



---

# NOTICE OF MEETING

---

## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 25 OCTOBER 2018 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Tel: 9283 4057

Email: [democratic@portsmouthcc.gov.uk](mailto:democratic@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 Lynne Stagg (Liberal Democrat)

### Group Spokespersons

Councillor Simon Boshier, Conservative

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](http://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 **TRO 84/2018: Proposed Residents' Parking Zone (MB) (Pages 3 - 86)**

The purpose of the report by the Director of Regeneration is to consider the public response to the proposed MB Orchard Road area Residents' Parking Zone (RPZ), in the context of parking problems and the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MB parking zone"

means the proposed Orchard Road area RPZ located between Goldsmith Avenue and Jessie Road (to the north and south) and Victoria Road North and Fernhurst Road (to the west and east), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 84/2018  
Appendix B: Public views submitted

**RECOMMENDED that the MB parking zone proposed under TRO 84/2018 is implemented as advertised, with the exceptions of cul-de-sacs Chestnut Avenue and Fernhurst Road.**

**4 TRO 87/2018: Proposed Residents' Parking Zone (MC) (Pages 87 - 220)**

The report by the Director of Regeneration is to consider the public response to the proposed MC Bramble Road area Residents' Parking Zone, in the context of parking problems and the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MC parking zone" means the proposed Bramble Road area RPZ located between Campbell Road/Jessie Road and Albert Road (to the north and south) and Victoria Road North and Bath Road (to the west and east), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 87/2018  
Appendix B: Public views submitted

**RECOMMENDED that MC Bramble Road area parking zone proposed under TRO 87/2018 is implemented as advertised.**

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor 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.

Whilst every effort will be made to webcast this meeting, should technical or other difficulties occur, the meeting will continue without being webcast via the Council's website.

This meeting is webcast (videoed), viewable via the Council's livestream account at <https://livestream.com/accounts/14063785>



<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	25 October 2018
<b>Subject:</b>	TRO 84/2018: Proposed Residents' Parking Zone (MB)
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	Central Southsea
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

---

## 1. Purpose of report

- 1.1. To consider the public response to the proposed MB Orchard Road area Residents' Parking Zone (RPZ), in the context of parking problems and the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MB parking zone" means the proposed Orchard Road area RPZ located between Goldsmith Avenue and Jessie Road (to the north and south) and Victoria Road North and Fernhurst Road (to the west and east), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 84/2018  
Appendix B: Public views submitted

## 2. Recommendations

- 2.1. **That the MB parking zone proposed under TRO 84/2018 is implemented as advertised, with the exceptions of cul-de-sacs Chestnut Avenue and Fernhurst Road.**

## 3. Background

- 3.1 The MB zone appears on the Residents' Parking Programme of Consultation approved in July 2018, and is the next area on the Programme to be considered.
- 3.2 As per paragraph 4.2.1 of the Residents' Parking Programme of Consultation report to Traffic & Transportation in July 2018, those areas that have already been surveyed and/or taken part in formal consultation by the Council at least twice within the past 5 years will not be subject to a further informal survey. The MB zone falls into this category, having been subject to consultations/surveys in 2014 and 2015.
- 3.3 Therefore, statutory consultation on a proposed parking zone has been undertaken, to operate a restriction of 'MB permit holders only' between 4pm-6pm daily.

**3.4.** The former MB zone (2012-2014) operated 24 hours a day with a 2-hour free parking period for non-permit holders. This type of scheme is no longer promoted, as they are inefficient to enforce; it can be easy for non-permit holders to overstay the free time allowed and the areas where restrictions are proposed do not always require them to be in operation 24hrs

**3.5** The same restriction has been proposed and formally consulted on for the MC zone under TRO 87/2018 (see separate Traffic & Transportation report), with suggested operating times of 5pm-7pm: the overlap within the staggered operating times will make it more difficult for non-permit holders to 'hop' between zones and avoid enforcement.

#### **4. Consultation and notification**

**4.1** Statutory 21-day consultation and notification under TRO 84/2018 took place 30<sup>th</sup> August - 20<sup>th</sup> September 2018, requesting comments from the public and statutory consultees.

**4.2** Statutory 21-day consultation is not the same as a survey. The Council puts forward its proposals, consults with statutory bodies (police, fire & rescue etc.) and the public has a right to object. The Council has an obligation to consider any objections received (see paragraph 7.3 of Legal Implications).

**4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (170) and 2 copies of the proposal notice and accompanying letter were delivered to every property within the proposed MB parking zone (1760). The consultations resulted in hundreds of residents responding with their views, either in favour of the proposals, lodging objections, or making comments and submitting suggestions to be considered.

**4.4** The University of Portsmouth and local schools were also individually notified of the proposed MB parking zone.

**4.5** The University was requested to share information on the consultations being undertaken in Central Southsea and of the wider Residents' Parking Programme of Consultation. The aim of providing this information was to alert students to the proposed parking restrictions and associated costs so they can make an informed decision about whether they need to bring a car with them to Portsmouth.

#### **4.6** Consultation outcomes

Interpretation of the information provided by local people in response to the proposed MB zone is as follows:

153 in support

95 in objection (9 of these did not provide an address)

8 unclear either way

- 4.7** The consultation has highlighted a number of factors that contribute to the severe parking congestion in Central Southsea. The following types of parking represent all-day and longer-term parking, meaning spaces are taken up and are less likely to become available for others to use when needed.
- 4.8** Long-term parking by the following groups has been identified as contributing factors to the parking congestion:
- temporary residents with vehicles registered elsewhere (e.g. students);
  - more than 2 vehicles at the same property address (business or residential), particularly Houses in Multiple Occupation (HMOs) whereby 3-7 rooms are rented to individuals and many use vehicles;
  - overspill parking from the adjacent LB Somerstown RPZ to the west;
- 4.9** All-day parking or parking in higher volumes by the following has also been identified as contributing to the parking congestion:
- local employees (particularly in relation to businesses and services around Fawcett Road and Albert Road, and including staff at 3 schools);
  - commercial vehicles, car sales, garage repairs;
  - railway commuters (Fratton mainline railway station has only 66 parking spaces and is located adjacent to the GA Fratton RPZ);
  - visiting football fans on match days.
- 4.10** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, in response to the issues raised by local people.
- 4.11** 16 students responded to the consultation, the majority (14) in objection to the proposed parking zone. The grounds for objection were either that more than 2 vehicles are already in use at a shared house or that students would not be able to obtain Resident permits as their vehicles are registered elsewhere.
- 4.12** Permit costs  
As can be seen from the responses, a number of respondents questioned the permit prices, particularly as when the former MB parking zone was in operation (2012-2014) the first Resident permit was issued free of charge.
- 4.13** Ultimately, it is for residents to decide whether or not the parking problems they experience outweigh the cost of a permit scheme, which can improve parking availability for residents with cars registered to the area. Where residents feel parking is not a particular problem they are understandably less likely to support restricted parking.
- 4.14** Visitor permits: a few residents queried the use of 12-hour or 24-hour Visitor permits for a 2-hour restriction of 'permit holders only'.
- 4.14.1** The Visitor permits, having identifiers printed on the front - or as per electronic registration - are used for all respective parking zones, which operate restrictions at various times, including some with free parking periods for non-permit holders (1 - 3

hours) and others that operate as 'permit holders only' at different times. 24-hour visitor permits are less likely to be used in some RPZs but remain available.

- 4.14.2** 12-hour permits authorise parking for *up to* 12 hours, therefore covering all parking zones instead of different visitor permits being produced for each individual parking zone.
- 4.14.3** Whilst Visitor permits could be produced for 2, 5 or 8 hours, for example, which has been suggested previously, the minimum cost would still be £1.10 to cover the production and administration costs. However, introducing further permit types could increase the potential for residents to purchase insufficient time for visitors, who may stay longer than planned and then further permits would be required at additional cost.
- 4.14.4** If visitors are likely to be parked within the MB zone during the 4-6pm restriction, then a Visitor permit would be required - the minimum cost as described is £1.10, which authorises *up to* 12 hours' parking.

## **5. Reasons for the recommendations**

- 5.1** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, whereby non-residents leave their vehicles parked all day or for several days, weeks or even months without moving them. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for residents.
- 5.2** Restricting parking to permit holders between 4pm-6pm also aims to make it easier to find a space when the demand for parking is highest (in this case when the majority of residents return from work), but can prevent many vehicles from parking within the zone altogether.
- 5.3** There will be a balance for any residents who may be at home during the day and/or receive regular visitors, including some older people, the 2-hour restriction is more flexible and requires fewer visitor permits to be used.
- 5.4** Similarly for any tradespeople, for example, who may be required to carry out work on various premises during the day, there is no requirement to provide permits.
- 5.5** Time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce as enforcement staff do not have to give each vehicle 1-3 hours from first observation before returning later to see if it is still present, thus providing a more effective scheme for permit holders.
- 5.6** Chestnut Avenue and Fernhurst Road  
It is recommended that Chestnut Avenue and Fernhurst Road (cul-de-sacs) are removed from the proposed MB parking zone, due to the 22 objections (no support) from residents and the future potential to include the roads in the ME parking zone consultation later on in the Programme.

- 5.6.1** Chestnut Avenue and Fernhurst Road were included in the proposed MB parking zone due to their location at its eastern boundary, and at the proposed MC parking zone's northern boundary. This gave residents an opportunity to provide their views on parking, particularly as they may be affected if permit parking is introduced nearby.
- 5.6.2** Whilst roads can be removed from proposals should residents indicate that permit restrictions are not wanted or necessary, roads cannot be added to a zone without undertaking a new consultation. This is why Chestnut Avenue and Fernhurst Road were included in the proposed MB parking zone at this stage.

## **6. Equality Impact Assessment**

- 6.1** This report has undergone a preliminary Equality Impact Assessment (EIA) and a full EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Blue badge holders would remain exempt from the 2-hour restricted parking window daily.

## **7. Legal Implications**

- 7.1** 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.
- 7.2** 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.
- 7.3** 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 of time by all persons or persons or vehicles of a particular class.
- 7.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

## 8. Director of Finance's comments

- 8.1** The cost to set up the scheme will be in the region of £7,500 for setting up and advertising the Traffic Regulation order and installing appropriate signage. This cost will be met from the On Street Parking Budget.
- 8.2** The cost of enforcing the zone will also be met from the On Street Parking Budget. This could cost up to around £30,000 per annum. This will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCN's) this income is remitted to the Parking Reserve. This is obviously dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.
- 8.3** It is difficult to estimate the amount of income that could be generated from Residents Parking zones through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not known until the scheme is in operation. Nor can it accurately estimate the amount of income that would be generated from the sale of Scratch cards.
- 8.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MB zone there are 1,760 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,607. The 2011 census also stated that 66.6% of Households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 8.5** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £48,210 per annum in first permits alone. When the scheme was in place before on a 24 hour Monday to Friday regime the amount of income generated from the scheme was £38,000 in total, only £15,900 came from permits and the remainder came from the sale of Scratch Cards. This is far less than the £48,210 quoted above.
- 8.6** The new schemes operating hours are much reduced from the original scheme this would suggest that the amount of income generated from Scratch cards is likely to be much less than was originally accounted for.
- 8.7** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit



prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
256 emails / letters	Transport Planning team (content reproduced within the report)

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

.....  
Signed by:  
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation





**B) MB PERMIT HOLDERS ONLY 4-6PM**

Within marked and signed parking bays on the sides and lengths of the following roads where on-street parking is currently unrestricted (whole road unless otherwise stated):

1. **Britannia Road**
2. **Britannia Road North**
3. **Chestnut Avenue**
4. **Cleveland Road**
5. **Devonshire Square** (northern section)
6. **Eton Road**
7. **Fernhurst Road**
8. **Francis Avenue**
  - (a) South side, 96m outside odd Nos.247-281
  - (b) North side, 15m opposite Nos. 275, 277 and 279
  - (c) West side, 31m between Orchard Road and Telephone Road
  - (d) West side, 32m between Telephone Road and Manners Road
  - (e) West side, 20m between Manners Road and Percy Road
  - (f) West side, 32m between Percy Road and Jessie Road
  - (g) East side, 43m northwards from Devonshire Square to the school zig zags
9. **Harrow Road**
10. **Heidelberg Road**
11. **Lawson Road**
12. **Manners Road**
13. **Orchard Road**
14. **Percy Road**
15. **Rugby Road**
16. **Stansted Road**
17. **Talbot Road** (between Goldsmith Avenue and Jessie Road)
18. **Telephone Road**

**C) FREE PARKING BAYS (NO RESTRICTION)**

Marked / signed parking bays outside non-residential properties

1. **Francis Avenue**
  - (a) North side, existing 66m half-kerb parking opposite odd Nos.247b - 267
  - (b) Northeast side, 99m length outside Lidl car park
  - (c) Southwest side, 40m length opposite Lidl car park
  - (d) East side, 104m length outside Fernhurst Junior School

**D) PERMIT ENTITLEMENT:** All properties within the MB zone boundary shown at Part A.

To view this public notice on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk), search 'traffic regulation orders 2018' and select 'TRO 84/2018'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the main reception, Civic Offices during normal open hours.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) or post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 84/2018** by **20 September 2018** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public. These are anonymised. If the proposals require approval at a public decision meeting, representations are included in the associated published report, and are also anonymised.

