Appendix B (pages 8-39): Public response to formal proposals

2. Recommendations

- 2.1. **That the 'Portsmouth City Council (KA Old Portsmouth) (Residents' Parking Zone Amendment) (No.13) Order 2016' be implemented as advertised, reducing the free parking period within the KA zone residents' parking bays from 2 hours to 1 hour.**

3. Background

- 3.1 Following the decision to reintroduce a charge for the first Resident permit (£30) to enable schemes to be self-financing, residents living within all parking zones were asked in early 2015 whether or not they would prefer to keep their parking zone or for it to be removed. Residents of KA Old Portsmouth zone voted 97% - 3% in favour of keeping the zone in place. The subsequent report and decisions taken by the Traffic and Transportation portfolio holder in July 2015 resulted in the substantial programme currently underway to ensure they operate as effectively and efficiently as possible. KA zone is next on the review programme.
- 3.2 Summary of earlier feedback from residents that has influenced the TRO 13/2016 proposal
- 3.2.1. In response to the 2015 survey on whether residents of parking zones wished to retain their zones or not, following the intention to introduce a £30 charge for the first Resident permit, the following unprompted comments were made:
- 26 residents requested changes to the free parking period (either remove it or reduce it)
 - 4 residents indicated that the 2-hour free parking period or some free parking for visitors should be retained

- 1 resident was keen for the free parking period not to be increased to 3 hours due to KA zone's proximity to Gunwharf and the Isle of Wight ferry

3.2.2. In response to the 2015 proposal to remove the free parking period from the bays at the northernmost end of Broad Street, the following response was made:

- 10 residents and 2 businesses objected to the proposed 'KA permit holders only'
- 7 residents supported the proposal

The full responses are appended to this agenda item for further reading.

4. Reasons for recommendations

4.1 The proposal to reduce the free short-stay parking within the residents' parking bays does not affect the Pay & Display available in the High Street, Museum Road, Pembroke Road, Grand Parade, Broad Street, Trimmer's Court and at the Camber (Land Rover BAR car park). These facilities remain available to cater for longer stays by visitors to the area, and provide free parking after 6pm (only to KA permit holders in Land Rover BAR car park).

4.2 In Old Portsmouth, the demand for parking is higher than the supply -

Properties: 1069
KA permits in circulation: 739

On-street parking spaces: 620 (includes Pay & Display)
Off-street parking spaces: 128 (the car park on the Camber is only available part-time)

Approx. private parking: 527 (parking spaces, garages, hard-standings, driveways etc. Note: use of garages is unverified).

This is before the parking needs of residents' visitors are considered, and before staff and visitors are taken into account in relation to the Cathedral, schools, pubs, restaurants / cafes, shops, studios, other businesses, services and clubs, visitor attractions etc., which also places demand on the public parking.

As in many parts of the city, use of the private car remains the dominant mode of transport, with many people unlikely or unwilling to rethink how they travel locally until they have to. Therefore, by restricting the availability of free parking, people may be encouraged to consider how they travel to the area and so contribute to an improved overall balance.

4.3.1 Some visitors to the Gunwharf Quays complex choose not to use the parking provided on site or at The Hard, instead finding the nearest free parking available in residential roads - White Hart Road, Lombard Street, King Charles Street, Warblington Street and High Street. The current 2-hour free parking is sufficient to allow this choice. With a reduced free parking time, the vehicles may be encouraged to park within Gunwharf Quays, freeing up space for visitors to Old Portsmouth as well as its residents. Many residents feel the current use of the residential area is particularly unfair, given that they have paid for their permits and for their visitors' permits.

4.3.2 The parking zone immediately opposite Gunwharf Quays (JA Portsea) reduced its free parking period from 2 hours to 1 hour some years ago to return priority over parking to residents ahead of patrons, shoppers and those attending the many university buildings nearby.

4.4.1 The public responses have informed the recommendation, and are reproduced in full at Appendix B (pages 6 - 37).

4.4.2 A breakdown of the responses is as follows:

Who	How many	Reasons given
Residents in favour of 1 hour's free parking	67	<ul style="list-style-type: none"> - Reduce the volume of vehicles using the area; instead encouraging car-sharing, public transport, taxis, PHVs, walking, cycling. Drivers should pay if contributing to congestion, air pollution, public health issues - Reduce the traffic issues caused at school pick-up times - Parking by parents of children attending the 2 schools makes it difficult for residents to use their cars between 1pm-4pm. Parents wait in their cars whilst residents struggle to get home with shopping etc. - Residents have to pay for parking unfair that others have free parking - Demand continues to increase whilst availability of parking diminishes; needs to be balanced - Parking used by visitors to access other locations (Gunwharf Quays, Clarence Pier, seafront), causing issues for residents and also visitors to Old Portsmouth. The parking provided at the other locations should be used instead of Old Portsmouth being used as a free car park. - Frustrating when events are held at the cathedral and Gunwharf Quays. Residents drive round for a considerable time trying to get home, waiting for spaces to become free, causing congestion - People don't always remember what time they parked and can easily overstay 2 hours. Enforcement staff have to allow 2 hours from when first observing a vehicle, which may have parked some time earlier - University students driving to lectures and parking in residential streets - Blue badge holders would be unaffected by the proposal i.e. disabled visitors would not be limited on time
Residents preferring current 2 hours' free parking	37	<ul style="list-style-type: none"> - Residents' friends, family and tradespeople would be affected - Older residents may have more visitors, and therefore a reduced free parking period may have more of an impact on them - The needs of local visitors, church-goers, customers, tourists etc. should be taken into account

		<ul style="list-style-type: none"> - The small businesses, pubs, cafes, restaurants, art studios would be affected, along with Old Portsmouth's reputation as an historic centre of tourism - Cathedral would be affected in particular. In addition to services it holds events, concerts, workshops, activities clubs, support groups. The staff and volunteers who run these also need to park. 1 hour too short and may deter visitors - Example of the Guides given: 28 volunteers, visitors from 58 UK places and 30 different countries - The current 2-hour arrangement is suitable - Residents without cars would also be affected - In summary: residents, businesses, local tourism, cathedral attendance and continuance, local ethnic and religious groups, families with children and the artistic & cultural life of Old Portsmouth could be affected.
Non-residential in favour of 1 hour's free parking	1	<ul style="list-style-type: none"> - More people could access the amenities of the area if the spaces became available more regularly, and weren't 'blocked' for over 2 hours.
Non-residential preferring current 2 hours' free parking	7	<ul style="list-style-type: none"> - Cathedral has a diocesan, city wide and a regional role to play. 1 hour too short for those attending services etc. without paying, as well as those running the services, activities, events, concerts, recitals, choir practice etc. - Many customers to local businesses rely on free parking and may not come if they have to pay to park for the length of time required during the daytime. - May affect small businesses' ability to flourish in particular, as 1 hour is not long enough to visit Old Portsmouth. - Ability of parents to have free parking for school events, fayres, sports days, nativities, discos, parents' evenings etc. Access to social functions and important educational events would be affected.
Visitors in favour of 1 hour's free parking	0	
Visitors preferring current 2 hours' free parking	19	<ul style="list-style-type: none"> - 1 hour is insufficient time for enjoying the area, having a meal, meeting up with friends, supporting artists, seeing exhibitions in the Square Tower, walking along to Clarence Pier. Only time for one of these things.

4.5 When responding to the consultation a number of residents raised concerns about the level of enforcement of the parking restrictions in Old Portsmouth, particularly in respect of vehicles apparently over-staying the current 2-hour time limit in residents' parking bays without displaying a permit.

Within the last 12 months, 785 penalty charge notices have been issued within the KA zone and 5521 visits made. Not all visits result in a penalty charge notice, which indicates a good level of compliance. The introduction of electronic permits and parking that is paid for/authorised electronically means a physical permit will not always be visible to the public: the information is available to enforcement staff only via their handheld electronic devices.

- 4.6.1** The current 2 hours' free parking within the KA zone residents' parking bays includes a restriction on vehicles returning to any residents' parking bay in the zone within a 4-hour period. The proposed reduction of the free parking period to 1 hour includes a reduction of the return period from 4 hours to 2 hours.
- 4.6.2** The period of time allowed between visits is relative to the demand placed on parking in an area. This is consistent across the city: where waiting is limited to 1 hour, the 'no return' period is set at 2 hours, and where waiting is limited to 2 hours, the 'no return' period is set at 4 hours.
- 4.6.3** When visiting a location for a short time, e.g. less than an hour, the shorter 'no return' period allows for further short-term visits the same day. Therefore the demand on the parking availability remains similar, but allows for a higher turnover of space availability.
- 4.6.4** This measure also provides an opportunity to improve enforcement efficiency, as enforcement staff are more likely to still be in the area should vehicles return to the zone within a 2-hour period.

5. Equality Impact Assessment

- 5.1** A preliminary Equality Impact Assessment has been completed for this proposal. 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** It is the duty of a local authority to manage its 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** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period period or time by all persons or persons or vehicles of a particular class.

6.4 A proposed Traffic Regulation Order 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.

7. Director of Finance's comments

7.1 The proposed reduction in the free parking period within the KA Old Portsmouth residents' parking zone from 2 hours to 1 hour is estimated to cost £2,200. This includes the Traffic Regulation Order and the costs of amending signage within the residents' parking zone. This will be funded from the on street parking revenue budget and in effect will reduce the transfer of any operating surplus that could be transferred to the parking reserve.

.....
Signed by:
Alan Cufley
Director of Transport, Environment and 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
Preliminary EIA	Transport Planning team
2015 residents' feedback summary	Transport Planning team
131 emails and letters	Transport Planning team (engineers inbox)

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

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

Appendix A: Notice of proposals

1 December 2016

THE PORTSMOUTH CITY COUNCIL (KA OLD PORTSMOUTH) (RESIDENTS' PARKING ZONE AMENDMENT) (NO.13) ORDER 2016

Notice is hereby given that the Portsmouth City Council proposes to make the above proposed Order under sections 45 and 53 of the Road Traffic Regulation Act 1984. The effect would be as detailed below.

SEND YOUR COMMENTS OR QUERIES ON THIS PROPOSAL TO:

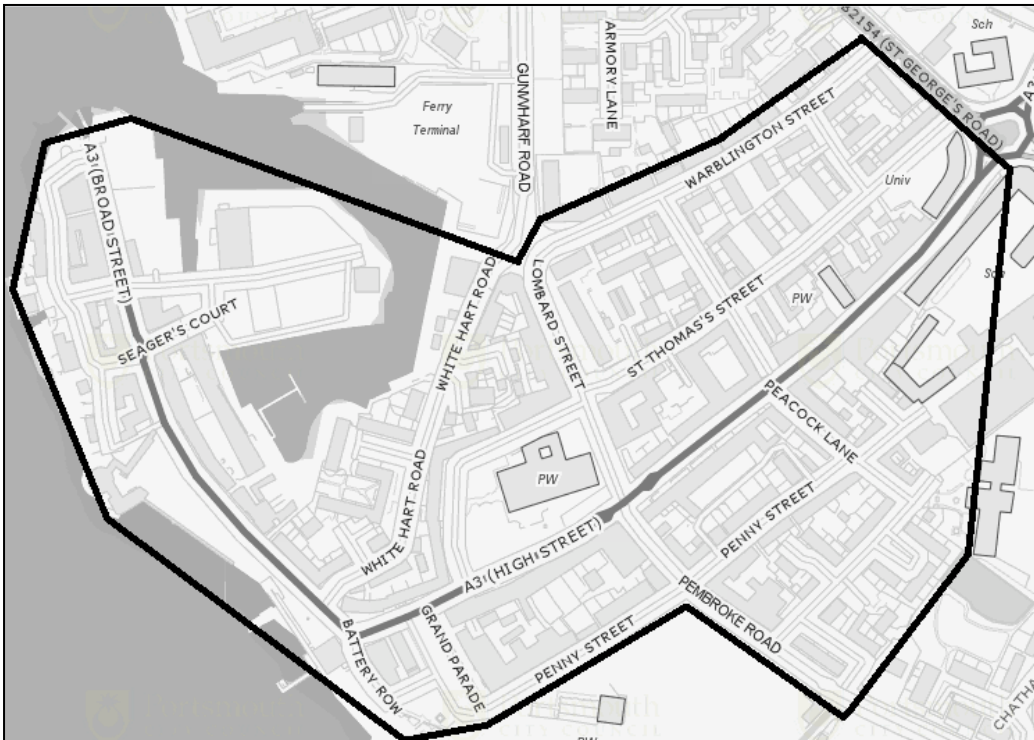
engineers@portsmouthcc.gov.uk

A) RESIDENTS' PARKING PLACES: CHANGE TO FREE PARKING PERIOD

FROM: **2 HOURS, NO RETURN WITHIN 4 HOURS**

TO: **1 HOUR, NO RETURN WITHIN 2 HOURS**

KA ZONE BOUNDARY:



The proposal aims to improve the efficiency and effectiveness of the parking zone.

To view this notice on Portsmouth City Council's website www.portsmouth.gov.uk - search 'traffic regulation orders 2016'. A copy of the draft order and a statement of reasons are available for inspection at the main reception, Civic Offices during normal opening hours.

If you would like to support or object to this proposal please send your representations via email to engineers@portsmouthcc.gov.uk or by post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth, PO1 2NE, quoting ref: **TRO 13/2016**, stating the grounds of objection or support by **22 December 2016**.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations 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, c Offices, Guildhall Square, Portsmouth PO1 2NE

Appendix B: Public responses to the formal proposal

Summary -

Residents' responses	Businesses' responses	Visitors' responses
For: 67	For: 1	For: 0
Against: 37	Against: 7	Against: 19

1. Friends of Old Portsmouth Association (FOOPA)

The Friends Of Old Portsmouth Association (FOOPA) supports PCC planned amendments to KA Old Portsmouth) (Residents' Parking Zone).

Headlines

1. The reason for FOOPA supporting this proposed amendment is that the quality of life and the environment of this unique heritage and residential area are blighted by too many motor vehicles.
2. A major element in this blight is the prevalence of people driving into Old Portsmouth (OP) encouraged by the current generous 2 hour free parking period. The problem is exacerbated by OP being used as overflow parking by many Gunwharf shoppers who often gamble successfully on not incurring Penalty Charge Notices when they overstay the permitted 2 hour period.
3. PCC's expectation is that this change will improve the efficiency and effectiveness of the parking zone is supported. Nevertheless, FOOPA considers that the efficiency and effectiveness of the KA parking zone will be greatly increased further with the end of free parking if accompanied by sensible mitigations.
4. This measure is expected to reduce the attractiveness of driving and so will improve the quality of life and the environment by encouraging travel by sustainable travel means such as public transport, taxis, PHVs, walking and cycling.

Mitigations

5. It is recognised that the reduction of free parking will impact on many user groups. FOOPA suggests that PCC considers recommending these mitigation measures:
 - a. Restaurants, pubs and cafés. Businesses are encouraged to adopt the practice of increasing their attractiveness by refunding the cost of parking to their customers. This is already done by many businesses such as vue cinema in Gunwharf and Waitrose in Petersfield.
 - b. Charitable organisations supported by volunteers. Organisations should be encouraged to refund the cost of parking borne by their volunteers.
 - c. Additionally, in the event of the removal of all free parking which would also affect short duration visitors:
 - i. PCC ticket machines and on-line apps should be modified to provide shorter duration and cheaper pro-rata paid parking tickets e.g. periods of 20 or 30 minutes.