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE



**Appendix B: Public views** (please note all emails and letters have been replied to, containing the information provided within this report)

Objections: numbered responses 1-95  
 In support: numbered responses 96-248  
 Unclear either way: numbered responses 249-256

**OBJECTIONS TO PROPOSED MB PARKING ZONE**

**1. Resident, Britannia Road North**

I AM STRONGLY AGAINST IT.

Q1 What law says the amount of vehicles a person is allowed to own at his residents.

Q2 If there is such a law<How many.

My Statement.

I have lived here in my home for 42 years, For the first 3 years I had 1 vehicle, For the next 30 year ish I have had 2, For the remainder of that time I have 3 different types of vehicle. I own my own home and my motors, (no credit) how I have done this is I started work when I was 15 years old, I worked and saved to get this, Now I am retired.

I will not accept your or other people's votes that will affect my life style and MY money that I have earned over the years

This Residents Parking is a money making scam engineered by you, You force it on one area, Those who can/want conform to your demand move to the next available area, and so it goes on and on

I will not be conforming to your demands or move to the next area along. YES. I do know what will happen. First I will get parking tickets, that I can't/won't pay, then after a period of time it is doubled. Then you call in the court bailiffs (hired thugs from a collection agency) when they don't get anything from me they then clamp my motors, (Restrict My right to travel) When that doesn't work they then confiscate/tow/steal my property Then my life will be over. NOW. You say that won't/can't happen, If it's happened before then it can happen again. It happened in Germany in the 1930/40s, What it amounts to is. Bully, Blackmail, Extortion.

**2. Resident, Chestnut Avenue**

I am emailing to strongly object to introducing a residents zone in my road.

I have lived here for many years and have never had a problem parking outside my house, neither do my neighbours. Therefore I object to having to fork out £130 a year unnecessarily, especially as the restriction only applies to 2 hours a day!

Chestnut ave is a cul de sac, with NO through traffic or businesses in it so your reasons for it being beneficial by improving access to local businesses and improving the turnover of vehicles is totally irrelevant in chestnut ave

The only day we have more limited parking is on match days, but we get round it. Who would enforce the restriction on match days anyway?

The only way parking restrictions would benefit chestnut ave would be if it were overnight to stop the taxi drivers dumping their cars down here.

I can't speak for the other roads but I can absolutely say that is not needed in chestnut ave.

**3. Resident, Chestnut Avenue**

I'm writing this email, as I am opposed to the proposed Residents' Parking scheme along Chestnut Avenue. I don't see the need for any such permit proposal. Much of the week - excluding match days - there is often plenty of room to park along the street both during



the day and in the evenings.

Also, as a single parent on a strict budget, I cannot afford the added costs, which I'll have to pay on vouchers for my parents and friends who help with school runs, and child care, when I'm at work. I'm sure many of my neighbours will agree with me saying, that the scheme should be scrapped.

**4. Resident, Chestnut Avenue**

I have resided here a few years and have never experienced any problems with parking (99% of the time I get to park directly outside my house as do the other residents at all times of the day). I do not believe the 2 hour restriction will bring any benefit to this area, other than making money for the Council. Even on days when Portsmouth Football Club are playing, the drivers will still park there and just pay. However, if the plan does go ahead I think the first 2 permits per household should be free.

**5. Resident, Chestnut Avenue**

I would like to strongly oppose the parking permit zones in zone MB for 3 main reasons:

1. It didn't work in the past and it's seems it is just a way for the council to make more money on top of the council tax.
2. Organising visitor permits for friends, family or trades people is a real hassle and not necessary.
3. Even on football days I have no trouble parking in my street. I don't see there is a need to supposedly reduce the number of cars per household.

I sincerely hope you reconsider the proposal as I get the feeling it will be extremely unpopular.

**6. Resident, Chestnut Avenue**

I would like to register my objection to the proposals for residents parking in the Orchard Road area (MB zone). The reasons I object are:

- 1, I strongly disagree with having to pay to park in the street in which I live. When our finances are stretched these additional costs are unwelcome and will cause further hardship.
- 2, Whilst we only have one vehicle in our household we can have a number of visitors to our property by family members, on occasion with some who live some distance away (Norfolk) staying for a week or two. Again under the scheme we will now have to pay to see them which should not be the case.
3. I do not consider that 'long term' parking is at the route of the problem that this scheme is supposedly going to resolve, the main issue is that the council have allowed the over development of Portsmouth including numerous multi occupancy properties that have multiple vehicles all adding to the parking problem that is now seen. Adding residents parking will not resolve the issue as residents households that have more than one vehicle are unlikely to reduce the number of vehicles are a result of the introduction of the scheme.
4. We occasionally have use of a disabled relative's vehicle which they will park at our address whilst they are using it. As it is not registered to our property we will now have to pay to park it daily as a visitors car. Further expense that we will incur.
5. The real reason for the introduction of the scheme is to make money so the council can bolster their finances.
6. There are no assurances on the cost of the permits, as costs increase (wages etc) then the cost of the permits will also increase to cover the additional cost.
7. There is a further charge of £10 to change your permit which further supports that the main reason of the scheme is financial.



**7. Resident, Chestnut Avenue**

You say that the aim of the scheme is to prevent long term parking by vehicles in the area. There is not a problem with long term parking. The real issue is too many cars and vans in the city. This has been brought about as a result of the over-development that has been allowed in Portsmouth, coupled with the less than adequate provision for parking for these developments (and indeed other resources i.e. doctors, schools).

Whilst our household only has one currently, I regularly drive my mum's car. It is often parked along my road for a day or two, meaning that unless I move it between 4-6pm, or don't park it until after 6pm, I will need a visitors permit. Equally, if my mum or any of my family or friends wish to visit between 4-6pm I will have to pay for visitors parking permits for them. I also have family that do not live locally, so normally stay for a few days or a week at a time. Again I will have to pay for visitors parking permits for them. Should we need to have a second car, I will need to pay for a second permit. When my son and daughter learn to drive, this scheme may well prevent them having a car, due to the price for the parking permits.

I would suggest that the scheme is simply a "money spinner" for the council.

If it were really to alleviate parking congestion in the area, and to allow residents to park near their home, the permits would be free. Or at least a fee for the first year only to cover set up costs.

I fully anticipate that you will reply something along the lines that parking schemes in other areas have been successful, lots of support for it etc. However in reality this will not change any of the parking issues. It will not stop households having more than one car, it will not stop the issue of football fans parking their cars down our road at 1pm for a 3pm kick off football match, and it will not guarantee me a parking space outside my house.

What it will guarantee is the same parking issues, but that Portsmouth City Council benefits financially from those same parking issues.

Once again, please register my objection to the proposed residents parking zone in the Orchard Road area.

**8. Business, Cleveland Road**

Thank you for the opportunity to give our views on this.

As landlords of a property in Cleveland Road, we object to this proposal as we see no need for it. A previous residents' parking zone was tried in the area a few years ago and then taken away and parking has been considerably better since then.

As landlords we wouldn't be able to get a permit and as we spend a fair few days at the house, particularly during the summer months and, depending on what needs to be done, bring one of two cars to the area. We often have tools and equipment to unload/load for the various jobs and cleaning that we have to do and not being able to park close to the house and therefore the proposal would cause us an issue.

It's fair to say that in the ten years that we have owned the house, we've never experienced a particular problem with parking and we come down on a variety of weekdays, evenings and weekends. Even those days when there's a Portsmouth football match on haven't been too bad.

In addition, there are a lot of houses in Cleveland Road which are student accommodation, and the vast majority of students don't own cars, so please don't enforce this proposal.

The only issue that we have is local businesses' vans and airport buses being parked in the road which we feel destroys the residential nature of the road. There must surely be some way of stopping these commercial vehicles being parked without the need for a resident's parking zone when it would appear that they can buy permits anyway; it will just



cost them more..... On balance, we'd rather live with these vehicles than have the parking zone enforced.

Thank you for your explanation and if the residents parking permits are to be for such a limited period then that's not so much of a problem as it could have been although the days when we are at the house redecorating in the summer, or seeing new tenants in, the 4-6pm it could be. The problem as we see it is that as property owners but not residents, we are not entitled to a parking permit as our cars are not registered to the address and this is what causes us an issue. Our property is let to students who generally don't have cars – I can't recall one student out of four each year over the last 10 years that we've owned the property who has had a car. They like our property because, amongst other things, it is within walking distance of the University and very close to the University bus route and therefore don't need a car.

Have you thought about how you will cater for people like us who only need parking access for a limited period of the year (when students aren't there) and would like access to a parking permit but are not able to claim one?

**9. Resident, Cleveland Road**

I strongly oppose the proposal of the parking zone in the Orchard Road area (MB).

**10. Resident, Cleveland Road**

I do not support this proposed parking zone. This is an inconvenience to all students that have spent a lot of money learning to drive.

**11. Resident, Cleveland Road**

In the next week or so i am moving into Cleveland Road to start my PhD in palaeontology at the University of Portsmouth. I would like to object to the parking permit for a number of reasons. Firstly i require my car in Portsmouth as i am from Derbyshire which is a considerable distance from Portsmouth and therefore need it to drive home from time to time to visit my parents, especially my Dad who is in poor health much of the time. I also require my car to drive to various museums and fieldwork localities as part of my degree, with driving being the most reliable and cheapest option. I therefore need somewhere to keep my car hence choosing a property in Cleveland road with no parking permits. If parking permits were to be introduced i would most likely not be able to get one as neither my car or my driving license is registered to the Cleveland Road property because it is not my primary address and i may only be there for a year or so. So if a parking permit would be introduced i would be at a dilemma of where to keep my car and would probably have to spend further money on renting a parking space somewhere in the city at considerable cost. This would be incredibly difficult because money is already tight, as i am self funding my PhD.

I would not bring my car if i did not require it and did not when i did my undergraduate degree at Portsmouth in the past. I think it unfair that on top of all my other costs that i should have to pay for parking. I therefore hope that you decide to not implement a parking permit in the Cleveland Road area, or if you do are able to grant me some sort of student permit not requiring my car to be registered to the property.

I do still intend on bringing my vehicle to university with me because of the reasons i previously mentioned regarding requiring it for visits to various museums and field localities, where i cannot use public transport, and to visit my parents in Derbyshire. I will be a resident of Cleveland Road and will be the only person in the address with a vehicle.



Can you please clarify if i will require a permit to park there from the 29th of September and if so which permit and how can i get one. It would not be possible for me to re-register my vehicle to the address as i will need to redirect all my post, insurance and be a massive hassle. I cant afford to constantly buy a visitor permit as i am self funding a PhD costing me in excess of £13,000 plus living costs and require my vehicle as im sure you and all members of the council do. Is there a way of getting a residents permit without re-registering my car to the property, or can you suggest what i should do. I can get proof of address from my landlord and proof my my course. Can you please help as this is a huge concern for me and added stress that i do not need at the current time.

**12. Resident, Cleveland Road**

I object against the MB residents parking proposal as we are a 3 car household and feel it's to too much money to pay and feel we pay enough council tax to live there as we rent. This does not suit our financial situation at all.

**13. Business, Fawcett Road**

Since obtaining clarification we feel that this scheme will not be in the best interests of our patients and ultimately our business and therefor please take this as an official protest. We are a medical practice that has been serving the Portsmouth community for 25 years. Our patients attend for all manner of musculoskeletal and health problems, ranging from prolapsed lumbar discs to mortons neuroma and a myriad of debilitating conditions between. We have Chiropractic Drs, Massage Therapists, Acupuncture and Podiatry services providing essential treatments to the local community, whom rely on easy access to and in most cases, close parking to the clinic.

The most well attended periods that we see patients are 4.30pm to 7pm in the evenings. Your proposal will render the casual parking prohibited (4-6pm) at the busiest time, which will significantly impact our patients. I appreciate there are 1-hour spaces on Fawcett road, but these are limited and are in constant use at the aforementioned times, making parking extremely difficult for our patients.

The clinic sees up to 50 patients a day and this number will be significantly reduced if this proposal comes to fruition. Essentially the clinic will be reduced by the two most popular hours for both treatment rooms. This will have a daily effect of cutting the clinic capacity by a quarter and bringing the financial viability of the clinic in to question.

The clinic has parking for one car at the rear, but this will not be fit for purpose if there is no on street casual parking. The clinic appointment times range from 15-60 mins. I understand what you are trying to achieve, in that there will be parking for residents when they return from work and restrict individuals from long term parking, which I support fully, but unless provision can be made for short term casual parking during the restricted periods, this proposal will not work for my patients and will put this valuable medical service in jeopardy. Previous trials rendered parking restricted to permit holders, but casual parking was up to two hours. This worked really well for the patients and residents always had somewhere to park. The clinic closes at 7pm and so any parking utilized by patients was available for residents from then.

**14. Resident, Fawcett Road**

It is quite clear this is nothing more or less than a money-making opportunity on the back of an easily solvable problem, the cause of which you are acknowledging to a degree but failing, dismally, to address.

As a resident of Fawcett Road, I park, usually, in Telephone Road. Some of your literature claims this is in an area where commuters block parking spaces. This may sometimes be





the case, but many people that commute do not drive to the station. There is a problem when Portsmouth are playing at home, which I suppose is inevitable since a dedicated parking area is not available and the intelligence to make a park and ride is clearly beyond those that make decisions, but this happens slightly more than once a fortnight during the football season. The real problem, and the one you seem to have chosen to ignore, is that parking is no problem between late June and early October and the reason for this is the large amount of student properties in the area. There is NO other explanation. Many students arrive in October and simply do not move their cars until they go home, briefly, at Christmas and again at the end of the year. For the rest of the time they use the free student transport. Normal residents and even people commuting are NOT the problem, if they were, there would be a problem all year. I find your proposals for parking to be inept, expensive for us locals that DO have a reason to park here and they fail completely to address the real problem. Even a simple letter to all students asking them to consider whether they need to park would be better than what you are suggesting. There is an easy fix to this that will not impact on the workload of your parking inspectors and would make life much easier for us, but I fear that is not your motivation. I sincerely hope common sense will prevail.

Sadly I feel it is being delivered as a 'fait accompli' and that the good residents of this city are being forced to pay due to the influx of students only. I have copied my thoughts to the Vice Principal and whilst he advised me further of the problems they face to advise students, he did agree that more could, and would, be done. I have also contacted the President of the Students Union in the hope they can also help. You still seem to be under the misguided illusion that the problem exists all year round. It doesn't. It is entirely down to the student influx and that is borne out by the sudden increase in parking problems in the last weekend. It has been fine all summer. So, what you are suggesting is to penalise the good people that live here in the name of the students. They will not bother bringing cars, as they will not want to pay, and so 'magically' the 'parking problem' will disappear, except, of course that the reasons it is cured backs up the very points I have made. It is NOT a problem of local full-time residents and NOT a problem caused by commuters but a problem caused entirely by students and local people are being ripped off. I am a cancer patient and hold a disabled sticker. Do I still have to pay you for a permit to park in a disabled space should one ever become available? This whole thing is nothing more than a callous money making scheme on the part of a council that clearly has run out of ideas and, indeed, morals.

**15. Resident, Fawcett Road**

I believe the parking permits is simply a money making exercise for the council. If you really wanted to stop parking issues you would stop approving buildings and conversions of existing buildings into flats and houses without them installing parking within the grounds of the conversions. This is the issue, and you know this but continue to approve and instal the buildings so nothing will change. I do not want parking permits on my road. It stops nothing but costs more money to live in portsmouth. I love this city but its being ruined by short sighted ideas.

Homes with parking could be easily achieved with a little planning. You are currently

building student accommodation by Fratton roundabout. Why was that not lifted and this would have allowed for a lot of parking underneath. The same with the doctors surgery thats just been finished. This could have parked the whole of a road. People would actually pay to have a fixed parking space which would have generated PCC cash, fixed for year after year.

You are prioritising students, and punishing residents. If you were really that fussed about homes, which you have said is a priority, then why keep building studio rooms in high rises? Again without parking. These are not family homes, and hmo's simply become professional HMO's not student which fixes nothing.

Priority parking in the way you are describing here can only be achieved with named parking spaces on the road. Is this an option? I really do not think so.

Simply asking us to sign up to your money making scheme which really means that anyone can park on any road in town as long as the resident of the area has paid for the privilege, or we ourselves have got the pass for each car in the house. A family of 4 can have 4 cars, which will mean there are no spaces left. Parking permits simply make the council money, nothing else. Permits create parking issues for roads without permits, and this is about it. Permits everywhere will not stop people parking. You haven't got enough money to make the roads to a good standard but want us to pay to park on it. Crazy.

You need some forward thinking people in PCC that can see into the future and realise this issues is only going to get worse permits or not. I suppose they have looked into the future and realised they can make some serious cash from tickets and permits. It is a farce!!

**16. Resident, Fernhurst Road**

We would like to lodge our objection to the proposed reintroduction, and extension of the MB parking zone to include Fernhurst Rd.

We do not feel this will be of any benefit to the local area. It is also an introduction of paying for something that is currently free and there are no problems in this Road with parking space availability as it stands currently. This likely represents no problems in the surrounding area too.

**17. Resident, Fernhurst Road**

I have no problem with parking in my road, This is just money raising scheme .I see that for the second car the cost goes up £20 each year. when will this stop?

**18. Resident, Fernhurst Road**

What reasoning does the council have for imposing permit parking on Fernhurst Rd, which is a Cul de Sac and in my opinion currently has no parking issues?

I also object to the plan to charge residents for said permits, especially bearing in mind the poor state of the road surface!

**19. Resident, Fernhurst Road**

Whilst there may be some support for the re-introduction of a parking zone in Orchard Road and the surrounding streets I do not consider that Fernhurst Road suffers from the same issues. We have never had any problems with parking on Fernhurst Road except on match days. At all other times we are able to park on the road directly outside of our property. I therefore see no reason for Fernhurst Road to be included in the proposed MB zone, and would suggest that if the parking zone does go ahead that the boundary be reconsidered.

I would also object very strongly to the proposed charges. We have three cars registered



at this address - one for my wife and I and one each for our two grown up daughters who live with us and who both need cars for their work. We would strongly object to having to pay £720 a year to continue to be able to park outside our house (where we can currently park all three cars without any issue).

**20. Resident, Fernhurst Road**

I would like to express my objections to the proposals as we do not have a problem with parking on Fernhurst Road. There is no need for a residents parking scheme on our road - I can park directly outside my house almost every day without any problems. The introduction of a parking zone would be not only a waste of the council's money, but also a waste of my money.

**21. Resident, Fernhurst Road**

I would like to object to the proposal to introduce a residents parking zone. The only time that I struggle with parking is when Portsmouth FC are playing at home. Apart from this there are no problems with parking on our road, and there is no need for a residents parking zone here. The council would be wasting their time and money and the only result would be inconvenience and extra expense to the residents. Please do not go ahead with this.

**22. Resident, Fernhurst Road**

I'm sending this email to register my objection to the reintroduction of the MB parking zone, and its extension to Fernhurst Road. I currently have, and have never had, any problems parking in the road near my house and do not wish to endure the expense and inconvenience of the proposed parking zone. Moreover, the 4-6pm time zone reflects an outdated view of working people nowadays. I myself am a shift worker as are countless others in the 21st century.

**23. Resident, Fernhurst Road**

For the most part it seems quite clear and on paper a good idea, however the one problem we have in fernhurst road is on a match day, as it stands at the moment there are cars parked on double yellow lines, in front of garages, all with no disability allowance, and in the years we have lived here not once have we seen a parking ticket issued or a traffic warden to issue any tickets.

Now if you are proposing to charge us for parking in our street what reassurances will you give that once up and running parking will be monitored and dealt with accordingly, also I believe that it is all going to be digital as opposed to certificate so how can we as residents see if the cars parked outside of the zone rules are allowed to be there.

Having e-mailed various questions to your office with regards to set times and clarity, and the planned enforcement or lack of it as it's not an important road, I feel to ask us to pay a further fee on top of road tax and council tax, just to have a 2 hour guaranteed time slot for permits holders quite frankly disgusting. We are shifts workers who still wouldn't be able to get spaces at different times

**24. Resident, Fernhurst Road**

I don't agree with parking zones on principle. I see it as a further transparent tax on the motorist and think local councils shouldn't have the right to enforce parking rights.

**25. Resident, Fernhurst Road**

I am writing to you to fully object to this outrageous proposal. I have never had an issue with parking my car. I have recently left university and living in a flat share with 3 other



professionals (who also have cars) and simply cannot afford this cost.

I would appreciate someone to give me more information on this as to why this is being proposed and the likelihood of this happening, as if this goes ahead I may have to look for alternative accommodation.

**26. Resident, Fernhurst Road**

Why only those hours - currently we have no problems parking in Fernhurst between those hours or at any other time of the day. 50% of our road are retired and come go at all hours during the day and 50% of the road work full-time and leave early in a morning and don't return until after 6pm therefore this parking time zone makes no sense at all. I cannot understand the rationale behind these hours - if you have a parking zone then surely that parking zone is a parking zone no matter what time of day it is.

Why our road - we were not in the original plan and the original parking zone of 4 years ago had no direct impact on us. We have not in the past had and do not currently have a problem with long term parking in Fernhurst. The student population of 4 years ago has moved due to the closure of the Milton Campus and the fact that so much student accommodation has been built in the centre of the city. Therefore the houses with more than two cars has greatly reduced and is reducing year on year. The fact we are a very narrow dead end also helps as most people cannot be bothered with the extra stress of having to reverse down the road to get out.

You are just moving a problem rather than addressing the underlying problem of not enough free or reasonably priced parking available for Fratton station. My wife works full time and leaves early in the morning and returns after 6pm therefore the cheapest option for her as she doesn't have to park between those hours except on a weekend is to park in Frensham Road - therefore creating a bigger problem elsewhere.