Advantages to ending all free parking in OP

6. On-street parking in OP would be much simpler, equitable and easier to enforce if the principle is changed to '**if you park, you pay: 24 / 7 / 365**'.
7. This change would not apply to authorised blue badge holders or Essential Visitors.
8. The rationale for this bold proposal is set out in the following paragraphs.

Traffic problems created by easy parking

9. The marketing slogan 'Portsmouth – the great waterfront city' has the unfortunate effect of encouraging too many people to drive through one of the most densely populated and congested cities in the UK to reach the waterfront and park there.
10. It needs to be recognised that there are limits to on-street car parking capacity and customer choice to drive a private motor vehicle cannot always be met.
11. OP has many facets. It is a:
 - a. Popular tourist area (Spice Island) - like Southsea



- b. Attractive retail area (Hotwalls) - like Gunwharf
- c. Busy commercial area (BAR, Wightlink) -like the city centre
- 12. Free parking is convenient. Yet in most aspects of life one has to pay for convenience. There is no free visitor parking in Gunwharf or the city centre and most parking in Southsea is chargeable, so the rationale for granting free parking in OP would appear to be weak.
- 13. It would be helpful if PCC was able to emphasise the message that there is no automatic right to free parking simply because residents pay Council Tax and some drivers pay Vehicle Excise Duty.
- 14. Every free concession to one group involves a corresponding indirect cost to others and free parking for visitors creates considerable problems and costs for residents. The withdrawal of the concession of the free first vehicle permit means that practically residents no longer have free parking so it is unclear why visitors should continue to enjoy this benefit.

Pressure on on-street parking spaces

- 15. Over the years the demand for on-street parking has increased relentlessly and availability has reduced gradually. Demand has increased with:
 - a. BAR industrial development
 - b. Hotwalls studios
 - c. Gunwharf overflow parking
 - d. Residential developments
 - e. Hotel development
 - f. Square Tower events
 - g. Trade vehicles parked at employees' homes
- 16. Availability of parking has reduced with:
 - a. Camber car park transferred to BAR
- 17. Practically, there is no scope to increase the number of on-street parking spaces without degrading road safety by reducing kerb space for pedestrians to cross the road and blocking sightlines at junctions.

Drawbacks of free parking

- 18. Free visitor parking encourages more use of private motor vehicles with these inherent problems:
 - a. Maintains difficulty in parking enforcement and costs:
 - i. Currently it is arguable as to what time the parking of a vehicle commenced. The need for a ticket for parking eliminates this problem and it is a physical reminder to the driver of when they should return.
 - ii. A period of free parking necessitates that parking attendants need to use extra time to make return visits to check on expiry of allocated free parking time.
 - b. Weakens public transport (buses, taxis, PHVs) resulting in increased fares and reduced service.
 - c. Encourages those socialising and consuming alcohol to drive instead of using public transport or taxis/PHVs.
 - d. Frustration for residents: "I can't park close to my house".
 - e. Road congestion:
 - i. More vehicles mean more speeding.
 - ii. Degraded road safety deters pedestrians and cyclists.
 - f. Traffic noise.
 - g. Air pollution: with too many cars on a small island, Portsmouth:
 - i. Has been named by the World Health Organisation for breaching air pollution safety levels.
 - ii. Had the third worst air quality in the region (DEFRA report March 2014).
 - iii. An estimated 600 early deaths in the city can be attributed to air pollution every year (Portsmouth Director of Public Health statement in June 2016).
 - h. Public health is degraded:
 - i. Fewer children walking to school increases school run traffic congestion.

- ii. Lack of physical activity (source: PCC report):
 - 1. ~ 2/3 adult population are above normal weight.
 - 2. > 1/3 children leaving primary school are overweight / obese

Summary

- 19. In the short term the proposed change to 1 hour parking is supported by FOOPA as a step in the right direction.
- 20. The removal of universal free visitor parking would reduce the primacy of unsustainable use of the private motor car and encourage sustainable travel, giving long term benefits to Portsmouth and its citizens with better health, a cleaner environment and improved road safety.

2. Residents, High Street

We wanted to pledge our support for the proposed changes. It is a welcome change and may reduce the parking issues for residents. On Sunday past my wife and I left our address to walk to gunwharf quays and we counted five cars that parked (in the 2 hour bays) and the occupants all walked to GWQs.

3. Resident, High Street

I support the change for the following reasons:

- i) there is already huge pressure on existing parking provision for residents in this area
 - ii) increased number of visitors to area year-on-year for Gunwharf, Hot Walls, BAR etc further increase pressure on spaces for residents
 - iii) it is usual for visitors to pay for inner city parking = revenue stream
 - iv) shorter periods of free parking will mean higher turnover of spaces
- However, will these new restrictions be enforced?

4. Resident, High Street

I would like to support this proposal as it will reduce the number of Gunwharf visitors that use the area for free parking. Parking is a problem but made much worse by folk using the 2 hours to shop at Gunwharf. A reduction to one hour will help alleviate this problem.

5. Portsmouth High School

May I voice my wholehearted support of the proposal to reduce the free parking time. It is a consistent nuisance that gunwharf shoppers use the area for free parking and in many cases drive at excessive and dangerous speeds to be able to secure a parking spot. I would also like to see an increase in the number of parking meters in the area; I believe this would realise much needed revenue and further diminish the temptation of some to use KA as a free parking zone.

6. Resident, High Street

I support the proposal to limit parking in residents areas to one hour and indeed it would be better if it were removed altogether as it is abused for example by those shopping in Gunwharf to avoid charges there. It would be much better if restrictions applied all day every day and non-residents had to pay as residents do for all their permits now. The pressure on parking space as a result of what was given away at the Camber, in particular at weekends and when events are being held at local venues is extreme. Adoption of the scheme which applies elsewhere in the country and we first came across in France where everyone has to have a ticket even if there is an initial short free period to cover for example deliveries should be considered.

7. Residents, High Street

I would like to support the KA zone to 1 hour, no return within 2 hours. Although I have to say unless it is fully policed properly it won't make a jot of difference. We as residents have an awful time trying to park especially when the cathedral and gunwharf has events on. We have driven round for 45 minutes before now looking for somewhere to park near to our home. So unless parking wardens come around on a basis of regularity nothing will change.

8. Resident, High Street

I wish to add my name to the petition in favour of the change to parking hours in KA zone.

I live in the High Street and often spend 15 minutes driving around looking for a parking space when I return from work. This change will hopefully help ease the problem. However I do feel that this area should be permit only. Especially now we have Park & Ride as well as a car park facility in Gunwharf as well as Parking on the seafront area.

9. Resident, High Street

I wish to express my delight at the changing parking arrangements in Old Portsmouth. As a resident I am often forced to drive in ever increasing circles and often end up some considerable distance from my home. I have often said I do not mind paying for the parking permit but I would have just wished that it had permitted me to park. On a daily basis (particularly at the weekend and this time of year) I see people parking outside my house and wandering into Gunwharf for two hours. Hopefully one hour will discourage that as long as it is policed.

10. Resident, High Street

I would like to communicate my support for the proposed parking changes. I feel this would have a positive impact on our lives from a parking perspective and is a welcome change as hopefully may reduce the parking issues for residents. People often park in old Portsmouth and go shopping in gunwharf (often for more than 2 hours!) which is annoying as they have many other options such as paying for parking in gunwharf or using the park and ride service.

11. Resident, High Street

I wish to object to proposal TRO 13/2016 which seeks to reduce free parking period times. There are already enough parking restrictions in this area. When residents have friends, family or workmen visit it is already difficult enough - or when your workplace provides you with a hire/pool car which does not have a permit and you need to park at your residence for a period. Grateful if my objection could be registered.

12. Resident, High Street

I am strongly opposed to this since I find it absolutely unnecessary. The current system works well and in 18 years I have never had a problem with parking at my end of the High Street. Certainly during the week there are frequently spaces available in the 2hr KA zone.

2 hrs is a reasonable and useful period for a guest, relative, tradesman/worker, or even cleaner to park. I have spoken with some of the people in this region and it is my opinion they are being very petty minded and seeking to impose even more restrictions in an over-regulated world.

13. Resident, High Street

I write to strongly object to your proposed changes to the parking in the KA zone. As a resident I do not feel this is acceptable. I have family that visit me, 2 hours is sufficient - 1 hour just isn't fair!!

Also, for visitors to the area and church goers, this really doesn't take their needs into account. I would like to see the introduction of a 4 hour and 8 hour scratch card too. This would suit visitors to the area much better. I do hope this one hour rule does not get approved!!!

Officer comment

The 12-hour visitor scratch cards are issued at cost price, i.e. £1.00. A price for scratch cards below £1.00 is not viable. Whilst 4 or 8-hour cards could be produced, the cost would still be £1.00 due to the costs of production but residents would have less time for their visitors. It is not uncommon for visitors to stay for longer than originally planned, and with the 12-hour card neither resident nor visitor needs to worry that the paid-for time will run out again.

14. Business, High Street

I am writing to object to the amendment to the resident's parking zone for KA Old Portsmouth. The proposed change will have a severe detrimental impact on my business, the Wellington Kitchen Lounge Bar in the High Street Old Portsmouth.

Having recently invested a large sum in order to bring my business up to date, making the surroundings more comfortable and inviting to a broader range of customers, extending my opening hours to 7 days a week and providing food & drink throughout the day, I am disappointed to learn of the proposals. Many of my customers rely on the free parking and just will not come out to the area and use the facilities of the local businesses if they have to pay for parking. In an already difficult business climate this will kill any day time trade that I have and send customers to other areas where parking is free.

Old Portsmouth is a major attraction to visitors to the city and I can only see this as a negative impact on this trade if these proposals go ahead.

15. Resident, Lombard Street

Having just received your communication regarding reducing the free parking period to 1 hour, I wholeheartedly support this change! As a resident of Lombard street, it has become increasingly difficult to park anywhere near my house, especially at weekends ! I would like to see it reduced further to 30 minutes as people regularly take a chance and do not return to their vehicles way beyond the 2 hours!

16. Resident, Lombard Street

I am writing to support the order regarding an amendment to the Old Portsmouth Residents' parking zone KA. I would welcome the change to 1 hour no return within 2 hours to the zone in which I live. It would make a huge difference to the quality of life of my family. We have been residents of Lombard street for 9 years and with the expansion of Gunwharf, parking has become a major issue, especially at the weekends. I would also welcome a more visible presence of your parking wardens at these peak times to act as a deterrent and the instalment of parking meters for non-residents.

17. Resident, Lombard Street

I very strongly support the proposal to change the free parking period in the KA Zone Old Portsmouth from 2 hours to 1 hour. As a resident of Lombard Street, at times of the year when Gunwharf Quays is at peak popularity such as the extended Christmas shopping period, it can be almost impossible to find a parking space at all to get home. A reduction to 1 hour will go some way to encouraging shoppers to use the Gunwharf car park or, even better, the hugely expensive to build Park & Ride scheme.

18. Resident, Lombard Street

I very strongly support the proposal to reduce the free parking period from 2 hours to 1. People use the area to shop in Gunwharf Quays whilst avoiding parking charges. The consequence is that at busy times, it can be impossible for residents to find a parking space near home. I have waited literally hours to secure a space. These people should be encouraged to use the Gunwharf dedicated car park or, better still, the Park and Ride scheme built specifically for this purpose.

19. Residents, Lombard Street

Having lived in Lombard Street for around 10 years we have become used to the 2 hour limit on visitor parking and we rarely are able to park adjacent to our property. We are fairly relaxed about this situation, in spite of the inconvenience, and that frequently at the week-ends we have to search for 5-10 minutes for a parking space anywhere in the KA area. It certainly seems that the situation is getting worse and with the continuing popularity of Gunwharf and the seeming increase of traffic to the IOW I cannot believe that things will improve.

In view of this I believe the move to a 1 hour limit on parking will be of enormous benefit to the majority of Old Portsmouth residents and, in spite of some inconvenience to a small number of regular visitors ie. Cathedral helpers, customers of the A Bar Bistro and other pubs/cafes/bars in the area, I am firmly in favour of the change.

That said, any change to the system, or indeed a retention of the existing system, will be useless if the regulations are not enforced on a regular basis.

20. Resident, Lombard Court

Excellent proposal to limit parking in KA area to 1 hour. I would prefer 1/2 hour which would further restrict Gunwharf visitors from taking up spaces.

21. Resident, Lombard Street

May I register my support for the above proposal. We live in Lombard Street which in recent years has become a free car park for Gunwharf Quays.

With Gunwharf's popularity increasing tenfold since when we first lived here, the parking has become impossible to manage. Lunchtime and weekend parking is a huge problem with cars parking for extensive periods beyond the 2 hour limit. This we understand is difficult to police and the cars parking regularly to shop at Gunwharf are doing so freely with the knowledge that they will be unlikely to receive a ticket.

At weekends, cars are often double parked and at times it can take up to 30mins to secure a parking space, if at all. Seasonally, this becomes much more prominent on weekdays during the school holidays, Christmas and Easter breaks.

As you can imagine this affects how we live our lives, often being reluctant to take the family out in the car. We should be able to enjoy living in our homes. We strongly believe that in order to preserve what is an iconic part of Portsmouth with its history and beautiful period buildings we need to prevent the area being used as a free car park for Gunwharf quays customers.

The one hour parking proposal for the KA zone would be a fantastic solution to what has become an untenable situation. The residents' liberty who live in close proximity to Gunwharf Quays needs to be prioritised and thank you for the opportunity to provide a solution.

22. Resident, Lombard Street

I approve of the possibility of changing to one hour no return within two etc.

23. Resident, Lombard Street

I am writing to strongly support the proposed changes to residents' parking in KA zone. As a local resident for seven years I have observed the parking situation becoming increasingly difficult over this period. At weekends and evenings it now often takes in-excess of half an hour to find a space in the zone, or else I am required to park a long distance from my home or even in metered areas.

At the busiest times the roads can become blocked with a procession of cars hunting for a space, with the consequent increase in pollution. It is notable that these problems have worsened, as Gunwharf Quays has risen in popularity. Two hours of free parking must be particularly attractive to Gunwharf patrons when compared to the £2.90 fee charged by official car park for the same duration. And especially since KA zone is only a few minutes' walk from the Gunwharf's entrance.

Whilst Gunwharf shoppers might not be the only people to make use of the free parking, it is notable that the problem is particularly acute for those roads which are closest to Gunwharf - Warblington Street, Lombard Street, St Thomas's Street etc.

As one might imagine, this situation has a significant impact on the quality of life enjoyed by local residents: long waits for a parking space, long distances to walk between home and car, increased pollution, and a general feeling that the beautiful and historic area of Old Portsmouth is simply providing a free parking zone for a shopping centre.

I would anticipate that reducing the free parking period to one hour will *significantly* alleviate these problems, in particular making the area much less attractive to Gunwharf shoppers, and freeing up parking for local residents, local businesses, and other facilities.

24. Resident, Lombard Street

Not only do I wish to retract my previous comment, in fact, I would now ask that the parking restriction definitely be reduced to one hour, as this would be much better for the majority of the people in Old

Portsmouth, and a much fairer scheme all in all. The businesses locally would still be able to operate successfully with this curtailment from 2 hours to 1 hour, and there are ample meter parking spaces or car parks (or park and ride) for those who wish to stay longer. Those who have a disability have Blue Badges which would allow them all the time they need, and the ability to use the double yellow lines if needs be.

The subject of the cathedral attendees would be the same as those who attend the Roman Catholic Cathedral, who currently have to pay for their parking, and so any complaint from the cathedral that it would impact upon their congregation is null and void. Again, those who are disabled need not have to walk far to go to the services.

Three times in the past month, I have had to wait (for up to 30 minutes in one instance) for someone to vacate a space before I could park anywhere near my house. Since I have to pay for the privilege of parking in the KA zone, and those who were occupying 'our spaces' do not, would seem an unfair policy and weighted against the residents. Alternative parking is available for visitors without depriving local residents of somewhere to park near their homes.

My previous point that the existing 2 hour allowed time for visitors is not enforced sufficiently still stands. However, I sincerely believe that a 1 hour would be a better policy for the area, and also that this should be enforced properly. Thank you again for creating this opportunity to comment.

25. Resident, Lombard Street

Since this Christmas period, many residents dare not leave their homes by car, for fear of not being able to park on their return and having to sit sometimes for long periods, waiting for a space to appear. Many cars are being parked in Lombard Street, St Thomas's Street, Highbury Street, King Charles St., etc., for much longer than 2 hours and are not issued with tickets for overstaying the allotted time. I have noted some for at least 7 or 8 hours recently.

Officer comment

See information regarding enforcement at paragraph 4.5 of this report.

26. Residents, Lombard Street

As residents of Lombard Street for some 32 years now and with no garage we have noticed how much more difficult it is to park in our streets in recent years. Many times we will return to Lombard Street and find no spaces in either Lombard Street or St. Thomas Street nearby.

It is almost impossible to take the car out for a few hours on a Saturday or Sunday and hope to find a space on return. We have noticed that this situation has got much worse since the opening of Gunwharf Quays and we would therefore ask the Council to give us the one hour, no return within 2 hours, option.

27. Resident, Lombard Street

Your parking proposals will neither improve the efficiency and effectiveness of the parking zone and I think the proposals put forward regarding parking in the KA area are far too harsh. The Cathedral, particularly, will be very seriously affected and has to have flexibility. Services always last more than an hour and are well attended, with many people travelling by car, including the elderly.

Services at all its major events throughout the year will be extremely difficult. The Cathedral is a busy place and numerous activities, including staff and volunteers, will be seriously inconvenienced, even to the Cathedral losing vital support in its busy schedule. I would like to think serious consideration will be given to its continued life in our city without such stringent parking regulations.

28. Resident, Lombard Street

I object to the proposal to change the times of the free parking period relating to the KA residents' parking zone. Limiting free parking to one hour will not allow sufficient time for elderly or disabled people parking within the zone to walk to and attend a service at the cathedral.

Family and friends visit me at home on a frequent and regular basis. If parking were more restricted it would mean less people visiting to help me.

29. Resident, Warblington Street

I wholeheartedly support the proposal to reduce the free parking period from 2 hours (no return within 4 hours) to 1 hour (no return within 2 hours). As a resident it is very frustrating to pay for a resident's parking permit, only then not to be able to park because of perpetual issues with people using the free 2 hours parking when shopping at Gunwharf Quays, because they don't wish to pay the parking charges there.

30. Resident, Warblington Street

I would like to state my support for the proposed change to the free parking period. As a resident it is very frustrating to pay for a resident's parking permit, only then not to be able to park because of perpetual issues with people using the free 2 hours parking when shopping at Gunwharf Quays, because they don't wish to pay the parking charges there.

31. Residents, South Normandy (Warblington Street)

My wife and I support the proposed change to 1 hour parking and in fact would like it to be changed to residents and visitors only. Parking near our property is frequently impossible and when returning from shopping etc. my wife has to drop me off, as I am disabled, and then tour the area to park. When no parking spaces are available in the road cars are left in garage access areas causing bad feeling and worse.

32. Resident, Warblington Street

Whilst I am in favour of any reduction in free parking time, living adjacent to the road my fear is this change will increase traffic flow in Warblington Street. Indeed it would be preferable to classify the area as Residents Only parking. Visitors to The Point, Gun Wharf, Dock Yard, etc. all look for parking, the Street is already a 'rat run' between the High Street and St Georges Rd. A great number of vehicles travel in excess of 20 mph, quite a few families with young children live in the street. Due to parking road width is reduced and vehicles cannot always pass, this leads to congestion. Damage is often caused to residents cars by those parking or those pulling in to let others pass. In the last eighteen months several hundred pounds worth of damage has been caused to my own vehicles.

33. Resident, Warblington Street (South Normandy)

I am writing in support of the proposal to change the Free Parking Period to one hour, no return in two hours. This would alleviate pressure on parking spaces in my part of the area which is particularly difficult (often impossible) during weekend days, and pressured by students and Grammar School parents at other specific times. In detail these pressures are:

1. Gunwharf Shoppers who prefer to park locally for a couple of hours than use park & ride or the Gunwharf car parks
2. Students, particularly those using St George's Building who can park currently for a one-hour lecture
3. Parents collecting children from the Grammar School, in the mornings (drop-off) but more particularly in the afternoons when they often park and wait, often for long periods, and making parking mid-afternoon especially difficult.

I live in a close of eight houses which effectively has two parking spaces on road, one of which is designated 'disabled'. Anything which alleviates the pressure or keeps visitor parking 'on the move' is my preferred option.

34. Resident, South Normandy (Warblington Street)

Both my wife and I are strongly in favour with the change proposed to the free parking period i.e. to reduce it to 1 hour.

35. Residents, Warblington Street

We are not sure why you want to make this change, but have no objection to it in principle. Our main concern is the same as our original one when you decided to introduce the parking fee last year - it should be adequately 'policed'. At the moment we are paying £30.00 to park somewhere in our area, hopefully on our road, but we often see non-residents parking here for 3 and 4 hours and upwards, often to go to Gunwharf or the local bars and restaurants. Lately, people have been parking in front of garages, or even across the entrance to two garages, thus producing a 'domino-effect' in residents trying to find somewhere else to park, and making the parking situation even worse than usual.

So in a sense, it makes no difference whether you restrict visitor parking to 2 hours, one hour or ten minutes - if it is not adequately policed, people will park here for as long as they want to for free, while we residents have to pay for the privilege.

36. Resident, Warblington Street

I have lived here for 29 years now and I feel that the current parking arrangements are ideal. Unless you are going to get the parking wardens to visit each street in the area every 3 hours, throughout the day (1 hour of parking and no return for 2), this new system will not work. Students using the University will be able to park both morning and afternoon in the zone, with a 2 hour gap between lectures. At present, 2 hours of parking and no return for 4 hours gives the wardens a 5 hour interval to get to the same area to check on cars.

37. Resident, Warblington Street

I object to the decrease of time to one hour – not sure what your trying to achieve here apart form not let gunwharf shoppers use roads to park their cars etc. Or Portsmouth residents parking and taking a walk round old Portsmouth and the sea area which a lot of Portsmouth residents do. Unfair I think

38. Resident, Warblington Street

We agree that there is considerable pressure on the parking in Old Portsmouth. Our proximity to Gunwharf Quays means that at weekends, people shopping in Gunwharf Quays park in the roads west of the High Street. This makes it very unlikely for residents to be able to find a parking space should they return between about 11.00 and 17.00.

While the proposed limitation to 1 hour is likely to reduce this, it is also too short a time to allow people to attend services at the Cathedral without having to pay for parking places, a significant expense if attending weekly. Hence we prefer the parking system to remain at 2 hours, as it is at present, unless some inexpensive system allowing members of the Cathedral congregation to come for 2 or 3 hours were put in place.

A suggestion would be a 50p scratch card, based on the present 12 hour scratch card, but valid for 3 or 2 hours maximum. These could be made available through the Cathedral Shop. To encourage members of the congregation, and guides during the week, not to park in the residential streets adjacent to the Cathedral, it would help if such a permit were valid in the centre of Grand Parade, which at present appears to be a Pay and Display parking area only.

Officer comment

The cathedral already purchases visitor scratch cards. A price for scratch cards below £1.00 is not viable, as the 12-hour visitor scratch cards are already issued at cost price, i.e. £1.00. Whilst 4 or 8-hour cards could be produced (or 2 - 3 hours cards as per this particular suggestion), the cost would still be £1.00 due to the costs of production. Many people feel the current restrictions and concessions are complicated in relation to the relatively small provision of parking available, and introducing further measures would be likely to cause confusion and be difficult to manage.

39. Resident, St Thomas's Street (A'Becket Court)

I'd like to say this is great news and I welcome this change! As a resident for many years it is frustrating that we need to pay in order to park outside our houses, yet we can never find a space due to people parking for Gunwharf shopping.

40. Resident, St Thomas's Street

We both support the change to 1 hour. It will be beneficial in increasing turnover of parking spaces.

41. Resident, St Thomas's Street

In my opinion the changing of free parking period in the KA zone is long overdue and doesn't go far enough. We are blighted by people visiting Gunwharf and using the local roads as a car park. The university doesn't have enough parking spaces for their staff, then add the students who despite the Universities advice, use their cars to get to lectures and the KA zone parking spaces become very limited.

Add into the mix parents of children who attend the Grammar School arriving to bag a parking space as early as 14:00hrs and you can see we will struggle to park anywhere near our homes.

I realise the residents parking permits don't guarantee we will have a parking space but I really don't have to expect to pay to have to park in Museum Road like I've had to do recently.

Have the council considered widening the pay to park scheme? I work in London where many roads have 90% resident only areas between 08:30 and 22:00hrs and then a small area of a residential road that is a mix of time restricted pay and display and resident parking. Roads that are near some popular attractions are purely residents only parking.

Has the council considered these sorts of schemes? If not what was the logic for dismissing such a scheme? It would bring in more revenue and also allow residents to park on the road they live in rather than feel that we are paying for the privilege to get a residents parking permit yet not having the ability with the permit to park in the same road we live in.

42. Resident, St Thomas's Street

I am in support of the recent proposal to reduce the parking period from 2 hours to 1 hour in KA. I have noticed that the problem has deteriorated over the last six months, with students and shoppers using the 2 hours as free parking and rarely a ticket being issued. Another big issue is that traffic wardens do not appear to check that people are not leaving their cars here overnight. It is a real issue finding a parking spot on a weekend night, as you can see non-residence leave their cars in Old Portsmouth, rather than pay parking charges at Gunwharf, as it is rarely checked, as it seems no parking tickets are issued.

43. Resident, St Thomas's Street

This is to support the proposed change to 1 hour parking for zone KA.

44. Resident, St Thomas's Street

My justification for supporting the proposal is:

1. While Old Portsmouth is a place of work, education, worship, culture and sport, most importantly it is a place to live, but the pull on the area from regions far and wide makes 'living' for the car-owning population of Old Portsmouth something of a challenge. Despite the availability of Park & Ride, local car parks and street meter parking, residents find themselves competing, and indeed losing, to the ever-increasing numbers of visitors filling the limited 'free' street parking in this busy and unique part of Portsmouth. While all this makes parking difficult throughout the day, arriving home from work in the early evening is particularly frustrating but nothing compares with weekends and holidays when any attempt to use the car is reduced to the absolutely necessary trapping you at home.
2. As a destination for all the reasons given above, the impact of private transport easily overwhelms the area to the disadvantage of residents. Moreover, the two free hours causes parking stagnation; visitors not only use the period of free parking to visit Gunwharf, the beach, the Hotwalls, the cathedral, schools, the Masons' Lodge, BAR, pubs and restaurants etc., they also abuse it, many ignoring the restriction altogether.

3. The two hours of free parking is only free to visitors and it is long enough to 'do something': go shopping have a meal or even a swim! Residents however pay — albeit fairly — an annual fee for parking permits, but that becomes unfair and unreasonable when those who don't pay abuse the system and, more often than not, get away with it. I do understand that abuse of the rules is a separate issue, but hopefully reducing the 'free' period to one hour will encourage the abusers to be less so inclined thereby serving as an advantage to others.

4. Residents' visitors of course use our streets, but here control is exercised through temporary 12- or 24-hour parking permits. On a positive note, there is potential for PCC to benefit financially as more of these temporary permits will be used if free parking is reduced to one hour. This of course applies to non-car owners too, but all residents should take responsibility for what goes on in their streets.

5. In all areas where there are schools parking is contentious and Old Portsmouth is no exception. The Grammar School and St Jude's primary school turn out between 3.00 and 4.30 pm but it is quite common for parents to start arriving around 1.00 pm then kill time until pick-up. The impact of the schools on residents' parking is exacerbated during evening events and by older car-owning students who park in the streets. The consequence of this is that you aren't move your car in or out of the area between 1 pm and 4 pm again trapping you inside or outside of the zone.

6. The cathedral draws many people to the area for worship and culture, and while no one wishes to deter either, again it's a matter of balance.

To summarise, no one appreciates the difficulties of parking in Old Portsmouth more than its car-owning population, but it is we who live here, pay our way here and, along with PCC and the host of cultural, religious and business organisations, help to make the area a splendid place to live and a destination of choice, but the balance of parking privilege is very much in favour of the visitor.

In conclusion, given all the reasons that make Old Portsmouth unique within Portsmouth, I would be most grateful if the balance of parking opportunity was reset to favour residents, to which end the proposal to reduce free parking from 2 to 1 hour would help and should be introduced without delay.

45. Resident, St Thomas's Street

I write to support the proposal to reduce the free parking period in Zone KA from 2 hours to 1 hour maximum stay. With the introduction of the charge for the first residents permit, it is now inconsistent that visitors park free of charge in the same space as we have to pay to park. Whilst sadly you are not proposing "Residents Only" parking bays, at least if it is only for 1 hour, it's better than for 2 hours. It will increase the turnover of spaces will assist residents find a parking space.

Please bear in mind the Cathedral has off street parking for at least 12 cars, which they rarely used. Also, the majority of those parking in St Thomas's Street and visiting the Cathedral on a Sunday, have blue badges and would not be affected by your proposal.

Deliveries to the Cathedral regularly ignore the parking restrictions and frequently park on double yellow lines for long periods. They also park on the footway and cause damage to the paving. Again, the Cathedral could, but choose not to, allow the vehicles to use the off-street parking spaces within their control.

Can I please ask you to review your enforcement regime in KA, in particular at weekends, as the area has very little enforcement, which leads to inconsiderate and dangerous parking.

46. Resident, St Thomas's Street

i) I am a member of the Cathedral congregation where I am a regular worshipper. However, I must express my dismay at the Cathedral's (yet again) imperious approach to the local community. There is no reason why the Anglican community should be entitled to free parking, either for its congregation or its volunteers (of which I am also one). If this were the case, PCC would need to assign such

benefits to all faiths (Muslim worshippers, the RC Cathedral etc etc) and I do not believe this is the purpose of parking restrictions.

My observation of the Cathedral's behaviour in relation to those that attend is that i) most people come on foot ii) those that do not seem to arrive mostly in taxis iii) others have disabled badges and (as an aside) seem to park where they feel they want to, often narrowing or even blocking the road, rather than where they ought to. The staff who work there seem to have business or similar permits. I do not say any of this in a spirit of anti-Cathedral, merely to state that their arguments in this respect are spurious to say the least.

ii) with the introduction of the requirement for residents to pay for their first permit (which I am very happy to do) it occurs to me that residents have to pay for any parking at all (which, I emphasise, I am very happy with also) but visitors do not. So even an hour is a big benefit to visitors that residents do not get.

Whether or not this proposal goes ahead (and I really do hope that it does), please do enforce zone KA better as any restrictions are only as good as the enforcement regime and enforcement in this zone needs to be very much improved if we are to prevent long term and inconsiderate parking that happens here a lot. I wonder if I could ask you to pay particular attention to the weekends and particularly Sundays.