Just another money making scheme for the council - what started as first permit free is now £30 for first permit and we can pretty much guarantee that this will increase year on year. Therefore it is not only an extra tax on the Portsmouth tax payer but particularly on the motorist and at worst is a tax on the motorist that does the least miles in their car. The most vulnerable ie retired on a fixed income will be most impacted on as will any motorist that car shares (does their bit to limit the number of cars coming on going off the island as they need to leave their car at home on the days they car share). You are just encouraging those persons to take the car to work instead of needing to pay for a permit.

Residents choice to live in Portsmouth - the parking is the compromise you make for living in this city - you know when you choose to live in the city parking is not always easy and you sometimes have to plan round things ie football games and school pick up times.

Who is going to police it - We in theory have a double yellow lined turning spot at the top of our road and yet when people park on the double yellows it is not policed therefore what makes this parking zone any the more likely to be checked - in which case people will just take the chance and park anyway.

**27. Resident, Fernhurst Road**

I object to the proposal and having to pay £30 for a permit and pay charges for my visitors to park. I do not believe any new parking zones should be introduced in the area, and can say there is certainly not a parking problem in Fernhurst Road.

If resident's parking is introduced by Portsmouth City Council in neighbouring zones than non permit holders from other roads are likely to use Fernhurst Road, or any other nearby roads in the proposed zone MB, if they do not have resident's parking. Thus a problem will have been created where there isn't one now.



**28. Resident, Fernhurst Road**

I am contacting you to oppose the proposals to bring permit parking to Fernhurst Road. I was incredibly shocked to receive the letter, as I have been a resident of this road for almost 4 years and there has never been an issue with parking in our road. For this reason, I consider this proposal to be unnecessary in our street.

Furthermore, I am appalled to note that HMO's are limited to 2 cars. As far as I am aware, our house is the only HMO in the road and as stated above, there has never been an issue with parking in our road. In fact, it is commonplace that everyone can in fact park immediately outside their residence, despite the fact that our residence is a HMO.

I have lived in HMOs for the last 10 years due to the fact that affordable housing for single individuals is virtually non-existent in the city. Particularly given the repercussions of the recession on the job market in the city, which is still volatile and lacking in stable full time work, it would seem to me that those who are trying to better themselves are the ones who will suffer if this proposal goes ahead.

Two of those whom I share residence with already own cars. These and many others I have lived with in the past have required cars to get to and from work either because the location of their work regularly changes, or their place of work is not serviced by public transport. The fact of having a car is not always a luxury, but oftentimes a necessity. I have just spent hundreds of pounds on driving lessons and I'm shortly due to take my driving test and purchase my first car early next year at the age of 31. To receive notice of this proposal at this time is incredibly disappointing. I have taken these steps to learn to drive as my mother is disabled and my father shortly will no longer drive and she requires someone with a car to assist her.

It causes me great concern that not only can I potentially now not get a car to assist my disabled mother due to the 2 cars per household limit, but if I were permitted by the council to have a car, it would cost me an astonishing £550 for a permit just because I would be the last person in my residence to apply, since I haven't yet passed my test.

This entire proposal is monumentally disproportionate since it is clearly the wealthy who will benefit and I implore you to reconsider. Whilst I appreciate there are areas in the city who have a lot of difficulty with this issue, our road is not one of them.

**29. Resident, Fernhurst Road**

My first objection is to the cost. As I'm living in a house of multiple occupancy with two current drivers and a potential third on the way, we stand to have our living expenses hugely increased. I absolutely understand the reasons behind escalating costs for additional permits but I feel the proposed amounts are far too high.

Secondly, parking on Fernhurst Road has never been a problem for me in the nine years I have lived at this address so permits aren't necessary here.

The only time there are issues with parking are during football games when there's a huge influx of people to the area. However, this is only ever temporary and minor annoyance.

This leads me to my third objection of enforcement or lack thereof.

The huge crowds who come to watch games often park on double yellow lines, in front of garages, dropped kerbs and even in a disabled bay for one of the residents. I have never seen any of these parking violations receive a penalty charge notice or any other violations in the area. As the enforcement is already severely lacking, and parking isn't an issue on Fernhurst Road anyway, I can't see what benefit the residents would receive for the extra money.

I completely understand parking is a city wide problem and it's nice to know the council are actively looking into possible solutions.



**30. Resident, Fernhurst Road**

Regarding the recent letter I received I have a number of concerns.

1) The £30 (at the moment) charge. This seems grossly unfair as residents pay enough to keep their cars on the road without another fee. I currently have no trouble parking and was not included in the previous zone so object to this fee and being charged for visitors. I also fail to see what relevance of the precedence the previous Tory council set introducing it has on this councils desire to hit my wallet.

2) Having a 2 hour parking zone seems pointless and I saw little to suggest it was effective last time when I visited my parents in the evening in MC zone and couldn't park.

3) Why is MB & MC being charged the same for permits when MC has a lot more roads meaning the resident have a larger area to find a space. Its not fair and the areas should be the same size or one area. In addition they don't even have the same times to be enforced

4) I also object that this seems to be the best solution the council can come up with to tackle student parking, hitting the local residents pockets rather than tackling the cause.

In summary this proposal is unfair to residents and very disappointing from a liberal council. It will be ineffective at stopping student parking as it was before.

**31. Resident, Fernhurst Road**

Before I comment on the proposed implementation of the above order I have one question which applies to all the schemes in the City. As there is no longer any physical evidence in a vehicle as to whether it is part of a permit scheme or not how does the Council monitor the parking of cars etc? An answer to that would be appreciated. With regard to the particular scheme affecting our area are we expected to pay the same as other areas where the restrictions apply 24 hours a day As we are only talking about 2 hours a day. This seems unfair in the extreme. In our road there are a number of vehicles which arrive late in the evening or the early hours of the morning and remain parked until mid afternoon when their owners leave for work. Presumably taxi drivers and the like. I have a couple of friends who come down for the football in the early afternoon and, obviously leave after the game has finished. For Saturday games this would mean them having to purchase a temporary permit for just a short time of use. As I have heard rumours that the Police have advised you not to penalise vehicles parked illegally in existing zones near Fratton Park on match days I wonder what advice I should give them! Although I have broadly supported the introduction of permit controlled areas in the past I fail to see any benefit in the introduction of this new scheme. A "cash cow" for the Councils coffers seems the only reason for recommending it.

**32. Resident, Francis Avenue**

I live close to the school (in which parking will not be restricted to residents only) and the adjacent parking zone (in which I will no longer be allowed to park). This proposal makes parking much more difficult for me.

I disagree with the charge for a first permit, which seems unnecessary. I have lived in other regions parts of Portsmouth that have successfully had a parking permit zone without charging for a first car.

The motor business, at the top of Francis Avenue is to become a restricted zone; which will push the cars they regularly park there into the unrestricted zone outside Lidl and Fernhurst Junior School. This will put pressure on the parking elsewhere.

If parking is only restricted between 4pm and 6pm, then 12 hour and 24 hour permits are of very little use.

The proposal is to improve parking opportunities for customers requiring access to local



businesses. There aren't many businesses in the area that would require access between 4pm and 6pm. The area is largely residential, and these restrictions in these hours would not be of benefit to the businesses that are in this area (pubs, small grocery shops, coffee shops on Fawcett Road that close by 5pm).

**33. Resident, Francis Avenue**

I have read and re-read your letter that came this morning, but it is not clear why you would just do a restricted time between 4-6, apart from long term parking and yet you have part of this area as free parking.

Last time we had parking permits with part of the area non restricted we still had long term parking which made the parking worse. How is this going to be policed?

Also I have managed to secure employment which is in Farlington this enabling me to leave my car at home when not visiting sites and cycle along the Eastern Road cycle paths. In seeing the parking restrictions it would pay me to drive to work as I would be home after the restrictions thus saving the cost of parking.

When the last proposed parking restrictions were in force although I had a permit I couldn't easily find a space near to where I live however since it has been lifted I have always found somewhere near if not outside my house. Therefore I would not be very happy for this to be reintroduced.

The MC zone was in your opinion successful within the zone, however people living adjacent to the zone found that long term parking happened in their road as it just pushed the problem on the surrounding road. I do understand what you are trying to do.

When I responded to all the surveys over the years I have always said if you make part of an area with parking restrictions you are only pushing the problem further on so in order to stop this you need to make a bigger portion with restrictions.

With the flats being built on the end of Goldsmith Avenue, this will have an impact on parking too.

As you are probably aware that there is a second hand car sales place at the top of Francis Avenue and he has long term parking of his cars and will only fill more of the free parking to the North side of the Francis Avenue together with the people parking their for the train station. It happened last time so it will happen again.

**34. 5 Named Residents, Fernhurst Road**

We are students studying at the University of Portsmouth and living on Francis Avenue. The planned permits would make it very difficult for students, such as ourselves to keep cars. Student houses often contain multiple drivers so would need expensive 'multiple car permits'. Considering that the city's two largest forms of employment are obviously the University and the Navy, many people living in the area may be here temporarily. Thus making it not worthwhile to purchase the extremely expensive permits proposed. Many students live in the area meaning this would negatively affect multiple households.

As an alternative option might we suggest considerably cheaper permits for residents. From our experience living on Francis Avenue, parking at night is no challenge. As most cars do not belong to the residents and instead; people accessing Fratton station, Portsmouth Football Club and those working in the city.

**35. Fernhurst Junior School and Devonshire Infant School representatives**

Following your communication about this proposal, both Fernhurst Junior School and



Devonshire Infant School Headteachers have met to discuss the implications and the impact this will have on pupils and staff. We are sure these issues can be addressed as it would be a great shame if local children are disadvantaged by the council's decisions. It is with some regret that we find ourselves back in this position as we have already had this debate with the council when the previous scheme was introduced and scrapped in 2014. Firstly, the cost of permits (£4200 estimate for FJS) for all our staff will impact the financial running of the school at a time of decreasing budgets and increasing costs. This information has been in the public domain but it does not seem to have been considered by the designers of this scheme.

Our staff, like many other schools, offer a wide range of 'free to parents' after school clubs which enrich the lives of our pupils. These are focused at our most vulnerable pupils, and this is financed by pupil premium monies. If our staff have to leave by 4pm these clubs will not be available. This does not fit well with the council's stated aims in the Children and Young Peoples Plan, 1 b) Strategic Objective 3. Raise school standards through collaboration challenge and support. We certainly feel challenge is being put in our way but little in the way of collaboration and support from the local council in this proposal.

Furthermore, there is reference in the plan to the difficulties in recruitment and retention, a major challenge in Portsmouth and nationally. Has this even been considered? Many teachers have young families themselves and the difference between working in one school or another can hang on the obstacles and barriers put in their way when travelling to and from school. When recruiting teachers often visit the school after they have finished for the day at their place of employment, we will be lucky if they put a foot through the door as they drive away unable to park, let alone receive an application.

We would also question why certain employees are treated differently and asked to pay at a higher rate? A school cannot run without office staff, who are often first aiders, welfare staff, and other support staff. We do not believe that there should be any charge to school staff at all. We were led to believe that the aim of this scheme was to prevent commuters parking their cars in the residential areas and using Fratton Station. If that is the problem, why are the pupils and families of Fernhurst and Devonshire Schools being penalised?

This looks more like a money making scheme. We understand residents may feel frustration at the Portsmouth parking problem but school staff are not really the problem, we are gone by 5 most evenings, (the time a neighbouring scheme starts, why the different time?) not here during most of the holidays or at weekends. Do the council want the children of Portsmouth to have a quality education or not?

Please reconsider this proposal in light of how it might apply to Devonshire and Fernhurst Schools. .

In response to your email, I would like to reiterate that we are NOT a profit making business, but a maintained school, serving the local community. ALL of my staff are key workers, regardless of whether they are classroom based, so I can not see why my office staff should be charged at the extortionate rate of £590 for a third permit (which we would need).