47. Resident, St Thomas's Street

I must admit being a resident of St. Thomas's Street Old Portsmouth it is very frustrating not being able to park near my house. I think the suggestion of making it a 1 hour, no return within 2 hours is an excellent idea. I find both the University and the Portsmouth Grammar School a continual nuisance, in that they park for two hours then at break time they change places to get another two hours making it impossible to get near my home. Also parents and grandparents park about 3pm to collect children from St. Jude's School and wait in cars for more than an hour at a time and I have to stagger up the road with shopping.

Please please do something about this situation. I have been a resident for over 17 years and it is beginning to take its toll on me. Any help would be marvellous; I do not have the luxury of a garage so hope you understand my plight.

48. Resident, St Thomas's Street

I wish to support the PCC's proposal to amend parking in Zone KA reducing the free period from 2 hours to 1 hour. It is getting increasingly difficult for residents to park day or night in this area. A lot of visitors abuse the parking restrictions and now that we residents pay for our parking, it would be nice to be able to park in the area.

49. Resident, St Thomas's Street

This is to confirm my support for the change to 1 hour parking in KA zone but I would like you to get back to me with further information. I would like to know what research has been done and why:

- 1) you are proposing a change to 2 hour no return from 4
- 2) you are not proposing to eliminate free parking altogether.

Either of which I would support.

I believe the provision of any amount of free parking almost encourages people to overstay their time. Whilst people pay more attention when they have to pay for a ticket, they have a written reminder of the time they should return and there can be no dispute. It would also be easier for traffic wardens to enforce.

Finally can you let me know how often wardens patrol in zone KA and how many tickets they issue. Also are there plans to increase the number of wardens?

I rarely see wardens in Old Portsmouth and if you don't increase the level of enforcement then any changes to the parking restrictions are pointless.

Please note that if the Cathedral have issues they can deal with them as any business would by issuing scratch cards or rebates. Or by providing off street parking on its land. You need to use this opportunity to move towards no free visitor parking across the city. Whilst the feedback you receive will be useful - you need to make the decision for the future of the city. 1 hour free or none free is the way forward.

Officer response:

Please find attached a summary of feedback received from residents, which influenced the proposed reduction of free parking from 2 hours to 1 hour.

Whilst some residents welcome the proposal for a shorter free parking period to deter visitors to Gunwharf Quays etc. and encourage use of Pay & Display ahead of residents' parking bays, others feel their own visitors would be affected and the need to purchase visitor scratch cards could increase. The consultation response will help to establish the way forward on this.

As requested, the information below relates to the number of enforcement visits and Penalty Charge Notices issued in relation to KA zone - this is over the last 12 months.

Within the last 12 months, 785 penalty charge notices have been issued within the KA zone and 5521 visits made.

50. Resident, St Thomas's Street

The proposal is an excellent idea and would be welcomed by a lot of residents. At present we are plagued by shoppers to Gunwharf who do not respect the parking time and stay much longer (they get away with this due to very few traffic wardens). The University students and also those from the Grammar School are a real problem - they change places after 2 hours making it impossible to park anywhere near where I live. I have to make sure if I go shopping I have to return between 12.30pm - 1.30pm when hopefully they are at lunch. I cannot return at all between 3pm-4.15pm due to parents collecting children from St Jude's School - they arrive early, sit in cars chatting or reading and we cannot get in. The many public houses / restaurants also cause a problem. I do not have a garage so that does not help; I have to park on the street.

Please bring in the 1 hour parking and a lot more traffic wardens.

Have noticed some students from the Grammar school have KA discs on the cars they drive - surely if they truly live in the area they should be walking!

51. Resident, St Thomas's Street

While I can understand the particular difficulties of Residents around Point, Bath Square, Broad Street – I cannot support the Proposal for 1-Hour Visitor Parking *throughout* the KA Zone.

This will cause major difficulty for visitors to the Cathedral – many of whom live away from Old Portsmouth, many of whom are elderly and/or infirm. One Hour Parking is not long enough to attend any but the briefest of Church Services – certainly not long enough for attendance at Concerts or other Events there. Remember too that while there may not be many Mums and Dads in Old Portsmouth – there are plenty of Grandparents – who expect to receive visits from their families from time to time – and usually for longer than 1 Hour.

Why not consider splitting KA into (say) KA1 (Broad Street, Bath Square, White Hart Road) and KA2 (the rest)? This would help those around Point and at the bottom of Broad Street who have been so inconvenienced by the arrival of the Ben Ainslie Shed and the 'Arches' in their Residents Parking Area – and would allow visitors to the Cathedral and local residents elsewhere in the KA Zone time for at least a realistic stay.

52. Residents, St Thomas's Court

We would prefer for the free parking period to remain at two hours with no return for four hours. We have no car at this address so the parking zone only affects visitors to our house. Two hours is long enough for someone to come for lunch or to service a boiler, for example. If the free parking period is reduced to only one hour it will mean that we have to give nearly all callers to our house a visitors parking permit which we have to pay for.

53. The Cathedral Offices, St Thomas's Street

We here at the Cathedral Chapter (governing body of the Cathedral) entirely understand and appreciate the need to control parking and traffic around the city and the responsibility we all have to reduce carbon emissions, however we do have some concern in relation to the proposal to reduce the free parking period, specifically around the Cathedral.

We realise that you cannot adjust to every concern expressed but do wonder if the Cathedral could be considered as a special case in that the Cathedral has a diocesan, indeed city wide and regional role including being the Cathedral for the annual Civic Service. As you will appreciate such services are in the region of an hour long and 1 hour parking would not be sufficient to enable free and easy access for those attending and we would like to suggest the retention of the 2 hour free parking around the streets immediately adjacent to the Cathedral.

While the proposed limitation to 1 hour may assist in relation to residents finding parking spaces during shopping hours, now frequently taken by shoppers to Gunwharf Quays, it is too short a time to allow people to attend services at the Cathedral without having to pay for parking places, a significant expense if attending weekly and not just on Sundays. Therefore we would prefer the parking system to remain at 2 hours, as it is at present, specifically around the Cathedral.

We would highlight the following for your consideration:

1. The proposed change would have a serious and devastating impact on Cathedral services and community activities.
2. The Cathedral is unlike a parish church in that it has a diocesan and city wide role, and is much busier with several services, community activities, recitals, concerts, events etc daily.
3. These services and most other events, in the main, all last over an hour or more and the current 2 hour free parking works. Reducing it by any more would make it impossible for some people to attend and will have a negative impact on the Cathedral delivering its diocesan and city wide remit.
4. The current 2 hour period is already too short for those singing in choirs or setting up for concerts etc who come earlier and leave later, and must find paid spots in which to park, if they can.
5. Policing the current restrictions better may be a more effective improvement than the proposal.
6. Similarly having the Cathedral on the 'Park & Ride' scheme routes might help.

54. Resident, St Thomas's Street

I object most strongly to the above suggested change to 1 hour parking, no return within 2 hours. As a widowed pensioner living on my own the company of my friends is vital. Currently when friends visit, 2 hours parking allows time for me to make coffee and have a reasonable time to chat. To reduce parking time to 1 hour will put real pressure on my friends to leave early to avoid parking fines. Buying permits to allow extra parking time would be very expensive when living on a pension.

As there are always parking spaces available in this area I can see no reason for change and hope you will NOT change the current system.

55. Resident, St Thomas's Street (A'Becket Court)

I am writing as a resident, who is also involved with the Guides at Portsmouth Cathedral. There are volunteer 28 guides at present. More than half of these live outwith the Parish and come by car to supervise a two hour session. There are three sessions per day Mon- Sat, two on Sundays. Two hour parking suits them - just. One hour would be unsuitable. Park & Ride costs £4 & the buses do not stop at the Cathedral. The Guides make a valuable contribution to Travel & Tourism in Portsmouth. In July 2016, 1778 visitors were recorded in the Guides' Log. This included local residents, people from 58 areas of the UK as well as visitors from 30 countries from as far away as Fiji and Venezuela! To acknowledge their contribution, perhaps you could designate two parking spaces for cathedral guide use on the North side of the Cathedral in St Thomas's St if two hour parking is not to continue in this area?

At the other end of St Thomas's St, during term time students park here usually for 90-105 mins. Lectures, I presume, last for an hour - they did in my day. To walk there & back is well over an hour. We are not aware of students abusing the parking system. How will they manage?

56. Resident, St Thomas's Street (also a Chapter member of St Thomas's Cathedral)

While this change may be supported by some residents as a way of reducing the number of cars being parked locally belonging either to students or to people 'popping into Gunwharf', it will not change the fact that there are many more cars around anyway.

1. This change would have a serious and devastating impact on the Cathedral services. Many people are older and need to drive to services.
2. These services all last over an hour and a 2 hour period works for most people. Reducing it by any further amount would make it impossible for some people to attend and will have a negative impact on the Cathedral.
3. The current 2 hour period is already too short for those singing in choirs who come earlier and leave later, and must find paid spots in which to park, if they can.
4. The Cathedral is unlike a parish church in that it is much busier and to facilitate that we have more paid staff to help run things. Many services, recitals, concerts, events – including many with schools, take place during weekdays and would also be negatively impacted.
5. Many of those coming to activities at the Cathedral are voters from other parts of Portsmouth and would be adversely impacted.
6. Policing the current restrictions better, whilst not ideal, would be a more effective improvement than an arbitrary alteration to something which we can largely make work right now.
7. Many other businesses in Old Portsmouth, including your own development at the Hot Walls, the pubs and restaurants would be adversely impacted by such a change. It cannot be all about one group of loud residents.

I hope this contributes to a refusal to change the current limit.

57. Resident, St Thomas's Street

I strongly prefer the existing parking period of TWO hours. In particular for local businesses and for our elderly residents' visiting healthcare and medical assistants.

58. Resident, Oyster Street

I think your new proposal of 1 hour free parking is a good idea and will benefit fee paying local residents. As with all rules it will only be effective if properly enforced so I hope the council will be sending out officers on a regular basis especially to areas with historic abuse of free parking facilities. The areas around the cathedral and hot walls being 2 that instantly spring to mind.

59. Resident, Oyster Street

I wish to object to the proposal and to keep the 2 hours no return within 4 hours, as this keeps visits to the cathedral services feasible and visits from friends worthwhile. I do not want the change but wish to keep the parking times as they are now.

60. Residents, White Hart Road

As residents of White Hart Road we support this application

61. Resident, White Hart Road

Further to the proposed change to the parking zone amendment from 2 hours free parking to 1 hour in White Hart Rd. I OPPOSE this change as I feel it would not give friends and family who visit enough time, and I would need to then give a parking permit with each visit. As the shortest parking permit to purchase is 12 hours, which for a 2 hour visit is an expensive cost to me as a resident for each visit.

62. Resident, Merchant Row (White Hart Road)

I object to the proposal as 1 hour is insufficient for friends and family coming on a visit. 2 hours is fine and in my view works well. That gives sufficient time for a family/friend's visit. 1 hour is insufficient for those purposes and indeed for trades people. Please keep the existing system.

63. Resident, King Charles Street

As long term residents of Old Portsmouth and ones who previously suffered the parking regime 'pre-Residents Parking' we would like to strongly object to the current proposed changes. The current 2 hour parking / 4 hour no return suits extremely well and accommodates 80% of all resident's visitor call ins without the need to display visitor permits whereas 1 hour would very probably not, 2 hours additionally allows for the majority of other visitors to the area a reasonable chance of fulfilling their needs. The proposed changes only appear to benefit the Portsmouth City Council coffers by necessitating the need to use more permits and hence generate more revenue along with the adverse knock on effect to local businesses. We request that you please leave a well working system alone and resist the urge to dabble with a smoothly working system that provides a service to other visitors to this area as well as resident's visitors. Basically 'if it aint broke, don't fix it'

64. Business, Portsmouth Festivities

I would just like to send my objection for the proposed amendment to the free parking period. For many reasons 1 hour is too short a period for visitors and for those that attend events in the area, we should be promoting this part of the City not pushing people away.

65. Battery Row

Parking in Old Portsmouth is under severe pressure. It is no longer realistic to expect free parking when this is a popular tourist area with commercial uses such as the HotWalls, Gunwharf Quays, Wightlink and BAR.

Free on-street parking imposes many indirect costs on the local community - it encourages private motor traffic, deprives bus companies and taxi firms of trade, increases congestion, air pollution, noise and the inevitable increase in number of speeding vehicles with the attendant risks to road safety especially for those walking or cycling in OP. I therefore agree with the amendment.

66. Resident, Broad Street

Am very supportive of the proposal to reduce the free parking period to 1 hour-or even 30 mins. The spaces are usually occupied by visitors to the Hotwalls development rather than visitors to residents, as was, I think, the original intention. Residents' visitors can be accommodated by the scratch card/Ringo system. If the Order is adopted then of course it needs proper enforcement!

67. Spice Island Association (Broad Street vicinity)

I am writing on behalf of the committee of the Spice Island Association. We wish to wholeheartedly support the proposal to reduce the free parking period from 2 hours to 1 hour within the KA Old Portsmouth residents' parking zone.

We all agree that this is a step in the right direction as it will hopefully reduce the volume of people who use the free parking down here whilst they go shopping in Gunwharf Quays. We do feel however that removing all free parking would be even more constructive.

It will not however solve the problem that we are suffering with the increase in parking due to the presence of Landrover BAR, the recently opened Hotwalls Studios, the Canteen, the removal of the Camber Carpark, the increase in Airbnb as well as all the existing businesses and there is also still to come the planned development of the Westmark site. All this has meant that there has been a huge loss in available spaces to park and a corresponding huge increase in business activity on Spice Island resulting in very real parking difficulties for local residents.

The residents do feel that they have been very much overlooked and would ask the council to revisit the residents-only parking scheme that was looked at in 2015.

Spice Island is a peninsula which means that we are very restricted in parking options. Whilst we can understand that residents in the High Street would be concerned that to introduce residents only parking in Broad Street and Bath Square would transfer the problem further back - this is already happening as there are times that Spice Islanders have to park further up the High Street as there is no parking available on Spice Island because all the spaces are taken.

We would support a residents only parking scheme throughout the KA zone as we believe this would go a long way towards reducing the amount of visiting traffic.

68. Resident, Spice Island (Broad Street vicinity)

I fully support the comments issued by the SIA (Spice Island Association). I agree that whereas the reduction to 1 hour free parking is a welcome move in the right direction, it will not guarantee that permit holders (which include visitor scratch cards holders) will find slots to park in. From the comments, it appears that some form of permit holder only parking is desirable but there are concerns that this could reduce the parking areas for non-permit holders.

There are street side parking schemes in London where both limited free and pay and display parking zones are restricted to permit holder only parking at specific times of the day. Parking signage will indicate "permit holder only" parking for periods from 1-4 hours at selected times when the parking demand by non permit holders is high. These schemes have been successful as they enable permit holders to park when the availability of parking slots would normally be limited. The permit holder only parking times and periods are not fixed but are tailored according to the local parking usage. I urge the Council to consider these schemes as they could be an effective way of satisfying the needs of both permit holders and non-permit holders without creating separate parking zones. They would also assist the wardens in targeting the times when the zones should be policed.

69. Resident, Spice Island (Broad Street vicinity)

I support this change. Parking is very difficult for residents on Spice Island and this change will hopefully allow residents to find a space. I would also like to see Residents Only Parking areas on Spice Island.

70. Residents, Bath Square

This household fully supports the proposal to change the parking from 2 hours no return in 4 hours to 1 hour no return within 2 hours.

71. Resident, Bath Square

I write concerning the proposed change to the Free Parking Period within the KA area. I do not see how this proposal would improve efficiency and effectiveness. I do believe it would make life more difficult with no corresponding advantage. Consequently I do not support this change.

72. Resident, Bathing Lane

In Spice Island alone we have lost over 100 public parking spaces with the BAR building and the extension of the KB Boat Stack and parking allocated to KB. The impact on residents parking has been severe. A reduction in the hours of free parking for visitors will not dissuade visitors from parking - which I assume is the motivation for this scheme.

I propose that the Council consider making residents only parking spaces available as the council is now charging all residents to park. Surely, there should be an available space, as most (all would be impossible) times. Spice Island is a peninsula and as a consequence visitors park here to the exclusion of residents at peak times of the year. I would like to suggest that half of Broad Street and Bath Square be designated for residents parking only.

73. Resident, West Street

I am fully in agreement with the proposed changes as outlined. As this is such a small area parking is at a premium and with the increased traffic due to BAR, Hot Walls Studios and the number of houses who are renting out rooms via Airbnb I support the move from 2 hours to one hour.

74. Resident, King James Terrace (Broad Street)

I note that you say you propose to change the restriction notice from 2 hours no return within 4 hours to 1 hour no return within 2 hours. You do not say that KA residents are exempt from this, as in the case currently. I presume that this exemption will remain in force. If this is not the case, please inform me immediately as I will wish to register an objection.

Officer response

KA permit holders are exempt from the time limit within the residents' parking bays. This would remain the case should the time limit be changed (either reduced or extended).

75. Resident, Camber Place

I am responding to the request for comments on the unlawful proposal to restrict parking in Old Portsmouth the KA area. At the moment the restriction is already an intrusion into my family life because with only two hours free parking it means that when friends and family come to visit they have to go in a short time. If the parking is reduced to one hour, I and others like me will have no family life because even Portsmouth residents from other 'zones' will not be allowed to park and stay for long enough for meaningful relationships to continue. Everyone has the right to have respect for his or her private and family life, home and correspondence. This right is subject to proportionate and lawful restrictions. The Council are proposing to disregard the law with their current suggestion on a further restriction.

Article 8 of the Human Rights Act is a broad ranging right that is closely connected to other rights such as freedom of religion, freedom of expression, freedom of association and the right for the Council to respect my and others' property and right to freedom for a healthy family life. Currently the present restriction already borderlines on being lawful in this respect, because it engrosses on my right to live a peaceful family existence because two hours at a time for my visitors is bordering on an unacceptable restriction to a family life.

The obligation on the State and the Council under Article 8 of the Human Rights Act is to refrain from interfering with the Human right itself. The proposal is not controversial. It unacceptably will interfere with my Human Right because it restricts visitors to a visiting time which is not sufficient to maintain meaningful communications. The Human Right Act and other legislation requires the Council not to interfere with my freedoms. I pay Council tax at an absurd level for a pensioner and I politely ask that positive action is taken to prevent people proposing this further restriction.

Private life - the concept of a right to a private life encompasses the importance of personal dignity and autonomy and the interaction a person has with others, both in private or in public. This proposal is already interfering with my life and appropriate action should be taken against people who are proposing such a thing.

Family Life - Article 8 also provides the right to respect for one's established family life. This includes close family ties. It includes any stable relationship, be it married, engaged, or de facto; between parents and children; siblings; grandparents and grandchildren etc.

Respect for the home - Right to respect for the home includes a right not to have one's home life interfered with, including by unlawful surveillance, unlawful entry, arbitrary restrictions such as parking nearby etc.

Respect for correspondence - everyone has a right to have people visiting without unlawful new restrictions.

Officer response

Residents' parking schemes are not unlawful by nature, being implemented and amended at the request of residents. This applies and can be seen nationally and does not breach Human Rights legislation. Parking zones in Portsmouth vary from 'permit holders only' and no free parking, to a 3-hour free parking period - as a result of local consultation. However, it is not possible to provide a scheme that everyone living in the area will agree with entirely, as personal circumstances generate a subjective view.

76. Hotwalls Studio, Broad Street

I wish to object to the planned change from 2 hours free parking to 1 hour. I am very concerned that our visitor numbers will be affected by this change. I know the sensitivity of the area and parking problems but I live next to the Kings Theatre and during showtimes I have issues parking my car. No political party will enforce residents parking in this area even though every survey by residents is in favour of this.

Why do Old Portsmouth residents still have residents parking? We all live in the same city so why give special treatment to some and not others? very unfair. I am aware that residents raised concerns about the Hotwalls Studios development initially because this would impact on parking.

On our website we clearly indicate that there are parking restrictions in place and try to encourage people to walk, cycle or use the bus when visiting the studios and Canteen. Some of our studios tenants live off the island and also have to bring in large pieces of work on a daily basis. This will also impact on them. It would seem a better solution to change the times so it could be 2 hours from 10-4pm and then 1 hour for the rest of the time when people come back from work to their homes in Old Portsmouth.

I know that the Land Rover BAR building has taken away parking bays but Hotwalls Studios plans were already in process before they arrived. I do hope that a sensible solution can be found one that benefits all and enables our studios to prosper. Due to the amount of visitors we are currently getting we want to build on this and make the area a focus for creative businesses to flourish.

77. Hotwalls Studio, Broad Street

As a HOTWALLS studio holder, I wish to strongly object to the proposed changes in parking, particularly around Broad St, on the grounds that this will impact upon our potential sales. Restricting parking from two hours to one hour will affect how long our potential customers will stay on site at HOTWALLS - thus undermining what we are doing to encourage tourism into the area.

The Council spent a huge sum of money converting the former barracks and arches into a successful venue - restricting free parking will seriously affect the HOTWALLS experience. I fear the proposed changes in parking will also seriously affect our potential revenue and more importantly affect any longer term plans for the site thus restricting its further development.

78. Hotwalls Studio, Broad Street (duplicate of above but submitted by separate individual)

As a HOTWALLS studio holder, I wish to strongly object to the proposed changes in parking, particularly around Broad St, Old Portsmouth, on the grounds that this will impact upon our potential sales. Restricting parking from two hours to one hour will affect how long our potential customers will stay on site at HOTWALLS - thus undermining what we are doing to encourage tourism into the area.

The Council spent a huge sum of money converting the former barracks and arches into a successful venue - restricting free parking will seriously affect the HOTWALLS experience. I fear the proposed changes in parking will also seriously affect our potential revenue and more importantly affect any longer term plans for the site thus restricting its further development.

79. Resident, Grand Parade

I object to the proposal to change the free parking period from 2 hours to 1 hour

80. Resident, Peacock Lane

I am just writing to register support for the proposed amendment. I would also like to suggest that there is NO FREE PARKING from 3pm to 5pm on Weekdays. I believe that this would reduce the traffic issues that are a feature of school pickup in afternoons

81. Resident, Peacock Lane

I do not object to the proposed changes to the free parking periods. I feel this is needed to restrict those who choose to park in Old Portsmouth when visiting Gunwharf Quays and other facilities close by to avoid high parking charges.

82. Resident, Poynings Place

I wish to let you know that I support the proposed change to the free parking period from 2hrs no return within 4hrs to 1hr no return within 2hrs. I believe this may well help in discouraging motorists from "touring the area" to find free parking within residential roads whilst shopping at Gunwharf or visiting the seafront and in so doing relieve a bit of congestion and a lot of air pollution.

83. Resident, Poynings Place

I would like to add my support to the proposal to limit the free parking in KA zone to one hour. This will help the residents near Gunwharf, as shoppers will be less tempted to leave their cars in residential streets. It will also help residents on the other side of the High St, as parents will not be able to park and leave their cars to walk dogs etc before collecting children from school. I personally would welcome a limit of less than an hour, but I realise that businesses need some time for customers to have a coffee, for example.

84. Resident, Poynings Place

I am in favour of the proposed amendment.

85. Resident, St Nicholas Street

I refer to your recent proposal to enforce one hour parking in the above zone, replacing the existing two hours. It is an excellent idea which I fully support and it would hopefully stop people parking for two hours and then changing places on expiry of the two hours.

At present this happens, mainly by students from the college and also pupils from the Grammar School. Also some of the Grammar School students have KA parking tickets on their windscreens (if they live in the area surely they can walk).

Another problem are parents etc., from both St. Jude's School and the Grammar School waiting to collect children and waiting in excess time.

I should also mention shoppers who use Gunwharf who in the main ignore the time limit, we rarely see Traffic Wardens in this area.

86. Resident, St Nicholas Street

Whilst I have no objection to the proposal above, if the traffic regulation is authorised how will the reduction in length of parking and return to the area be policed? Whilst this is no reflection on the work that they carry out at the moment the lack of traffic wardens means that many vehicles remain in the area well past the present 2 hour restriction.

87. Parent of schoolchild (St Jude's School, St Nicholas Street)

I have a child that attends St Judes school, and being a working mum and not living locally I need to drive to the school to drop off and collect my son. We are already limited on parking with pay and display areas, so use the parking zones in the surrounding area of the school. At the moment they allow us to park for 2 hours you are proposing to reduce this time to 1 hour. This will have a massive impact on the school when they are holding events such as summer or Christmas Fayres, sports days, nativities, discos, parents evenings etc. as parents will be limited on time spent at the events due to parking restrictions. Meaning we will miss out on seeing our children perform, or won't be able to attend fund raising events or volunteer to help at any event such as the school disco for example. When I chose what school to send my son to I took into account all the events and after school activities the school do, and being limited on time spent at said events and having to take my child away from any event because my parking has run out will have a massive impact on us and the school. It is on these grounds that I object to the proposed parking restriction.

88. Parents of schoolchildren (St Jude's School, St Nicholas Street)

I would like to object to the proposed change to the free parking period from 2 hours to 1 hour in KA zone on the grounds that my children's school is located here and this will prevent myself and my family from being able to attend school events without having to pay to park. We travel to school from out of the area due to the fact this is the only Church of England primary school in the city, therefore

as also being working parents we travel by car. The school regularly encourages parents and family to support children by attending social functions as well as important educational events. At present we have a window of 2 hours in the free parking zone which we utilise to attend these events, if however this is reduced to 1 hour it is possible that our attendance may be forced to reduce as all other areas are pay and display. We would be grateful if these objections are taken into account.

89. Resident, Wyndham Mews (St Nicholas Street)

I would like to object to the proposed change to street parking waiting times from 2 hours to 1 hour. There is little enough life going on in Old Portsmouth these days as it is, and rather than reducing this through restrictive parking schemes, the council needs to encourage it. At the moment, anyone who wants to travel to the area to have a meal and a drink, enjoy a walk, or browse through the new arches development has time to enjoy a couple of hours at their leisure. By reducing the free parking time to 1 hour will hit this trade badly. Why would someone come to the area knowing that they will either have to keep an eye on their watch in order to avoid a parking fine, or rush their stroll or their meal, simply because the time they have been allowed to park for free has been halved. Yes, they can pay, but that is not what people do. Why would someone want to come to Old Portsmouth and effectively have to pay more for their meal or drink as a result of having to buy a parking ticket, when they can go elsewhere and pay nothing for the 2 hour period? Give them an alternative and they will park elsewhere, indeed those determined not to pay will either stop visiting the area or will park in the adjoining roads where they can park for longer, which only serves to fill up other areas.

Old Portsmouth should take its fair share of visitors, and should welcome them to support local businesses. Without these businesses, the area will simply turn into a dormitory, with little life or interest. I would hope that common sense prevails and those year in year out ardent supporters who continually fight to rid the streets of Old Portsmouth of cars, do not get their way. If they do, it will be a very sad day for the area.

90. Resident, Halfpenny Lane

I would like to voice my opposition to the proposed changes to the KA parking zone, reducing the stay time from 2 hours to 1 hour. Whilst I understand that parking in the area may be difficult for some, I believe that the proposed changes won't help residents much (Murphy's law basically means that if you really need a parking place you won't be able to find one anyway) and it will negatively impact businesses in the area.

It's unrealistic to think that restaurants and cafes in the area won't suffer because of this change as customers without KA permits will probably feel like an hour is not enough time to enjoy a meal or browse the shops. With small businesses such as Mellors hairdresser, Manna tea room, and the Dolphin pub (the oldest in Portsmouth), it is my belief that we should try to protect their clientele so that they can continue to prosper. I fear that changes such as those proposed will drive customers to only frequent areas of Portsmouth with large car parks (such as Commercial Road) and Portsmouth's small business community will suffer.

In as charming an area as Old Portsmouth, this would be a great shame.

I would like to clarify that it is the providing no option for staying longer than 1 hour to which I am opposed, not the reduction of the time allowed for free. If the option of paying a little to stay longer was available then I would not be as opposed. My worry for this plan is that only people who lived in the area or knew someone with access to KA scratch cards would be able to take advantage of the local shops, and those people would probably walk to them anyway.

Officer comment

The Pay & Display enabling longer-stay parking in Old Portsmouth is unaffected by this proposal, which relates to the time limit within residents' parking bays only. Pay & Display remains available in the High Street, Museum Road, Pembroke Road, Broad Street, Grand Parade, Trimmer's Court and at the Camber (Land Rover BAR car park).

91. Resident, Pembroke Close

I write to let you know that I am completely in agreement with this proposal. People are using this zone for free parking when going to Gunwharf, often over-staying their 2 hrs. They appear to be able to do so without any penalty being imposed. However, if you park outside your own house in Old Portsmouth but don't display your permit for some reason, you will undoubtedly be fined. There seems to be a lack of consistency so far as the traffic officials are concerned, which I should like addressed.

KA is already short of spaces, as you know, with increasing pressure on the area because of the Arches, Ben Ainsley, other tourism growth etc. People shopping at Gunwharf should be encouraged to use the City's Park & Ride facilities, come in by commercial coach, bus or train, or else use the underground parking there. Unfortunately, Gunwharf is a victim of its own success, having provided far too few parking spaces when constructed. No doubt there was good reason for this at the time, but this doesn't mean that local residents should be penalised now.

I look forward to hearing more, and trust that the zone rules will be changed. If you know where you're going in Gunwharf, you can achieve a lot in 2 free hours' shopping, and avoid any parking charges or penalties at the same time. In my view this must be changed.

92. Resident, Penny Street

Residents parking KA zone: Penny Street could be renamed school run parking zone. While I support any measures to reduce parking times, more intensive policing would be needed to deliver the effectiveness of reducing the legal time limits. I support the changes to reduce free parking period.

93. Resident, Penny Street

I support the parking proposal for 1 hour free parking and no return within 2 hours.

94. Resident, Penny Street

As a resident I believe we are very poorly treated, especially in the Summer when it is impossible to park. We are prisoners, so that visitors can take all the parking places. Penny Street in the Summer is visitors driving up and down looking for a free spot.

The house side of Penny street should be limited to Penny Street residents which is what occurs in other parts of Portsmouth, where roads are restricted to residents even though they do not suffer the continual threat of visitors for Gunwharf and the seaside that Penny street does.

I believe the amount of 'free' parking in KA zone is very limited, I am not sure why there is any?

Everyday all the parents park in Penny Street because it is free to collect their children, often blocking garages because they have a 4x4 and are very important!

I agree the shorter one hour parking will be easier to enforce but the majority of visitors are dog walkers who an hour is about right. I think there should be more free parking eg along Pembroke Road on the seaside, especially the little blocked off road near the roundabout. This would spread the load on the free parking, dog walkers are everyday and do not want to pay.