Furthermore, a large number of my staff are not based in Portsmouth and travel from Fareham, Portchester, Cosham, Horndean, Whiteley and Widley, which makes it very difficult to walk or cycle! The idea of car sharing is a very positive one. However as my staff have a range of jobs, a range of starting and finishing times, this also is difficult to manage. A number of my staff are local and do walk or cycle as much as possible - myself included. However, there are occasions when all of us have to drive, to attend meetings or training out of the city. In addition to this, you will often see staff carrying bags of books and





equipment, which makes it unreasonable to expect them to walk or cycle.

#### Officer response

School teaching staff continue to be considered as 'key workers' within Residents' Parking Zones (this has not changed), and that the administration rate and cost of first Resident permits have corresponded. Permits for non-teaching staff continue to be charged at normal Business permit rates (this also has not changed).

The £30 charge was introduced for the first Resident permit per household in 2015, and the administration rate charge was introduced for permits for school teaching staff at the same time, and also set at the same rate. All permits are now paid for; none are issued free of charge since 2015. If no Business permits were purchased by the schools at the 2<sup>nd</sup> and 3<sup>rd</sup> permit rates when the parking scheme was in operation 24 hours a day between 2012-2014, then it is unlikely that the permit requirements have changed significantly and would be affected by the 2-hour restriction proposed in 2018.

The term "Business" permit is used to distinguish between residents and non-residents. However, there are many premises in Central Southsea and within the Residents' Parking Zones (RPZs) citywide that operate businesses and services other than shops, including support services, charities, community centres, places of worship, health services and medical practices, other educational facilities etc. and which can also be affected by parking restrictions, and whose staff may be required to consider how they commute to work if they currently drive into Southsea and park on the street.

For the most part, non-residential premises are treated equally. However, the above-mentioned concession is made for keyworkers such as teaching staff / classroom-based staff within schools. The following, as highlighted previously, is also available in Francis Avenue:

- Unrestricted parking adjacent to Fernhurst Junior School
- The school zig zags operate between 8am and 4pm Monday to Friday: outside of those times parking is not restricted and permits are not required
- The adjacent MC zone proposes to restrict parking to permit holders between 5-7pm and includes roads close to the schools such as Devonshire Square and Francis Avenue southwards from it, Esslemont Rd, Jubilee Road etc.

Whether a non-residential property generates income and to what extent is largely irrelevant when encouraging individual employees to consider how they travel to work, and therefore how they have an impact on the environment and parking availability in residential areas. Quite naturally, people rarely think how they travel to work until parking restrictions are proposed or introduced. The same applies to the Council's Civic Offices and staff, also working in the public sector. In previous years, large numbers of those staff and also staff working at the police station, law courts, university, schools and premises in Commercial Road automatically used surrounding residential roads for all-day free parking. This placed a huge demand on parking availability to the detriment of those living there, and residents' parking zones were introduced to better manage the parking availability.

Commuters travelling in and out of the city at peak times contribute to the traffic congestion - these relate to the high numbers of employers in Portsmouth and Southsea, not just

schools and colleges. Consequently, one of the Council's aims is to reduce traffic congestion and improve air quality. You may have seen the 'Reduce the Queues, Travel in Twos' campaign, for example.

As described previously, there are a number of factors that have been highlighted as contributing to long-term parking congestion in Central Southsea, which result in people asking the Council to do something about it. These include parking by students with vehicles registered elsewhere, railway commuters, local employees and where more than 2 vehicles are linked to the same property address (business or residential): all contribute to all-day or longer term parking.

Residents' parking zones are a measure the Council can consider in response to high levels of parking congestion, to manage the rising demand for parking on the public roads.

**36. Fernhurst Junior School Representative**

I am writing to express my views on the new proposed parking restrictions in and around Orchard Road. I am a teacher of Fernhurst Junior School and a parent of pupils at Devonshire Infant School and Priory.

Having looked at the proposal I am strongly against this scheme on many levels.

Firstly myself and the team of colleagues I work with are mostly from Portsmouth; paying their council taxes and contributing to the city. It is therefore wrong for these people to have to pay for parking when they get to work. The argument that there will be spaces in other streets is a joke as these streets will be full with cars and vans who also have nowhere to park. Walking even a short distance with a class set of books and various resources needed for teaching is also unacceptable.

The city pledged to recognise and support the teaching profession, this parking fiasco is just another stress that teachers don't need.

The other concern is the financial burden on staff and the school. My Headteacher has two options; make her staff pay for permits or the school funds the permits. My Headteacher has a statutory obligation to ensure staff needs are met. Being able to park within close proximity to the school is one of them. With this in mind the permits will need to be funded out of school funds. The news has been vocal about the already stretched school budgets and this proposed scheme would see around £4000 pounds every year redirected away from children in order for their teachers and carers to park. This is unacceptable a scheme should look after PCC employees after all we all work for Portsmouth City Council and this scheme has been devised without considering the detrimental affects this would have on the schools in the area.

Finally as a parent; my children attend various after school clubs where Grandparents pick them up. These usually finish around 4.30pm How are my parents supposed to collect my children as there is 'no-parking' between 4-6? They have to get out of the car and physically go and collect the children - how is this going to work for myself and all the other parents who need to collect their children.

I feel this scheme has been put together with a political agenda not considering the needs of residents at all. I have worked at this school for 20 years and been a Portsmouth resident my whole life; this scheme is unacceptable and needs to be reviewed.

If a scheme needs to be put in place then other more effective methods of vehicle reduction should be considered such as ways to reduce student cars per household or company vans being kept elsewhere; these methods are obviously more expensive but a more expensive better thought out scheme would be better in the long run.



**37. Fernhurst Junior School Representative**

I am a MB resident and also a Governor at Fernhurst Junior school and it is in this capacity that I wish to raise my objections. At its last Ofsted inspection, Nov 17, Fernhurst was rated as a good school with two elements being flagged as outstanding.

The effective activities and the extensive range of clubs that Ofsted refer to in their report, see extracts below, are the after school activity clubs that are run most days of the week typically from 1515 to 1630.

- Fernhurst is a highly inclusive school where all pupils are supported to succeed.
- The proportion of disadvantaged pupils is higher than average.
- The good support for disadvantaged pupils means that they achieve as well as or better than other pupils in the school. The school's high expectations for these pupils can be seen in the broad range of effective activities that enable them to make good progress.
- Leaders use additional funding well to enhance the progress that pupils make. The physical education and sport premium is used effectively to improve lessons and extend the range of clubs and activities on offer. Funding to support disadvantaged pupils and pupils who have SEN and/or disabilities is used very effectively. As a result, outcomes for these pupils are good and improving.

Imposing a parking restriction for non residents (many of our parents live outside of the MB zone) will have a significant impact on the families of our children who are picking up from clubs. It is entirely feasible that parents will not tolerate the inconvenience of parking restrictions and as such will simply not allow their children to participate in these valuable extracurricular activities. The parking restrictions between 4 and 6 will also negatively impact on parents collecting from the after school childcare provision, Heidelberg, which operates between 1510 and 1745.

We are working really hard as a school to inspire and engage children in learning, and the clubs provide a rich array of opportunities to do just that, as well as building resilience and confidence. There are so many examples I can cite but for example children that joined Reporters club have discovered a new found love of writing, and our children that joined Pantomime club visibly grew in confidence. Many of our pupil premium children take up these extracurricular opportunities and I fear that outcomes that have previously been good and improving, might be negatively affected if club attendance declines.

Similarly non MB resident parents will be affected when there are meetings and parents evenings, school concerts, plays, and parental training events (eg maths strategies, online safety, sex and relationships). If they are unable to park it is highly likely that they will not attend these valuable sessions and the level of engagement with parents will decline. I urge you to reconsider the impact of these parking restrictions on the children and parents within our community.

**38. Fernhurst Junior School Representative**

As a Southsea resident I cannot see that it offers improvement. I understand residents not liking commuters parking in this area for the day and the increasing student population with cars - however this will just move the issue elsewhere, it does not solve it.

From a work perspective the time zones present a real difficulty for staff, both for existing staff and for attracting new staff which you will be aware is an issue in inner city Portsmouth. We (a Portsmouth City Council employer) currently employ 68 staff, the majority of which drive from outside the area to work.

Existing staff work beyond the school official opening times as a matter of course, and later on a regular basis to offer extra curricular activities for its pupils (raising standards is allegedly a priority for the council), hold meetings and events etc so this just does not work



- it seems the Local Authority has little understanding of the schools it oversees. Charging employees is another concern. I am especially dismayed that a Local Authority which promotes equality can deem it fair to propose one level of charges for teachers and another for non teaching staff?? Both are needed to run a school and both need to park their cars - what are these charges based on??  
I appreciate that improving parking is a contentious issue for the City Council but an awareness of all its users is much needed. As a school we were not informed at all of the last proposal and this one sadly confirms that we are still not being heard.

**39. Business, Francis Avenue and Goldsmith Avenue**

We object to the proposed parking zone around Goldsmith Avenue, Southsea. We have been owners of a business here for 8 years, and the proposed permit parking will have a detrimental effect on us and our customers. We are unlikely to have the funds, or access, to the amount of permits we would require to purchase, if we are entitled to any, to keep our business continuing as successfully as it currently is. The majority of our customers are of the older generation, and will be unable to get to us from the distance they would need to park away from our site, as the proposed zone completely surrounds us. As we have held a business here for all these years, our customers are used to parking in the surrounding streets. This will cause a high number of parking fees, which we will be liable for, as the customers have left their vehicles in our care for repair or maintenance. It will also take us a lot of extra time, as a courtesy to our customers, who are having to park much further away, to get an employee to drive them to and from their vehicles. If these issues were to happen over a period of time, it is likely for us to lose customers, and money, because of this situation, which in time will force us to close the business and sell. The only likely interest there will be in our land, would be that of a property developer, who would create a number of flats on our site, as they have along the rest of the road so far, which would cause even more congestion in the area.  
We also own a second business on Francis avenue, which will be within your proposed area. As we believe this will still be available for anybody to park, there will be a large number of people using these spaces, which we require to load and unload our vehicles. This will prevent us gaining access for these purposes, again causing us more time lost, and an extra work load for all of us.  
We are certain there will be many more businesses who will also suffer from these proposed plans.

**40. Resident, Harrow Road**

The order does not state the reason for applying these ludicrous parking charges. I have never struggled to find parking in this area and see no need for this proposal. It seems that the council are trying to make money off of the residents in this area? We already pay a lot of council tax money and we can not afford these parking charges as it is already expensive to live here. We have 3 cars at my household that we require for business purposes and we cannot afford £30+£100+£590 per year as well as council tax and all other expenses of renting and running a household.  
All this proposal will do is force residents in the MB area to park in the neighboring areas and cause a parking problem. Please reconsider and think about the repercussions.

**41. Resident, Harrow Road**

I would like to object to the proposed residents parking zone in the Orchard Road area. I do not believe that the proposal will alleviate the difficulty to park around the area in which I live, merely it will add to the cost of living in the area. I believe that the main issue



concerning my road is the local student population during term time and footballers playing on the astroturf pitch at Priory school in the evenings. I do not believe that the price will deter students from bringing cars to the area and I do not believe the administrative effort of changing the address of where their car is registered will either deter many students and from my observation there is normally on average only one car per student property hence £30.00 is very easy to afford.

The footballers tend to be around from 6pm-10pm.

I appreciate that you cannot create policies that discriminate against students or the footballers as this would not be fair therefore I am willing to continue with the current situation as I do not believe it is fair to financially punish local residents who live all year round when the problem clearly originates from the two aforementioned groups.

**42. Resident, Harrow Road**

I do not believe that the proposal will alleviate the difficulty - just add to the cost of living in the area

I believe that the main issue concerning my road is the local student population DURING TERM TIME ONLY and footballers using the facilities at Priory School. There is also the issue of members of staff at the school arriving at 7.45 a.m. and occupying space outside residents' houses. I believe these teachers should be encouraged to park in their school car park and not be supplied with business permits as done so in the past.