The only way to help the residents of KA zone is to make roads KA only. You must know how many KA permits have been issued and the number of parking spaces available hence it is easy to see the pressure during the Summer. Penny street is a nightmare in the Summer with people going up and down looking for spots, as I have said if we move we are not able to return.

Please help the residents we pay the council tax not the visitors.

95. Resident, Penny Street

I am writing to say I have no objection to the proposed change to the KA zone limit from 2 hours to 1 hour parking. However I am concerned about the related change to the free parking time in the metered areas charging from 6pm to 9pm due to the detrimental effect this will have on residents returning home later in the evening and on the local businesses.

Officer comment

The proposal to extend the operating time of Pay & Display in a number of locations citywide from 6pm to 9pm was not approved, following objections, and therefore will not be implemented.

96. Resident, Penny Street

We strongly disagree with the proposals to change the present parking system. A one hour slot for parking is not enough time for friends to come for a coffee or for visitors to visit local restaurants and bars. There are not enough paying car parks in the vicinity. It will be more costly for wardens to patrol the one hour slots. It will also generate more traffic as after one hour drivers will be seeking alternative parking.

97. Resident, Penny Street

Thank you for your invitation to comment on the proposed order to modify the current arrangements for parking in Zone KA in order to "improve the efficiency and effectiveness of the parking zone".

If by "efficiency and effectiveness" the pcc means collect as much cash as possible for its coffers the proposal seems like an effective scheme although it may encourage more illicit parking in private shared communal areas as is the case here in Penny Street.

If, however, the intention is to support local businesses it would seem to be counter-productive as visitors will not be able to park long enough to, for example, stroll around the area and have a meal or even a cup of coffee at one of the local pubs or cafes.

If the intention is to improve the quality of life for local residents then consider how parking restrictions might affect for example local trades persons being able to carry out small jobs of repair and installations for those residents, or for members of their family or carers to visit them.

In short I cannot imagine what the gain this proposed change could be for local residents.

98. Resident, Penny Street

I feel that the existing 2 hours no return within 4 hours should stand. I have objection to the proposed change for the following reasons:

The proposed new limit of 1 hour is insufficient for visitors to visit residents, have a meal, go to the hairdresser, the dentist, the Cathedral for a service or many other reasonable activities. The impact on local business, as well as the social life of many residents will be adversely affected.

The issue currently is not the 2 hour free period but the total lack of enforcement which has allowed endless overnight parking, long visits to Gunwharf lasting more than 4 hours, and the extended use by visitors during local events such as the Great South Run, the America Cup and the Music Festival. It was understood when resident permit charges were introduced that enforcement would be funded from these charges. No regular enforcement has occurred.

The proposal is obviously driven by the wish to increase PCC revenue by forcing genuine local visitors to use paid parking. The argument put forward that the proposal will improve the efficiency and effectiveness is clearly valid for increasing revenue but has no benefit to the day-to-day life of residents or their visitors.

99. Resident, Penny Street

I would like to register an objection to the proposed reduction of the free parking period in the KA zone from 2 hours to 1 hour. I live in Penny Street, and as part of my work for the Diocese of Portsmouth I regularly meet with people in my home for one-to-one sessions lasting 1.5 to 2 hours, and also for small committee meetings. This would be 2-5 times per week. At the moment there is no problem because they can park in Penny Street and leave before the 2 hour limit is up. With the changes, they would have to park quite some distance away, and some of the people I regularly see don't walk well, but not badly enough for a blue badge.

I don't understand the purpose of the change, as there are almost always spaces available in Penny Street. You never see cars crawling looking for spaces, except perhaps at school pickup and drop-off times, and this would still happen with a one-hour limit.

100. Resident, Penny Street

We would like to express our objection on the grounds that we have guests to our homes and an hour would possibly not always be enough and we would and we would then have to pay for them to visit us. I would also like to suggest that otherwise it would be good to be given a number of permits for us to give to family and friends visiting our home.

101. Resident, Penny Street

As a long term Old Portsmouth resident I oppose the proposed change for the following reasons: The new limit of 1 hour is insufficient for any visitor to visit residents, have a meal, visit the hairdresser or any other reasonable activity. The impact on local business, as well as the social life of many residents will be adversely affected. The issue currently is not the 2 hour free period but the total lack of enforcement which has allowed endless overnight parking, long visits to Gunwharf lasting often over 4 hours, and the extended use by visitors during local events such as the Great South Run, the America Cup and the Music Festival. It was understood when resident permit charges were introduced that enforcement would be funded from these charges. No such enforcement has occurred. The proposal is clearly driven by the wish to increase PCC revenue by forcing genuine local visitors to use paid parking. The argument put forward that the proposal will improve the efficiency and effectiveness is clearly valid for increasing revenue but totally fallacious for delivering benefit to residents or their visitors. The allied proposal to change emphasis of overnight enforcement from paid parking area to areas of restricted residential free parking may have merit, assuming such enforcement does in fact occur

102. Resident, Penny Street

I wish to express my objection to the reduction of 2 hours free parking in Old Portsmouth. I believe a 2 hour free period is reasonable for when friends and family come to visit me. 1 hour is not long enough. I would object to having to pay for a parking permit for my friends to park outside my house when it is likely they will leave the zone in 2 hours. I think the 2 hour limit works well.

I also think local businesses would suffer e.g beauty retreat, mellors, cathedral dental practice etc as people will probably need to park for up to 2 hours to complete their business. If they can only park for one hour they may take their business elsewhere.

I also attend a number of groups at the Portsmouth Grammar School that last for one hour. I am lucky enough to be able to walk there. For those that must drive a one hour parking limit would not allow them enough time to park, unload, attend the one hour class and return to the vehicle without getting a ticket.

103. Resident, Pembroke Road

I can see no justification in the proposal to change the free parking period, and therefore am opposed to the change from 2 hours to 1 hour. If the current parking arrangement is to be more efficient and effective then it must be monitored more rigidly and, if necessary, subject to a higher penalty. To restrict the parking to 1 hour will penalise the genuine visitors, who are becoming increasingly aware of the attractions of this part of the City, and will not improve the present situation with the present standard of monitoring.

104. Business, Pembroke Rd (also a resident, Regency Court)

I wish to object to this proposal as I don't think any thought has been paid to the business owners of Old Portsmouth, there are not many of us left and I am also a resident of old Portsmouth.

70% of my clients for my Hairdressing Salon live outside the Old Portsmouth KA Parking Zone and drive to the salon taking advantage of the current two hours parking – the average time required for colour cut and blow dry is 2 hours and by reducing the free parking period to 1 hour will severely penalise my business. I have already purchased permits to allow my staff to Park in Old Portsmouth whilst they are working in the salon and these permits are extremely expensive.

What exceptions are you going to make for local businesses that have customers that stay over 1 hour such as myself and the Beauty Retreat, with the abolishment of small business rate relief we are already both paying very high business rates.

105. Resident, Pembroke Road

The Proposed change is going to hit the Cathedral community very severely. As you will know many, many people are volunteers at the Cathedral in numerous capacities. Some are Guides, some are Welcomers, some are Sidepersons, some help with the many children's workshops and Schools workshops, some help with Old People's lunches, Mothers and Toddlers, the large educational programmes the Cathedral runs etc etc.

This is not to mention the three large main choirs and our many visitors and congregations.

An hour is simply not long enough for any of these people involved in the above activities. A service alone usually takes just over an hour.....that leaves no room for coming and going.....certainly no time for a Choir rehearsal before the service.

Needless to say this restriction to one hour would hit the elderly, the less well off, children and our many visitors the hardest.

The Cathedral is a warm and inviting place to everyone. I trust we want to give the same impression from our city.

106. Resident, KA zone

We agree with the proposal to change the free parking period from 2hrs to 1hr.

107. Resident, KA zone

I fully support the notice to amend the free parking period in KA Old Portsmouth from two (2) hours to one (1) hour.

108. Resident, KA zone

I would like to register my support for this order to reduce the Free parking period from 2 hours to 1 hour. If I may comment further:

I agree with the principle of no free parking in many parts of Portsmouth, because I think drivers need to pay if they are contributing to congestion, air pollution, speeding, and public health problems such as obesity. The principle of paying is particularly relevant in tourist areas with commercial uses such as KA Zone which suffers from parking predators who take advantage of the free 2 hours. These are not people who cannot afford a few quid to park. There are plenty of taxis, buses, and trains that make this area extremely accessible. Many of them are using the Cathedral, visiting Gunwharf, looking at BAR, going to the Isle of Wight, taking a seafront stroll or visiting the pubs. Small independent businesses such as Manna and Jack House Gallery could be issued with cardboard clocks for their customers to put on their dashboards.

As a resident and non-car owner, I pay for scratch card visitor permits when we have family and friends visiting regularly, which I am happy to do for the convenience of being able to park on the street. I am aware of quite a few neighbours of mine who also do not own cars, often because they are elderly and they therefore rely on visitors for social contact. The irony is that we all probably pay more for parking than car owners.

109. Resident, KA zone

I write to state support for this proposal. In my opinion expenditure of public funds on highways and roads should be solely confined to their maintenance as rights of way. Use of roads and highways for other purposes, such as temporary stowage of private possessions (i.e. parking), should be financed

by those requiring these additional purposes, if such alternate uses can be accommodated without detriment to the primary purpose.

This principle is enacted already in this KA zone by charging residents for permits and providing pay parking for visitors; logically only these two systems should exist. However I can appreciate that to administer and police such arrangements might not be cost effective if every minute of parking needed payment, and therefore a short interval of free parking for non-residents is acceptable. For this reason I believe the suggested TRO is a sensible compromise.

110. Resident, KA zone

As a resident for the past 11 years I am fully in support of reducing the current parking period from 2hrs to 1hr or even better residents only parking zone, which perhaps would then give us more chance of a third permit being issued to us for my daughter who now drives, and has a vehicle, but cannot park at her own home! Unless we pay excessive charges for scratch card permits.

If this comes into effect I presume you will put resources into policing this regularly, to ensure not exceeding the hour zone, otherwise it will be abused and people will still park up to visit Gunwharf, Cathedral, Grammar school parents etc etc

111. Resident, KA zone

I would like to voice my objection to the proposed changes on the following grounds:-

1. Limiting free parking to 1 hour from the current 2 hours will increase the amount of cars and flow of traffic around Old Portsmouth since the 'turn around' would be twice as quick.
2. This proposal would have an adverse effect on residents of Old Portsmouth because when their friends and relatives come to visit, they will have less time to have meaningful socialising!
3. The proposal would have a damaging effect on local businesses, including the new Hot Walls Studios, the fresh fish shop, the cafes, pubs and restaurants - all of which need sensible parking arrangements for their customers, in order to keep in business. 1 hour free parking is too short a time
4. The proposal would harm the area's appeal as an historic centre of tourism since one hour parking is not enough for families with children to walk around the historic streets of Old Portsmouth especially following the council's historic trail. The proposal would upset the visiting families of Portsmouth and further afield who wish to enjoy the beautiful beaches around the Hot Walls as one hour would not give them sufficient time.
5. The proposal would be detrimental to the continuity of the historic cathedral in Old Portsmouth. The cathedral relies for its very survival on its constant appeal to people across the city and further afield, for whom 1 hour is not enough time for an ordinary service including the health and welfare benefits of the after service coffee, chat and prayers. The proposal would limit the cathedral's outreach to other diverse ethnic and religious groups of Portsmouth and Hampshire, such as Muslim groups, who are invited to share their views and to build important links within society, since 1 hour is insufficient time to accommodate such events. As a major contributor to the artistic and cultural development of Old Portsmouth, the cathedral would cease to be able to attract visitors to these events since 1 hour would be too short a time to the many concerts and art workshops it promotes.

To summarise, my objections to TRO 13/2016 cover the negative affects to traffic flow, residents, businesses, local tourism, cathedral attendance and continuance, local ethnic and religious groups, families with children and the artistic and cultural life of Old Portsmouth. On these grounds I would ask you to reject the proposal.

112. Resident, KA zone

I refer to your proposal to change the free parking period from 2 hours, no return within 4 hours to 1 hour, no return within 2 hours. I feel the proposed change to 1 hour limits the time people will be able to visit residents thereby deterring such visits. Firstly, PCC change the parking permit charges by introducing a £30 fee for the first car and now with this proposal one can only assume the council is anticipating this time limit will lead to increased revenue from visitor parking permit requests.

In view of the above I would like to record that I am strongly opposed to this proposed change and am sure I am not the only KA resident that has expressed the same view.

113. Resident, KA zone

1 hour is not enough time for visitors to park, walk to us, have a coffee and natter and get back to their cars in time before parking allowance runs out. 2 hours was great so leave it alone. Make money out fines to illegally parked school run in Halfpenny Lane, Penny Street, Peacock Lane, Farthing Lane and St Nicholas Street. They park across the corners, on double yellow lines or park in the middle of the road and leave the car without hazard lights!

114. KA zone property owner

As an owner of a property in this area for 10 years, I feel that I have a reasonable idea of how things work. The current system of 2 hours free parking is just about ok. There are a number of elderly residents in the area, who rely upon visitors, who could be carers, tradesman or friends etc. Obviously it is not limited to the elderly and if trades people visit to carry out work/repairs etc, then the proposed 1 hour free parking is insufficient. In fact, an electrician carrying out work for me yesterday commented that, although he does work for other people in Old Portsmouth, he would not be doing so if these new proposals come into force.

In addition, there are a number of small businesses, such as cafes, beauticians, hairdressers and, of course, the new businesses in the Arches, which appears to have been successful. Attempting to truncate the free parking would undoubtedly have an adverse effect upon these businesses, which would, in turn, affect the revenue to the Council.

Whilst it is common knowledge that all councils are under the cosh and are therefore expected to raise additional revenue, this has not worked in other areas of the country where local councils are targeting the poor old locals, who are doing their best to support local shops and businesses.

Please reconsider these proposals and try to think of some other way to raise money. Perhaps central government should be held to account for these shortfalls!

115. Visitor

I am a frequent visitor to the Old Portsmouth area throughout the year and tend to spend up to two hours each time I visit. The proposed changes to one hour parking limit would prevent most people from enjoying any of the things that are available in the Old Portsmouth area. Try walking from the top of the High Street to the Spice Island and take in a meal or even a drink within an hour. (you can queue for ten to fifteen minutes just to get a drink. Exhibitions in the Square tower, displays along the Hot Walls, meetings at the Cathedral, all would take more than an hour to park, walk, attend and walk back.

I attend meetings three times every month in the Old Portsmouth area and have done so for over thirty years, I currently pay for two hours parking, which just covers the meeting, so myself and the other attendees will have to give up our meetings in Old Portsmouth and move to another meeting place less suitable, outside the area. To move would be a shame as we have held our meetings there for at least fifty years.

The reduction in parking allowance times could turn Old Portsmouth into a ghost town very quickly, so most businesses would complain when trade disappears.

Officer response

The Pay & Display facilitating longer-stay parking in Old Portsmouth is unaffected by this proposal, which relates to the time limit within residents' parking bays only. Pay & Display remains available in the High Street, Museum Road, Pembroke Road, Broad Street, Grand Parade, Trimmer's Court and at the Camber (Land Rover BAR car park). The respondent's current payment for 2 hours' parking applies to the Pay & Display, which would continue to be available. There is no time limit on the length of stay within the Pay & Display locations.

116. Visitor, Portsmouth resident (Beach Road, Southsea)

I am writing to object to / raise concerns about the proposed reduction in the free parking period from two hours to one hour in the KA Old Portsmouth residents' parking zone. As a resident of Southsea living on a traffic congested street I appreciate the need to impose parking restrictions to allow the free flow of traffic. I fully support the council's efforts to restrict free on-street parking in areas where there is a high demand for street space. I recognise in particular the necessity of restricting parking in residential areas close to the city centre such as the KA Old Portsmouth zone.

I am however concerned that the new one hour parking restriction proposed will apply all day, every day. I believe that this will impact on the ability of members of the community to access services at the cathedral. I'm afraid that congregation members will find themselves falling foul of the parking restriction on Sunday mornings and other occasions in off-peak times when there is low general demand for parking in the area.

I wonder if there could be a special exemption made in this area so that the one hour limit applies only at times of peak demand or if the boundaries of the zone could be redrawn so that the streets near to the cathedral are not subject to the one hour parking restriction.

Officer comment

Multiple restrictions operating at different times in different streets are likely to be confusing to motorists and visitors, and would require a substantial change in existing signage to facilitate. The KA zone is not one of the largest parking zones in the city, with the streets around the cathedral still only a 10-15 walk from Gunwharf Quays.

117. Visitor, Port Solent resident

I object to the change proposed. This residents' parking zone is centred upon Portsmouth Cathedral; & the characteristics of the zone will have been determined to accord with the civic activities of the Cathedral. This should continue.

Whilst some attendees live nearby the Cathedral attracts a wider catchment area. The Cathedral regularly hosts civic ceremonies with attendance of hundreds. Services & Cermonies typically require a 2hr parking period, which the existing provision of 2 hours serves. The proposed 1hr. period would imply use of the pay & display bays, however there are insufficient of these to fulfil the parking requirement for the cathedral. My estimation of this shortfall is 50%.

Whilst the motivation of Transport Planning in this proposal might be to increase parking revenue, or to meet some local resident's desires, the Cathedral & the civic duty was there first. In my view the proposal would considerably impair the activities of the cathedral which are social, civic, creative & in faith.

The development of the nearby Hotwalls Studios at point battery is indicative of an additional requirement for parking in this same district which would similarly require the 2hr. period to be supported.

118. Visitor/resident status unknown

I do NOT think it is appropriate to alter parking in KA zone to one hour. The scheme should remain as it is.

119. Visitor, Cathedral user

As a Cathedral user, imposing a 1 hour parking limit would impose considerable additional difficulties when attending services and restrict my ability to attend. I would assert that a 1 hour limit is unfair and discriminatory for those who wish to worship at the Cathedral but do not hold resident permits.

120. Visitor, Portsmouth resident

I feel that this is a retrograde step as it will seriously disadvantage people visiting the cathedral either as tourists or those attending services. I attended a recent service that lasted for one and a half hours and the proposed parking restrictions would have been totally inappropriate and could be defined as discriminatory. Services that last for more than an hour are a regular feature and so this is not just a one off situation.

It is also unfair for residents who have short term visitors. A visit for a meal, a chat or just a coffee tend to last for more than an hour but a two hour limit on parking would seem fairer and more practical.

Old Portsmouth is a special area and the city should be doing all it can to encourage visitors not just for the cathedral but also for the fortifications and city walls.

I would ask you to reconsider this proposal as it will do nothing to enhance this special area and the activities of the cathedral.

121. Visitor, Portsmouth Resident (Mulberry Lane, Cosham)

I object to the proposal to reduce free parking from “2hrs no return within 4 hours” to “1 hr no return within 2 hrs”. It will adversely affect business which operate within the area particularly Pubs, Cafes and Restaurants. One hour is insufficient time to park and get a meal or transact business.

The reason there is a problem is that the L/R BAR building was approved with insufficient onsite parking, by about 75 places. What is needed is strict enforcement of the existing 2 hour limit.

Enforcement of the current limit seems to be non existent. The proposal is also raising revenue from the existing meters when they are available. The problem is there is insufficient parking in the area.

The proposal is not what Old Portsmouth needs, and will make people desert Old Portsmouth. It will not solve parking problems.

Officer comment

The Pay & Display facilitating longer-stay parking in Old Portsmouth is unaffected by this proposal, which relates to the time limit within residents' parking bays only. Pay & Display remains available in the High Street, Museum Road, Pembroke Road, Broad Street, Grand Parade, Trimmer's Court and at the Camber (Land Rover BAR car park).

122. Visitor, Waterlooville resident

I am emailing to express my deep concern about the proposed changes to parking restrictions in the Old Portsmouth area. At present the 2 hours free on certain streets is a great help to people visiting the area for a variety of reasons. I live in Waterlooville and have to drive into the area on occasions to attend the Cathedral, mostly for services, to walk with a Healthy Walking group, to eat at the various pubs & cafes and to go to a hairdresser here too. None of these activities can be done in an hour and I'm sure this is the same for very many people. Old Portsmouth area would be unfairly hit by the new parking regulations as many people would simply stay away. I would urge you most strongly please, to re-think the proposal and keep the present arrangement of 2 hours free on certain streets.

123. Visitor, Portsmouth resident (Edgware Road, Southsea)

I'm writing to complain about the decision to change the parking regs. to 1 hour only. My reasons:-
People meeting to attend council walks need 2 hours to park their cars.

People attending church need 2 hours.

People visiting the Arches shops & coffee shop need 2 hours.

Changing the limit to 1 hour will reduce attendance of shop visitors, church members and council walks.

124. Visitor (daily)

The KA parking zone is quite extensive as far as I can see, and the proposal as it stands would hit cathedral and PGS users particularly hard, even though they in practice only use one small area of the zone during one part of the day. Both of them are special cases, for the reasons I mentioned before (the huge extra-curricular goings on at PGS after school which affect different children in the same family differently, and the daily liturgy at the cathedral).

I hope you can work something out that doesn't arbitrarily penalise us. Retaining the two-hour period just from 3pm and just in the streets around those sites would help massively, hopefully without making life too hard for the residents in those places.

125. Visitor, Portsmouth resident

I believe these changes would be very bad news for the area.

I go there regularly for lunch as many locals do, one hour is not enough. Two hours is fine.

Additionally the area is a tourist attraction where people should be encouraged to stop, walk around, eat and drink in local historic inns, watch the shipping in the harbour, Sir Ben Ainsley and his team sailing, shop in the newly refurbished hot walls shops and walk the hot walls, the Round Tower, the Square Tower.

126. Visitor to Old Portsmouth

I am writing to object to the proposal to shorten the permitted “free parking period”. I fail to see how this will (quote) “improve the efficiency and effectiveness of the parking zone”.

There are very few free parking spaces for visitors to this area - an area that I (as a Portsmouth, but non “Old Portsmouth” resident) often visit for recreational purposes - mainly walks around what is a very attractive area.

I can well understand the reasons one might advocate a shorter “free stay period” if this area was predominantly a shopping area where the intention is to limit parking to those who wish to “pop” into a shop and ensure parking is not hogged by those undertaking longer activities. However this is not the case in Old Portsmouth. This is an area where visitors come to enjoy the Seafront Facilities - some of which have recently been further promoted to encourage even more visitors – (by the Councils investment of Council Taxpayers money in the Hot Walls developments).

Most visitors to this area, I suspect are like me, who visit for a leisurely stroll, either south back towards the Clarence Pier esplanade or north through to Gunwharf Quays - and perhaps punctuated with a coffee break in a local Café - not easily achieved in a relaxed fashion if constantly clock watching to ensure keeping within the one hour parking slot now being proposed.

I appreciate that there is always the option to pay, as I have done on many occasions, when no free parking is available. However, as a Portsmouth Council tax payer, I believe there should be opportunities (throughout Portsmouth), and particularly for Portsmouth residents who are “in the know” as to where such locations exist, to be able to park for free for a couple of hours. Otherwise why not charge for all parking throughout Portsmouth.

127. Visitor (Portsmouth resident)

I am led to believe that you are considering imposing harsh parking restrictions in the KA Parking Zone in Old Portsmouth.

I would like to enquire of you how people are going to be able to attend church services, choir practices and especially weddings in this area if you are limiting parking to 1 hour with no return for 2 hours. This is going to cause a great deal of problems within the church and its congregation:

An ordinary church ceremony can last a good hour - are you expecting people to disappear halfway through their Sunday morning celebrations and move their cars? And what of those who ‘work’ there - the choir, the organist, the lay preachers etc.? The work involved in the ceremony goes far beyond the time of the ceremony itself.

A wedding ceremony can last at least 50 minutes and then the happy couple usually want photographs taken in and around the Cathedral grounds with their guests - what are they supposed to do? And what of those who choose not only to get married in the Cathedral but also hold their wedding reception in the Cathedral buildings across the road from it? A guest could easily be in attendance from 11:00am until 11:00pm - what do you suggest they do in those circumstances? And what of the suppliers to those weddings? Are you expecting them to have to tell the happy couple ‘sorry can’t take any more photos/can’t finish your flower display/can’t finish serving your meal/drinks - our waiters/resses/photographers have got to move their cars and find another parking space’ every hour?

Funerals are not the happiest of occasions but do you really expect family and friends of the bereaved to have to cope with these restrictions on a day which is not the easiest to deal with?

Parking in that area is not the easiest in Portsmouth - please do not make it any harder. I sincerely hope you reconsider the imposition of these new restrictions.

128. Visitor, Southsea resident

I believe these changes would be devastating for the area. It is a massive tourist attraction where people should be encouraged to stop, walk around, eat and drink in local historic inns, watch the shipping in the harbour, Sir Ben Ainsley and his team sailing, shop in the newly refurbished hot walls shops and walk the hot walls, the Round Tower, the Square Tower. Etc. Etc. Etc! How counter-productive for the prosperity of the area.

129. Visitor

I am, in all honesty, trying to understand why this has been proposed and to what benefit. Not only does this seem an unnecessary move, but it puts added problems on any of the local services and businesses in the local area: including local restaurants, and more importantly the implications such a move would have on those attending and working at Portsmouth Anglican Cathedral. As most services and events in the cathedral last over an hour, a move like this would have a detrimental effect on those wishing to attend. Those of us who attend meetings in the area would also be affected by this change.

The current set up seems the most sensible - I cannot imagine that two hours with no return within four has been causing concern for local residents - if anything there is a need for more paid parking in the area. The council should look carefully into how to encourage and support growth in the area, rather than come up with measures that hinder this process. I hope a sensible decision is made in this regard.

Officer comment

The proposal has been influenced by feedback from residents, and aims to improve their opportunities to use the on-street parking by encouraging non-residents to use the Pay & Display provided for longer stays or consider to alternative methods of travelling to the area. Visitors to Gunwharf Quays are a particular cause for concern as they park outside residents' homes then walk through to avoid paying for parking. Similarly, the increase in attractions in Broad Street has placed additional pressure on the limited street parking available, again to the detriment of residents (who have paid for their parking permits). The Pay & Display in the High Street, Museum Road, Pembroke Road, Broad Street, Grand Parade, Trimmer's Court and at the Camber (Land Rover BAR car park).is unaffected by this proposal.

130. Previous residents of Old Portsmouth

With regard to the above proposal, we strongly object to this application. We did live in Old Portsmouth for several years and found that to allow 2 hours free parking encouraged local people to visit Old Portsmouth and spend money in the local cafes and public houses.

There is a very real possibility of Old Portsmouth being turned into a 'ghost town' if this application is granted. Having converted the Hot Walls into outlets, we would have thought the Council would have wanted to help support these. Was this application made public before the units had been occupied, if not we wonder if there would have been such an uptake if it had been made public before the units had been completed? The Monks Bar and especially the recently boarded up Sallyport Hotel are a disgrace and an eyesore. The area will not cope with further closures, which could well be the outcome if this parking restriction is passed.

Visitors, especially the local populace, need to be given the opportunity and encouraged to visit the history of the area and contribute by spending in the outlets. This application, if passed, will have the opposite effect.

131. Visitor, Petersfield resident

As frequent Sunday visitors to Portsmouth Cathedral, we were extremely displeased to see the proposed restrictions on parking in the vicinity. For the 10.30 Eucharist we arrive at 10.15 and the service take over an hour. With the 2 hour free wait we can enjoy the service without worry, with the change to 1 hour in the Res Park zone that is not possible.

I note the time period for consultation is now up, very short notice, and very sneaky as befits your attitude to the motorist. And as for the reason given for the amendments 'The efficiency and effectiveness of the parking zone;' what a load of cobblers! It is for financial gain. I think Sunday parking charges are appalling anyway, but at least consideration should be given to Cathedral worshippers.

Received in 2017 (after the consultation period that ended in December 2016)

Visitor/resident status unknown

I think this is a bad idea, there are a number of small businesses in the road who benefit from their customers being able to park for two hours (enough time to have a haircut or a meal etc) 1 hour would deter them from using the area and is a step closer to unilateral charging.

Resident, Lombard Street

I just wanted to add my support to the proposals to cut the two hour free parking in the area to one hour. It's often hard to find a parking space near my house because of the number of people who use it as a car park for Gunwharf, which doesn't really seem fair to the residents.

Visitor, parent of children attending school in Old Portsmouth and Cathedral user

I am writing re the changes planned for Old Portsmouth parking. Please do not change it from 2 hours to 1 hour. Many of us park there for attending the Cathedral either services or playgroup. Most activities last around an hour with services longer than that. To not be able to park close by would make it very difficult. I don't see what benefit is gained by this change either. As a parent with children at school in Old Portsmouth and involved at the Cathedral, I am always parking in this area. I would much rather not be able to return for 4 hours than have a shorted time to park. Also with the new hot walls development, to park for a shorter time would make it a less attractive place to visit.

School governor and parent of children at St Jude's school

I would like to express my objection to the proposal to reduce the free parking period from 2 hours to 1 hour.

I have children at St Jude's School and I also serve the community by acting as a Governor for the school. Currently a 2 hour parking period allows me to attend meetings and other events as both a parent and a governor. I also have friends who make use of the free parking period to volunteer for the school in other ways.

The reduction to 1 hour would make it much more difficult for many parents, governors and volunteers to be involved in the school. It would be greatly to the detriment of the school if fewer governors and volunteers were willing to offer their services and if parents were less engaged in the school because of this.

I have also spoken to one resident who was against the proposal and believed that many of her neighbours would be also. This makes me concerned that the proposal has not come from any desire from residents, but is purely coming from those in the council without engagement with the local area.

For all these reasons I strongly object to this proposal and I would support keeping the free parking period at 2 hours. Alternatively, if the period were to be reduced, I think it would be necessary to supply the school (free of charge) with a number of visitor permits for the use of governors, volunteers, and other visitors to the school.

(End of report)

KA zone feedback from residents and businesses on free parking time, currently 2 hours (2015 information)

1. Unprompted comments, and information provided on the £30 survey form (pp 1-6)
2. Response to 2015 proposal for Broad Street bays (northern end) to become 'KA permit holders only' (pp 7-10)

1. Unprompted comments:

Road	Reduce / Remove 2-hour free parking	Keep 2-hour free parking	General relevant comments
Broad Street	Please remove the pay and display car park on broad street and make that a residents only car park.	The ability of residents and visitors being able to use all available spaces will allow the amount of flexibility required to accommodate everyone most of the time.	
Broad Street	Since the 2 Hour Free Parking has been introduced there are now even less parking spaces for anyone let alone residents. Hardly fair that someone can come along and park for free for 2 hours right outside our home and often I come back in my car and cannot park outside my home or even near to it sometimes. Suggest removing the 2 Hour Free Parking Spaces and making them Resident Only Parking.		
Broad Street	Residents are being squeezed out by developments (eg BAR and KBB) and provision of some residents ONLY spaces is needed.		
Broad Street	The real answer is to keep the zone but abolish all 2 hour free areas and make them permit holders only		
Captains Row			It is also important that wardens enforce parking time limits for non-residents, which does not happen at present.