I also object to the fact that any visitor to my house would be subject to paying a fee to visit me if they parked in front of my house between 4-6 p.m.

I do not feel it is fair to financially penalise local residents for parking in front of their property. My son and I both need cars for separate work and if this permit proposal is agreed it would mean an extra £30 + £100 = £130 per year from our already tight budget.

I have had several discussions with the Local Democrats who feel that if permits were introduced students would not register their cars at their Southsea addresses but continue to leave the details at their parents' addresses therefore discouraging students from bringing cars to the area. I do not feel this is the case and that students would merely transfer their main residence details to their rental property in Southsea in order to keep their cars on these roads.

**43. Resident, Harrow Road**

I have houses in Harrow rd and Stansted road. I am utterly opposed to new parking restrictions for these roads

**44. Resident, Harrow Road**

Thank you for your letter dated 30th August. I object to the proposal and would be grateful if you could provide responses to the following

1. What, specifically is the catalyst for this proposal?
2. The area near Harrow Road is normally has parking spaces available at all times of day and evening and weekend. There are times of course when this is challenged - for example when the Mosque is heavily attended - these periods are short in duration. Please can you provide the evidence to show that this proposal will improve parking for residents.
3. The proposal seem to be 'East-of-Fawcett-Rd-centric'. Your communications describe it as the Orchard Road area, a road which is at the northern perimeter of the zone. Your suggestion of free parking is Francis avenue, which is at the Eastern perimeter. To me, it points to a position whereby you are trying to solve a parking problem in an area where there is no parking problem, or a lesser parking problem. What, specifically is the reason for extending this zone west of Fawcett Rd?



4. Several years ago, I remember the area was zoned and it lasted for a short period. What caused you to revert back to unrestricted parking then?

Officer response

The former MB zone was referred to as "Orchard Road area" and therefore the current proposal carries the same name to avoid any confusion. Fawcett Road is a central road, but falls partly within the MB zone and partly within the proposed MC zone (as does Francis Avenue). The section of Fawcett Road within MB zone is already restricted and would not have any residents' parking bays marked, which could also cause confusion directly linking it to a residents' parking zone. Larger parking zones increase residents' choice of where to park and find spaces.

The unrestricted parking proposed for the north and east sides of Francis Avenue would encourage any longer-term or non-residential parking to take place away from residents' homes on a first-come-first-served basis. This 'buffer' measure formed part of the previous MB zone and whilst it may be more useful for some residents to be aware of it than others, the same information has been provided to all residents for consistency.

Unfortunately at the time there was no funding available to survey or propose parking zones for the neighbouring areas that immediately suffered from displaced parking. This led to the MB and MC parking zones being removed; an unprecedented measure. The first Resident permit was issued free of charge between 2003-2015 across the parking zones and therefore the majority were provided free (9000 of 11000 permits).

**45. Resident, Heidelberg Road**

From my perspective a parking zone here would be unnecessary. I have never experienced a problem parking my car down this road, and can almost always park my car right outside of my door. There always seems to be spaces down this road, so if a parking zone is required in this area, I can't see the justification for it including Heidelberg Road, as there is simply no problem down this street.

**46. Resident, Heidelberg Road**

I wish to send my objections to the proposed parking zone. I have lived in this area for over 30 years and the issue with parking here is the student cars.

Throughout May to last weekend we could get a parking space in the road even when returning from an evening out. From the weekend, oh yes coinciding with the mass descent of students, after 7:30 the road is packed.

We have 2 cars at our property, we work unsocial hours at a time when there is no public transport. We pay enough in car tax and council tax and feel the chance of just being able to park does not justify the cost.

I feel RPZs are not addressing the issue they are just a reaction.

Maybe the answer here is

1) Issue less licences for conversion to HMOs

And

2) liaise with the university to address the students bringing cars to the city.

**47. Resident, Heidelberg Road**

I wish to register my disapproval of the planned parking zone on my road Heidelberg Road for several reasons.

1) There is no issue parking on the road currently. In my 1yr at this address I have only



struggled to park twice. Neither of these times have been between 1600 – 1800 as state is the key hours.

2) The only issue with parking is when Portsmouth FC play a home game, as this is very rarely between 1600-1800 then the parking zone will not aid the current situation.

3) The cost, at £130 for my residence I am angered that I will have to pay to park outside my own house with the same issues (albeit very few) that I have currently parking.

**48. Resident, Lawson Road**

I am writing in response to your letter of 30/08/2018 highlighting the proposals for 2019. I don't think we need residents permits but I know I will have to live with it.

What I absolutely oppose is the fact that only residents can park between 4-6pm, it is ludicrous. It has to be remembered that our visitors are our partners and family and they could be visiting for the day or weekend.

Why on earth should they be expected to remove their car from a space and then try and find somewhere else in Portsmouth to park for 2 hours, and where do you propose they go and park ?!?!?

We won't be able to go away for the day which completely disrupts our daily routine and lifestyle, and what if the visitor would like a drink during that time?

If they are paying for 24 hour permits they should be able to stay there for 24 hours! Do you provide refunds for these 2 hours they would have paid for?

My boyfriend comes to visit every weekend and during the week and has to drive, we will now be prevented from going away for the weekend or even the day and leave his car there as we will need to be back by 4pm every day ! Crazy!

We won't be able to leave the city when he is here as there will be nowhere else for him to park once all the permit areas are in place.

My parents are elderly and once we have their car parked up and paid for it will be so inconvenient for them to have to move and try and find somewhere in Portsmouth to park. How many cars will be driving around the city from 4-6 trying to

fight over the few spaces available, if any ?!?!? This proposal will totally ruin peoples social lives and is unacceptable. I hope other residents write to you and feel the same way and the proposal abolished.

Between 4-6 there will be plenty of spaces without the need for this restriction, the road is full of students who will now have to park elsewhere. The last time we had permits hardly any cars were parked in our road and I felt sorry for all the residents.

**49. Resident, Manners Road**

I am a student, and I think the proposal for MB zone should not continue. Undertaking such plans would not increase parking availability in the zone, but would cause cars to be displaced to roads adjacent to the zone.

The MB zone is a popular zone for student housing, many students chose this area for the free on street parking. Most students who have cars, have dual address insurance this means they can safely park their car at their university and home address. However, if the zone was to be implemented, students would be required to buy permits. Under current Portsmouth County Council rules, this means that the vehicle registration needs to be registered to the Portsmouth address. Where in-fact, this car may only reside for 9 months during university term time. Also, changing the vehicle registration, could mean that student's car insurance becomes invalid, due to the legal permanent address changing.

This could cause students to have to have to pay to change their insurance details. Maybe, the council should also consider changing the policy for student parking permits, and grant them temporary ones acknowledging this is not their permanent address.



I am concerned that this change is happening mid-term, therefore students will be caught out. When looking at houses, me and many other students look for free on street parking. If this zone is implemented, it may leave several cars in the area void of their insurance. If this zone does go ahead, maybe it should be proposed to start over the summer. Also, informing students that this is now a permit area. Many students would have no knowledge of this change.

After doing some research, it seems that the MB zone was closed in previous years due to lack of financial sustainability and enforcement difficulty. Why is the council implementing this now when during the 2019/2020 spending has to be reduced by £13m.

**50. Resident, Manners Road**

I am a single occupant and own my property. Whilst I recognise that parking across Southsea is becoming increasingly challenging, I do not think that re-introduction of permitted zones is a solution. This will cause displacement to other areas which will subsequently become overcrowded.

I have a garage in which I park and thereby my only contribution to parking congestion is when friends visit and it has been a pleasure that they can do so for free. I am disappointed that I will have to purchase permits for visitors particularly when over the summer holidays when the students are not in residence there is a massive abundance of available parking.

I see that there is no easy solution to these issues but the bulk of these excess cars do seem to be owned by students and I think the university should take more of a role in providing parking for student cars within university grounds or being firm in discouraging students from bringing cars.

**51. Resident, Manners Road**

I am not in favour of the proposed parking proposals that you are consulting on for Manners Road and the surrounding areas.

**52. Resident, Manners Road**

I am writing to object to the proposed residents parking zone in Orchard Road area. When the previous parking restrictions were in force parking was more difficult, since the restriction has been removed parking has become easier.

Of those that work in the area only a quarter are part-time, 3/4 full time, full-time working people are really home much before 6 PM, a restriction between 4 and 6 PM will not benefit people returning from work, there are plenty of parking spaces until 6 PM, parking starts to become difficult after this and by 10 pm parking can be hard, any later than that you do need to drive round to look for a space. The number of students living in the zone is approximately 50% of those in full time work, many of the students have cars which are parked for long periods of time without moving. Many parking problems in the area could be avoided by the introduction of marked car parking bays, There are often very large gaps left between cars which you can't quite fit a car in, marked spaces would make better use of the parking currently available and stop the road being used at night by large vans as parking area.

The introduction of parking permits will put off owner occupiers from purchasing properties in the area. Over 50% of the properties in my road are rented and a large percentage of those are rented by students, parking permits and their cost will force some families to move. We have three full-time adult workers in our home, all of whom need a car to be able to get to work and back, the introduction of the parking permit will have a significant financial effect on our household, restrict our parking and without any benefit.





A survey of the 5th of July 2018 found the average parking permit across the country to be £77 a year, the proposed parking zone in the Orchard Road area is only for two hours a day. It is unreasonable to pay the full residents annual parking fee for 728 hours a year, Which for most working residents is in reality just for weekend parking, working out at 208 hours a year.

The staggering of the times between the MB zone (4-6) and adjoining MC zone (5-7) will cause extra parking problems, those who don't have a parking permit will move their cars accordingly, causing cars in the MC zone without a permit to move and park their cars in the MB zone from 6 pm, and therefore cause significant parking problems for those who arrive home in the MB zone after 6 pm. These cars will be left in the MB zone till the following day causing residents returning from work to have nowhere to park as the restriction in the MC zone runs till 7pm. There are a large number of properties with three or more cars in the zone, these cars will be moved to other parking zones with staggered times causing significant problems to residents parking.

The suggested parking zone and its timing will cause significant problems for working residents and financially penalise them for no benefit. The restrictions should not be introduced. There should be no staggering of restriction times as this will exasperate the problem. Residents parking permit charges should reflect the number of hours of the restriction and be adjusted accordingly. Restricting third permits will encourage people to park in other areas causing problems for residents there.

**53. Resident, Manners Road**

I am writing in response to the parking permit proposal which was sent by post to us on August 30th 2018. I am afraid that, after reviewing the proposal, I am strongly opposed to the plan which intends to activate permit parking exclusively between the hours of 16:00 and 18:00 daily.

As a resident of the area for over forty years, I find that the issues with this proposal are numerous. The lack of parking within the Orchard Road area has long been a common complaint amongst residents - especially during school hours, University term-times and home games at Fratton Park. The decision to activate permit parking only during the hours of 16:00 and 18:00 is, however, futile - it addresses none of the aforementioned parking issues, allowing non-residents to utilise the road freely throughout the day.

The household fee of £130.00 (for my property, in particular) is, in itself, extortionate for a mere fourteen hours per week. A charge which I should not be expected for the luxury of parking in my own road of which I have long been a resident. More significantly the permit plan is flawed and easily manipulated by those looking to avoid paying the household fee. Applying parking restrictions between the hours of 4pm and 6pm will result in students and non-residents removing their cars temporarily and returning them after 6pm. In effect, people are able to park here without paying.

A permit system, as was issued before (2 hours and no return) would be most welcome. It will ensure that the residents of the street, who are neither students nor football fans can enjoy and utilise the parking which they are entitled too - after all, we pay road tax for such a luxury.

This permit plan would be benefiting students, and NOT the residents who live and work hard to maintain its reputation. It is high time that the council supported their long-term residents and not just the growing student community.