Grand Parade	I believe there should also be 'residents only parking areas' as so many times I have been unable to park anywhere near KA zone and have had to park in metered parking areas as far as southsea common		
Grand Parade	There should be at least some allocated parking spaces for the residents		
Grand Parade	We have to "fight" with the visitors all the time for the spaces because there isn't any allocated resident parking spaces		
Grand Parade	It is already a struggle to find a parking place sometimes especially around the weekends because the visitors take all the places		
High Street	Tighter control to make it a RESIDENT Parking Zone and not a Portsmouth Grammar School parking zone!		It is hard enough to park with the 2 hour limit for visitors at the moment.
High Street	the Portsmouth Grammar use this street a lot and should park in Museum road and also the john pounds church when there are wedding and christenings it is hard to park here. I would make it all residents parking only.		
High Street	It would be nice to have some permit only zones, as there appears to be an increase in a number of cars that do not have permits. A number of these drivers appear to have shopping from Gun Wharf		
High Street	Also, at present the resident bays in Old Portsmouth are badly monitored, allowing non-residents the ability overstay their allotted 2 hours. I think they should be purely for residents only.		
High Street		I trust you take notice and leave the parking limit to 2 hours.	

High Street	I can very seldom park anywhere near my home on the high street due to the subsidising of visitors two hours free parking i feel this should be stopped or the thirty pounds parking fee scrapped or residents parking only.		
Highbury Street		We must keep the parking zone for residents and a limit of 2 hours for all others	
Lombard Street	Please consider removing ability for non-residents to park. There are simply not enough spaces.		The pressure on parking in KA, over and above residents parking, can be excessive, with additional demand from the cathedral, pubs and restaurants, visitors to Gunwharf and sightseers. Any proposal to provide residents only parking elsewhere in KA will only add to this pressure
Lombard Street	Zoned for residents only , or max 1 hour stay, this would reduce the amount of vehicles parked to shop at gunwharf		I am concerned that there will be an increase in the number of places taken up by visitors as a knock on effect of the proposal to making part of Broad Street Residents Only parking (not allowing visitors to use them for the allocated 2 hours).
Oyster Street	The council needs to ensure that parking restrictions and limits on non-resident parking are correctly enforced with appropriate fines imposed. In addition the free parking should be reduced to one hour.		
Oyster Street	I wish to keep my parking zone but for residents only and not the two hours allowed for people		

	without a KA permit. I do understand how difficult it is to find a parking space for people visiting this area, especially Portsmouth Cathedral, but to allow two hour parking without a KA permit is just not working.		
Oyster Street	As I complete this email I can see people leaving the Cathedral to drive home after parking for well over 2 hours in the controlled area and to be honest this is not good enough. Its high time your department looked at this zone with a view to altering the restrictions or even installing limited time meters for non-residents		
Penny Street	Old Portsmouth has a large number of people visiting and parking for leisure purposes and due to the cost of car parks etc will park where they can for free, this makes it difficult during the summer to park and the removal of the residents parking scheme will only make this much worse		
Poynings Place	In addition to keeping the paid resident parking zone consideration needs to be given to a reduction in the "no-permit" required waiting time from 2 hours down to 30 mins max.		
St Nicholas' Street	Please make this zone residents ONLY parking full time or reduce the non residents parking time to 30 minutes from 2 hours please		
St Thomas's Court			We already avoid going out in our car at the weekends because we can't park on our return. At other times the only reason we can find a place to park is because some of the visitors adhere to the 2 hour parking limit. A lot of them however do not and there are

			rarely any traffic wardens to prevent them
St Thomas's Street	Please reduce the time for non permit holders so that I can actually park my car in the zone seeing as I am paying for it through my council tax bill and this permit charge		How do you intend to police the area because you DON'T do it now within the timescales that the 2 hour limit is most abused.
Warblington Street	As we now pay parking in the area should be restricted to residents plus guests only		It is a long time since I have seen any evidence of the policing of the current 2 hour parking rule for non-residents. Currently, we do get students parking for most of the day but more seriously for residents who need to park at evenings and weekends, people often park here to go to Gunwharf or the local restaurants at these times, again, often staying for much longer than the 2 hours allowed
Warblington Street			Our street is used by visitors to Gunwharf Quays. I'm not complaining about people parking here at all, but because of the number of cars in the area anyway, the restrictions are helpful in stopping long term parking, e.g. for people working nearby or spending the whole day shopping.
Warblington Street			I would NOT like this zone to be increased to 3 hour from the

			present 2 hour zone because of the proximity of Gunwharf which is already a problem and so is Isle of Wight parkers waiting for ferries.
West Street	The proposed residents only spaces should be extended		
White Hart Road	The proximity to Gunwharf, Southsea Common/seafront and Ben Ainslie Racing, combined with lack of off-road parking make it an unreasonable proposition to remove the zone. However, with ample parking facilities within the City, good public transport links and the new Park and Ride scheme, consideration should be taken into making some zones residents only or into policing the zones better. We are otherwise approaching a situation whereby non-residents are being prioritised and given advantage over council-tax paying residents		
White Hard Road	It is more important for residents, who pay council tax to live here, are given priority over business and visitor users of the area. It can be really difficult to park in Old Portsmouth and it should be made a residents' parking area only		
(Not stated)			We must have some free parking near all tourist areas

2. Response to 2015 proposal for Broad Street bays (northern end) to become 'KA permit holders only'

Objection to 'KA permit holders only' = 12

Support for 'KA permit holders only' = 7

Reasons for objection

Resident, Old Portsmouth

There are pressures on parking everywhere in Old Portsmouth, including increased overspill from Gunwharf Quays into St Thomas St, Warblington St etc. Favouring a small proportion of the resident population is not only unfair and divisive, but also shifts the pressure into adjoining areas. Please consider a neighbourhood-wide scheme that is fair to all residents and yet does not ban/deter visitors or business operators and staff.

Resident, Old Portsmouth

Creating a 'permit holder only' zone at the northern end of Broad St will only exacerbate the visitor/resident problem in the immediate vicinity of the ARTches. The proposed 'permit holder only' spaces carry disproportionate benefits for a minority of residents at the expense of the majority and are in one small section of Spice Island

There needs to be a balance between visitor and resident parking, which the 2-hour rule has achieved to date.

Residents' Association

We sympathise with the predicament of the Spice Island residents coping daily with the mounting pressure on a reduced number of spaces caused by industrial developments in this conservation area. Nevertheless, it is considered that there will be an overall detrimental effect to the community:

- local businesses on Spice Island will be hampered by their customers having to park further away
- housebound residents needing essential visits from carers will have their support network degraded (these are voluntary helpers without official parking permits)
- the exclusion of visitors in part of Broad Street will displace the problem to the rest of Old Portsmouth with a concomitant increase in pressure for on-street parking elsewhere in KA zone, affecting their quality of life.

Resident, Peacock Lane

Creating a monopoly to local residents in the parking area in Broad Street would create a bad precedent in the KA zone. The present established arrangement would be weakened and other residents in the zone would require similar special treatment, especially if there is a knock-on effect into other parts of the area. Business trade at the Point will be affected if there is no visitor parking available and the concept is extended further into KA zone.

Business, Broad St / High St

The proposed change to the KA zone will have a very negative effect on anyone visiting local businesses / residences. Please don't do it.

Business, High Street

We don't agree with the residents' only parking area in a part of Old Portsmouth. The 2-hour for visitors as it stands is a fair option and would like to keep this in place.

Resident, Grand Parade

The proposed exclusive use for residents' parking is adjacent to the businesses at The Point, i.e. pubs and cafes. Together with the loss of parking on the Town Quay, it would be an unfair burden for them, as well as a discrimination, when they have to rely on visitors who invariably require parking.

The number of spaces (18) will not be sufficient for the number of car-owning households in that area. Supply will not meet demand and will create individual parking space 'hoarding' which will affect the businesses and be divisive within the community.

It will have the effect of pushing parking further up Broad Street and into the High Street and Grand Parade, which are already showing signs of increased parking due to the loss of the Town Quay P&D car park. Visitor numbers are expected to rise given the new developments and projects

Business, High Street

Already the overflow drift of parked cars from the Broad Street area has been noticed in the High Street and surrounding streets. Without the opening of BAR and the "Arches" on-street parking is already at a premium. The lack of on-street parking has been a known factor for a very long time and people buying property in the area have known this before committing to a purchase.

The area around Broad Street is a mix of private and commercial and there needs to be as wide as possible use of the remaining on-street parking spaces.

The commercial premises by their very nature attract visitors and therefore need on-street parking for the businesses to continue and thrive. To penalise them for the sake of one section of the community is neither fair nor practical. The "Arches" project will lead to a demand for on-street parking from early morning until late at night. Again, all on-street parking must be made available for use by everyone.

Resident, Old Portsmouth

To bow to the pressures of a privileged few at Spice Island will set a precedent for other residential streets of Old Portsmouth and its residents. Any reduction in visitor spaces will simply have a knock-on and compounding effect into the other streets in the area. To take away any further visitor parking availability from the area would also be very detrimental to the survival of the pubs, restaurants and cafes etc that have for many decades contributed to the unique attraction, atmosphere and hence the successful tourist industry of this area.

Resident, Old Portsmouth

If you are protecting the rights of the Spice Island community to park near their homes, why are you not protecting the rights of the rest of the Old Portsmouth community? Where are all of the new visitors going to park in relation to the BAR and ARTches developments? One of residents' main concerns was the already insufficient public parking. Our local businesses are already struggling to survive and the Bridge Tavern is now cowering in the corner without enough spaces for their clientele to use.

Resident, High Street

The proposal to create a small residents' only zone is ill-conceived. More people are going to be attracted to the area by the BAR and Arches projects, which will have a knock-on effect pushing the parking problem into surrounding streets such as Lombard St, St Thomas's St, Warblington St, Penny St etc. PCC needs to think this through rather than rushing to appease a minority of households to the detriment of the majority of householders and local businesses.

Resident, Old Portsmouth

The public houses and cafes at the Spice Island point have already been isolated enough by way of the eradication of the parking spaces available at the Camber. To further deny visitors on-street parking spaces at the lower half of Broad Street in favour of Spice Island residents is unacceptable. In reality, the spaces within the new BAR car park will be limited and at the mercy of day to day BAR requirements (personnel, visitor centre customers, gym and catering functions, visiting executives, sponsors etc).

To set a precedent by providing one section of the community with a 'residents only' on-street parking facility will almost certainly incur further requests by residents from other streets to have exclusive parking.

The businesses of Old Portsmouth are a very important and historic part of the ambience, both in tourism and local community terms, which appears to be overlooked by many who focus only on residents' requirements to the exclusion of businesses. Visitors and businesses are rarely represented but the revenue created by tourism and visitors is much needed. Any further erosion of the available flexible parking would be damaging to the fair and reasonable arrangements that has existed since its inception throughout the whole of Old Portsmouth for the mutual benefit of residents and visitors.

Reasons for support

Resident, Bath Square

There have been at least 5-6 occasions at lunchtime and 6pm in the evenings when there has been nowhere to park on Spice Island. In view of this we will be extremely grateful if these spaces are made available to residents only. This is the situation in February so what will it be like in the Summer when the world and his wife wants to come here, also bearing in mind we have yet to get to grips with sharing with the visitors to the Artches.

Resident, Battery Row

The plan to reallocate parking spaces on Broad Street solely for residents' use is well-founded and will both alleviate the current issue and offset the arrival of BAR.

Resident, Broad Street

I support the proposal

Resident, Old Portsmouth

I support the proposal

Residents, Broad Street

We live in Town Quay and both support the proposal.

Resident, Spice Island

I recommend that extending this scheme in both Spice Island and Old Portsmouth is considered. The lack of parking spaces in Spice Island is already a problem for the everyday life of residents who cannot find parking spaces near their homes. This problem can only increase when the tourist season is underway and with the additional pressures from BAR and the ARTches.

Residents' Association

We would encourage PCC to increase the permit holders parking by replacing more, if not all, 2-hour limited waiting areas with permit holders only parking, a move that could also improve revenue by displacing non-permit holders into pay & display parking.

The intent of the proposal to increase opportunities for permanent residents to park near their homes is a welcome development, as Spice Island is a special area that has suffered disproportionately compared to other areas in Old Portsmouth. The recent expansion of KBB and the BAR development has exacerbated the reduction in public parking.

Equality Impact Assessment

Preliminary assessment form v5 / 2013

www.portsmouth.gov.uk

The preliminary impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies which require a full EIA by looking at:
 - negative, positive or no impact on any of the equality groups
 - opportunity to promote equality for the equality groups
 - data / feedback
- prioritise if and when a full EIA should be completed
- justify reasons for why a full EIA is not going to be completed

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Residents' Parking Zone (proposed amendment to existing)

Title of policy, service, function, project or strategy (new or old) :

Review of KA Old Portsmouth residents' parking zone: Proposed reduction of 2 hours' free parking for non-residents to 1 hour.

Type of policy, service, function, project or strategy:

- Existing
- New / proposed
- Changed

Q1 - What is the aim of your policy, service, function, project or strategy?

To improve parking opportunities for residents and their visitors (including carers, health visitors etc) and encourage non-residents to use Pay & Display facilities provided for longer stays, or to encourage consideration of alternative methods of travelling to the area.

Q2 - Who is this policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

Benefit: Residents and their visitors (including friends, family, carers and health workers). Blue Badge holders are exempt from the current 2-hour time limit, and would continue to be exempt if it were changed to 1 hour. Blue Badge holders could benefit from being able to park closer to their destination more often, given a more regular turnover of vehicles vacating parking spaces.

Visitors to Old Portsmouth and those seeking free parking and walking through to the adjacent Gunwharf Quays venue would be encouraged to use the longer-stay parking provided (not in residential streets) or to consider alternative, more sustainable, modes of transport such as cycling, walking, public transport or car-sharing.

Q3 - Thinking about each group below, does, or could the policy, service, function, project or strategy have a negative impact on members of the equality groups below?

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "negative" or "unclear" consider doing a full EIA

Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q5 - Do you have any feedback data from the equality groups that influences, affects or shapes this policy, service, function, project or strategy?

Group	Yes	No	Unclear
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transgender	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If the answer is "no" or "unclear" consider doing a full EIA

Q6 - Using the assessments in questions 3, 4 and 5 should a full assessment be carried out on this policy, service, function or strategy?

yes No

Q7 - How have you come to this decision?

Permit parking promotes equality in that it affects all motorists, regardless of race, gender, transgender, sexual orientation, religion or belief or other excluded groups. Improving parking opportunities for Blue Badge holders and residents including pregnant women, those with disabilities, older residents and those who care for them is a positive outcome of parking zones. The proposal to reduce the free parking time from 2 hours to 1 hour has been influenced by feedback from residents, taken from the last 2 surveys. KA permit holders and Blue Badge holders remain exempt from the time limit, whether it changes or not.

If you have to complete a full EIA please contact the Equalities and diversity team if you require help
Tel: 023 9283 4789 or email:equalities@portsmouthcc.gov.uk

Q8 - Who was involved in the EIA?

Nikki Musson, Transport Planning team

This EIA has been approved by:

Contact number:

Date:

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your preliminary EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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