**54. Resident, Manners Road**

I am a student and I think the proposal for MB zone should not continue. Undertaking such plans would not increase parking availability in the zone, but would cause cars to be

displaced to roads adjacent to the zone.

The MB zone is a popular zone for student housing, many students chose this area for the free on street parking. Most students who have cars, have dual address insurance this means they can safely park their car at their university and home address. However, if the zone was to be implemented, students would be required to buy permits. Under current Portsmouth County Council rules, this means that the vehicle registration needs to be registered to the Portsmouth address. Where in-fact, this car may only reside for 9 months during university term time. Also, changing the vehicle registration, could mean that student's car insurance becomes invalid, due to the legal permanent address changing. This could cause students to have to have to pay to change their insurance details. Maybe, the council should also consider changing the policy for student parking permits, and grant them temporary ones acknowledging this is not their permanent address.

I am concerned that this change is happening mid-term, therefore students will be caught out. When looking at houses, me and many other students look for free on street parking. If this zone is implemented, it may leave several cars in the area void of their insurance. If this zone does go ahead, maybe it should be proposed to start over the summer. Also, informing students that this is now a permit area. Many students would have no knowledge of this change.

After doing some research, it seems that the MB zone was closed in previous years due to lack of financial sustainability and enforcement difficulty. Why is the council implementing this now when during the 2019/2020 spending has to be reduced by £13m.

**55. Business, Orchard Road**

Regarding the proposed parking zone around Orchard Road I am writing to register that we object to the proposal. We have been based in Orchard Road for ten years and we do not experience significant issues with parking either for staff parking here or for visitors. When there was a parking zone here previously it did cause us issues having to warn people about the restrictions and in some cases providing visitor permits at a cost to the service. This money would be better spent on supporting carers. As a team, we feel strongly that the time and money being spent on this consultation would be better spent on supporting vulnerable people in the city.

**56. Resident, Orchard Road**

As a long-term resident I am well aware of the parking issues that occur in this area. We know that commuters using Fratton station are responsible for some of the parking issues, however student parking is also a massive issue, this is all too evident during half-term and summer/winter holidays. Football fans also flood the area with cars on match days, both during the week and at the weekend, the proposed parking restrictions will not combat this, I often have to park a 10-15 minute walk away from my home on match days, that said, I don't personally feel this is too much of an inconvenience as it's very easy to plan car travel around Pompey matches. In fact I have not had much problem parking within a 30 second walk of my house in over 3 years. Due to the fact that my wife and I have community based roles in nursing and teaching, we cannot manage without two cars. The permit cost for both cars is excessive and to be honest I'd rather it stays the way it is than pay the annual £130 for both cars.

**57. Resident, Orchard Road**

This is a bad idea. You tried it a few years ago and it was chaos. The payment books were hard to come by. I recall going to the Milton library to source some. Underlying this is all drivers should pay car tax to drive/park on public roads. Why should



they have to pay again to park outside houses they own.  
Last time residents just parked further away in order not to pay. This impacted on residents in those areas too.  
Your costings are extortionate. This seems to be another way of the council making money at the expense of road users and home owners.

**58. Resident, Orchard Road**

A quick informal poll of my neighbours says they are, at least, very bemused by the timing of the permit. 4pm - 6pm ? Would you give the rationale behind it please?

It also seems a bit perverse to charge people for their first car, as it was free before it was withdrawn, and i'm sure many will baulk at £100 for a second car.

I know that the current liberal section of the council made reintroduction a pledge, but it seems disingenuous at best to bring it back in a completely different form - forcing residents to pay £30 to pay to park outside their own house smacks of a secondary property tax.

Thanks for the response.

My street is bumper to bumper cars on a day where it's normally quiet. Not been able to park here all day. I just noticed that uni term starts tomorrow so I'm guessing it's students parking. I thought there was a no-car rule at UoP but apparently it's only a guideline :( I'm guessing if they change their car's address they'll be able to get a permit too ...in HMOs £60 each to be able to park 2 cars per house is still a good deal.... I've got several HMOs near me

Couldn't we just have a rule that students can't apply for permits?

**59. Resident, Orchard Road**

I live at XXX Orchard Road and I am against the proposal of setting up a permit zone in this area.

**60. Resident, Orchard Road**

I live at XXX Orchard Road and I am against the proposal of setting up a permit zone in this area.

**61. Resident, Orchard Road**

My flatmates and I are against the idea of having a parking permit...thank you

**62. Resident, Orchard Road**

I refer to your letter of 30<sup>th</sup> last, and must comment that the scheme so undemocratically removed in 2014 is not the same as being proposed now, and it should be in place 24 hours per day 7 days a week and not just 2 hours per day. I therefore must reject and oppose this current proposal.

In my opinion, this is the most blatant piece of political propaganda that I've seen since the days of Tony Blair. The scheme proposed is more useless to us as residents than a wet paper bag (which the councillors can't seem to fight their way out of) or a chocolate teapot. In fact, the chocolate teapot would be more use as you could drink it once it has melted.

I'm not sure how you propose to police this scheme as the council seem incapable of policing exiting parking regulations effectively - particularly regarding the parking on zebra crossing zigzag markings. Also, the council seem incapable of policing speed restrictions in this city as cars often race through this road at 40 mph when we are clearly in a 20 mph zone.

I personally do not mind if external people park in our street for 3 or even 4 hours to give shoppers time to shop, but where they would go in Fawcett Road beats me as we are full



of barber shops, tattoo artists and piercing salons with a few junk shops and coffee shops mixed in. Fawcett Road is no longer the lovely shopping area that it once was. But in the end we need the parking restriction in place 24 hours a day 7 days a week to stop commuters that refuse to pay Network Rail for the privilege to park next to the station; some of them to be too tired to walk from central Southsea to Fratton. We also need it to stop construction workers working in the new development in Goldsmith Avenue from parking in the street as the Project Managers are too lazy to find alternative off road parking elsewhere in the city that they are meant to find under the considerate Scheme that they seem so proud to hold.

**63. Resident, Orchard Road**

The further information states that this restriction is only for 4pm-6pm – two hours a day. With a residents' permit costing £30 (with the increases for the second and third permits), this seems to be a way to make money from residents – rather than create better chances for residents find parking.

The main time that I have found parking to be a problem is during football matches – some of which could be included, unless the restriction is Monday to Friday only (which is the case with most restrictions in Portsmouth). However, the benefits that could be seen do not match the £30 annual cost.

I cannot see how the permit charge can be justified. Will it be used to finance multiple parking wardens for the area for the full 2 hours? For such a large area, with multiple permits required, I'm sure that the income received can fund many wardens for the MB area.

To make this proposal seem beneficial for residents, I would expect either:

- First permit per household free of charge
- Extended parking restriction hours (particularly through match days)
- Or, constant parking restrictions, with free short-term stay (2-4hrs?) for those visiting local businesses – as is regularly used across the city. If you have seen this type of parking restriction work to reduce non-resident parking, and increase parking availability, I would love to know where, and how this worked. As it stands, this proposal appears to be solely a source of income from the residents.

**64. Resident, Orchard Road**

I am from XXX Orchard Road and I am against the proposal of setting up a permit zone in this area.

**65. Resident, Orchard Road**

I am from XXX Orchard road, I am NOT for the proposal of setting up a permit in this area.

**66. Resident, Orchard Road**

I very rarely have any issues parking in the proposed MB zone and object to having to pay £130/year to park mine and my partners car outside our own house for 2 hours per day.

The proposed scheme is limited to between 4pm-6pm which is a time where generally there are the most spaces available anyway.

I feel like the Liberal Democrats are pushing to reinstate a parking zone at the cost of the of the local residents, making it more difficult and expensive for them to have family and friends come to visit, as well as trades persons coming to their properties.

Note I am objecting to the MC zone as well as I have a tenants in XX Jessie road.

Introducing this scheme would limit where they can park. Roads in the proposed MB zone are preferable areas for them to park and this scheme would restrict their access to this area, making parking more difficult. Likewise I would then potentially have to pay more to



visit that property.

Assuming every household in the MB area requires a resident parking permit at a minimum of 1 per house hold (e.g. number of houses in that area multiplied by £30) how much money would be collected? How much would the parking scheme for the MB area cost to run for a year? If it is found that the money raised each year, from any potential residents parking scheme, exceeds the cost of running the scheme, will the cost per permit for the residents be reduced?

Officer comments

Income from parking permits contributes to the maintenance, enforcement and administration of all existing 33 Residents' Parking Zones (RPZs) and contributes to the surveying, consultation and set up of new RPZs.

Not all parking zones make a surplus, but for those that do all income is returned to the Parking budget and can only be used in relation to parking and transport as described above (covering the costs of existing zones and surveying/consulting on new areas).

The MB zone - as proposed - includes 1760 properties. The running costs for the MB zone, should it be implemented, are currently unknown. However, the costs of all RPZs are met by the on-street Parking Budget should residents indicate they would like a zone to be introduced.

**67. Resident, Percy Road**

We are completely opposed to the proposed parking permit (MB). It will not in any way solve the parking problem in the area. In fact the only time I have ever found it a problem is late at night which means it is only residents parking here and not people parking to use the train station.

It will not cut the amount of cars that residents have and is therefore just another bill for stretched residents to have to pay on top of an already expensive council tax bill. As far as I am concerned it is just another way of collecting revenue and there are far more pressing issues for example the rubbish that litters the street around collection day which is appalling.

**68. Resident, Percy Road**

I don't support this scheme. This is not a solution to the parking problem. It is creating a problem, Parking Zones should be exclusive to the places like Hospitals or police stations or places near to the city centre. In purely residential areas drivers should be allowed to park elsewhere on other roads if there is no space on their road, If you remove the parking zones from the city, it will reduce the parking problem

**69. Resident, Percy Road**

There is little need for the permits as I never have problems parking my car between the hours of 4pm and 6pm, and in fact, there are multiple spaces available on my road and other roads listed on the proposal at these times. Even when I return from work past 6pm I have never had problems parking since moving to the road last year. I have previously lived in addresses in Portsmouth where there was a permit scheme and it had little impact (KC) and was not well monitored so I cannot say I have a good experience of a permit scheme having impact (Conservative LA or not).

I feels to me like a grab for money from the residents by the local council, and a pretty shameful one, especially as this is a family area where some households may well have two cars and be expected to pay £100 to park outside of their homes when there is not an



issue with parking as it stands, and, even worse just for the privilege of being able to park with 'no exceptions' for two hours a day. Shocking.  
More so, the £30 charge to cover 'admin' costs of printing a permit - absurd.  
I assume if this proposal does go through there will be a warden to patrol the area everyday between 4pm-6pm to ensure the need for a regular turnover of parking spaces is met on a daily basis.  
I sincerely hope this proposal is met by objections from the majority of residents.

**70. Resident, Percy Road**

As the owner of 2 properties in the proposed parking zone MB, I write to object to the proposal for the following reasons:

1. The charges for parking for residents are unreasonably high.
2. A similar scheme was introduced a few years ago and then scrapped, and made no difference to the availability of parking in the area.
3. The restrictions make it difficult to receive visitors and deliveries.
4. The restrictions will push parking to other areas outside the zone which are not equipped to deal with a higher volume of vehicles.
5. It will not reduce the overall number of vehicles wishing to park.

**71. Resident, Percy Road**

I would like to express my objection regards to the parking permits TRO 84/2018. I feel it is outrageous to ask residents to pay to park at their own home for the sake of two hours a day! I personally do not find parking an issue in this area and am truly disgusted that the council feel they can charge £30 for one car and £100 for two for the hours between 4 and 6. It's ridiculous!!!! Free parking permits would be acceptable but still unnecessary in my opinion.

I sincerely hope this proposal does not go through as it's ridiculous to ask this of people who already pay car tax, council tax and whatever other charges are put in place throughout the city.

**72. Resident, Percy Road**

I would like to express my objection to the new proposed residential parking zone in the Orchard Road area. I have no issues with parking and resent having to paying for a permit to park my car.

**73. Resident, Percy Road**

I have read through the proposed residents parking zone. Although I agree that there is limited parking in the area, I do not agree with this proposal. I feel that paying £30 for an annual permit, where the parking is only restricted to permit holders for 2 hours per day is, quite frankly a rip off. I do not have trouble parking in these hours anyway. The main trouble I, and many people I know in the area, have with parking is during the football at Fratton Park, but this scheme will do absolutely nothing to prevent that.

I cannot afford to purchase a permit and feel this is an extra cost that will be inflicted on me that I wholly disagree with.

I have recently had a separate letter from a resident informing me of a house on the street being made into a larger, student house. Maybe clamping down on so many people living in one house would seem more beneficial to the local residents than charging them to have two hours of "restricted" parking. I also see that a business permit will also be available for people who want to use our streets for parking near the station. That doesn't help the parking for the local residents in any way, it only brings in more money for the council. Again, something I wholly disagree with.



**74. Resident, Percy Road**

My objections:

What is the point of restricting to permit holders between only 4pm – 6pm? The argument that this will stop long term parkers, commuters and football attendees is invalid as these can use visitor permits for £1.10 per day and unless you intend to have Traffic wardens as a permanent presence this will not work.

Why is the 2nd permit £100? The original scheme cost £0 for 1st permit and £50 for 2nd permit. As I work school hours and my Dad is retired we don't gain any benefit from this scheme, the additional cost means that we will need to tighten the belt elsewhere.

Why are you considering a £590 per year for 3rd permit? Do you not realise that this is a large student population where up to 3 students live in a 2 up 2 down? This will impact on local businesses e.g. landlords and local shops (Fawcett Road) as you will drive them away to halls of residence impacting on the local economy that relies on the student population.

Why did your representative bang on about how this was the conservatives fault and you guys couldn't do anything about the tariff and yet you guys were banging on my door trying to encourage me to agree with it.

I've spoken to friends who live in other zones about whether the restrictions have made parking better for them. The answer was no and in fact it is worse as it is not enforced enough.

I had no problem with the 'old' scheme and no idea why this was removed. I covered longer times and cost less, why were residents now consulted about the 2 hour slot or the permit cost?

**75. Visitor to Resident, Percy Road**

St Augustine Road

I am a former resident of PO4 and still have family members living there and whom I visit frequently. I am a life-long supporter of Portsmouth Football Club and although using the excellent Park and Ride service on Saturdays this not available for midweek fixtures when I am obliged to seek a parking space in streets close to Fratton Park. This is frustrating to me and residents causing much congestion and pollution neither being solved by this proposed additional permit zone.

Residents will realise you are proposing to introduce a stealth tax over and above their Council Tax and which will be particularly draconian for those families having more than one vehicle necessary for commuting and/or local business use.

A more honest approach to parking problems could be to adopt a policy explaining the need to increase Council Tax for particular projects which could appeal to residents, such as the subsidising of improved local bus services to a level that encouraged residents to use the buses rather than cars. Currently residents are suffering the loss or reduction of buses thus causing greater use of cars.

Future local elections could be won or lost by parties' attitudes to solving local transport problems. Residents could be inclined to support imaginative schemes designed to tackle the problems rather than suffer ever increasing taxes/permit charges to swell the exchequer coffers without offering real solutions.

**76. Resident, Rugby Road**

I own XX Rugby Road and I am NOT in favour of the proposed residents' parking zone which would include Rugby Road..

**77. Resident, Stansted Road**



I would like to think that there is an error in the letter where it states that restrictions will be between 4pm and 6pm.

If this is not an error it would mean me paying thirty pounds per annum to enable me to park for 2 hours per day which of course I am not prepared to do. Please advise as soon as possible as I might wish to object

**78. Resident, Stansted Road**

In response to the proposal for reintroduction of parking charges/permits for the portsmouth areas including Standsted rd.

It is unnecessary and it is unacceptable to charge households £130 per yr to park 2 vehicles!!!! If the decision is made that permits are required (which would be a nonsense) then residents should not be charged!

**79. Resident, Talbot Road**

I object to this proposal because it forces cars to adjacent areas and does not solve any parking issues.

**80. Resident, Talbot Road**

I am writing to give feedback on the proposed residents parking. As an nhs shift worker, having restrictions between 4pm- 6pm will not help me at all. I usually get home between 8.30 pm and 9 pm therefore will not benefit from this parking restriction at all.

I also resent having to pay for the first vehicle as I feel that I am being penalised for living here when people using the area for train station, football etc get to park for free as long as they avoid the 2 hr window.

I suspect that this feedback is futile as I see that posts are already being put in place.

**81. Resident, Talbot Road**

I feel that it is not fair that us residents have to pay for the sake of potentially finding a space between 4-6pm. Please be fair and treat this zone like most other zones around the surrounding areas which usually are "2 or 3 hours Max parking, no return within 4 hrs" for non residents.

Not happy at all about this lame idea of a zone, just seems like the council wants to make more money with not much effort to solve the real issues.

I would much rather carry on as we are even though it's stressful. The council needs to limit how many students bring their cars down, our new student neighbours have 3 cars between them, that's just on one side, God knows how many cars the students in the other side have. Yet as a family who have a mortgaged property for the last 7 years, with only one car we struggle to find parking. Absolutely ridiculous. Please re-evaluate this proposal.

**82. Resident, Telephone Road**

The proposed limitation of the permit parking scheme to a mere 2 hours (4-6 PM) is totally inadequate. It does nothing to resolve the problem of parking on "Match Days" nor does it prevent people travelling from Fratton Rail station leaving their cars in the area. Please revise the scheme to cover a reasonable time - 08:00 to 20:00 would be good.

**83. Resident, Telephone Road**

The parking permit that you are proposing to put into place looks to cause more chaos than needed. Living down telephone road there is always room for parking. Introducing this permit seems like a unnecessary idea at this current time for this area.

**84. Resident, Telephone Road**

I live in Telephone Road. I object to the proposal to re-introduce the MB parking zone. I do not think it is necessary.





**85. Resident, Telephone Road**

I live in Telephone Road. I understand from a letter I have received; that the MB parking zone could be reinstated. I am against that proposal. I do not believe it is necessary. I have just walked along the road and although it is evening and many people are at home there are still spare parking spaces.

**86. Resident, Victoria Road North (East Side)**

As a car owner and resident of XX Victoria Road North, I was disappointed to be told that my property does not qualify for a parking permit. Therefore I am dependent on the non-permit spaces on neighbouring roads to park my car. I am a mature student at the University of Portsmouth and my course consists of multiple placements within a 25 mile radius. As a result, I am dependent on having access to a vehicle in order to attend the practical aspects of my studies. Without having reasonable access to nearby parking, my ability to travel to my placements (and therefore complete my studies) is severely impacted.

The permit parking spaces on Victoria Road North are only half full for the majority of the day and evening, so it would be a shame to close off other roads to non-qualifying residents when current permit parking spaces are not being sufficiently used.

Please can I respectfully request that permits are reviewed for the restrictions already in place in this area, before imposing further parking restrictions? If no change can be made on this front however, please can some measures be put in place so that residents who would be happy to pay for a permit, but whose properties do not qualify for one, are not put at a further disadvantage?

Officer comments

Even-numbered properties on the east side of Victoria Road North fall within the proposed MB zone boundary (see attached plan) and therefore No.XX would be entitled to apply for permits should the parking zone be approved and implemented.

Victoria Road North is not listed in part B of the notice, as parking bays with the restriction of permit holders only 4pm-6pm could not be marked in the road due to the double yellow lines.

**OBJECTIONS TO PROPOSED MB PARKING ZONE (Address not given)**

**87. Resident**

This scheme was tried a few years ago and it obviously didn't work! What has changed now to make this a more viable option? The notices were not put on lampposts already in situ but more ugly posts were installed which are still there. What about the teachers at Devonshire school ? When the scheme was put in place previously the roads were virtually empty - a ridiculous state of affairs it just causes more congestion in surrounding roads that do not have these restrictions. I have 3 houses in this zone and to work on the houses means I have to get visitor permits which I am quite prepared to do but frequently every source had run out ! Please think this through sensibly and not go gung ho into another council debacle.



**88. Resident**

I strongly object to this scheme. It should be 1<sup>st</sup> come 1<sup>st</sup> served. It always worked before. Parking zones do not guarantee a parking space outside your house - What are we paying for?

Councillors said multiple occupancy flats and houses were going to be stopped.

Unfair that motorcycles are exempt from residents' parking zones and can take up two car spaces.

Paying for visitor permits is disgusting. Why should we pay for our family or friends to visit?

A maximum of 2 resident permits per household will be authorised each year unless capacity allows - Some cars are registered to 2 addresses. FACT.

This is a stealth tax. We pay enough for NOTHING. It's time the councillors started paying for their parking. They have had it free for too long. Also too many perks! YOU START PAYING.....

**89. Resident**

My reasons are as follows:

- Residents should not have pay to park their cars in their own road.
- Residents already pay tax on their cars.
- The charges are too high and unreasonable.
- Residents should not have to pay a fee when friends & relatives visit.
- Non-permit holders will park in other areas creating problems in these areas.
- This scheme will do nothing for the residents.
- This scheme is purely a taxation on the residents.
- Visitors to Fratton Park will have difficulty in attending matches.
- There is no alternative park & ride scheme for Fratton Park.
- There will be more traffic congestion with visitors searching to park.
- There will be more traffic pollution from visitors searching to park.
- Families with two or more vehicles could be forced to park further afield thus causing more congestion and pollution.
- This scheme will result in more parking zones being created.
- The Lib-Dem Council is not representing the residents and I will not vote for the Lib-Dems at the next election

**90. Resident**

I hereby object to the Council's proposal to create the MB Parking Zone. My reasons are as follows:

- Residents should not have pay to park their cars in their own road.
- Residents already pay tax on their cars.
- The charges are too high and unreasonable.
- Residents should not have to pay a fee when friends & relatives visit.
- Non-permit holders will park in other areas creating problems in these areas.
- This scheme will do nothing for the residents.
- This scheme is purely a taxation on the residents.
- Visitors to Fratton Park will have difficulty in attending matches.
- There is no alternative park & ride scheme for Fratton Park.
- There will be more traffic congestion with visitors searching to park.
- There will be more traffic pollution from visitors searching to park.
- Families with two or more vehicles could be forced to park further afield thus causing more congestion and pollution.
- This scheme will result in more parking zones being created.



- The Lib-Dem Council is not representing the residents and I will not vote for the Lib-Dems at the next election.

91. **Resident**

Let's see if I've got this right. Being a 2 car family, I'll need to pay £130 per year? Even then, I'm not guaranteed a parking space. Also, the permit is ONLY needed for 2 hours of the day? Is this a late April Fool?

Who EXACTLY is going to Police this? One 50+ year old walking the streets? That's a LOT of area to cover in space of 2 hours. I'd rather NOT pay and take my chances!

Estimated 500 cars in area. £30 per permit. That's £15,000 income. Roughly same annual wage of traffic warden. Based on this, council can't afford MORE than one traffic warden to Police this huge area in 2 hours! I'll definitely NOT be buying a permit

92. **Resident**

I have recently read information about the proposal of the MB zone. I have been a resident in this zone for many years and have faced parking issues which are getting worse year on year. Initially I was so happy that we were going to get the MB zone back as previously it was a god send, however when I read about the new proposal I was horrified. There are a few points I would like to give against this new proposal,

\* 4pm-6pm - This window of opportunity is just a joke, it's such a small amount of time, not all residents or non residents work 9-5pm on the dot, by the time my son gets home from work it's beyond 6pm so won't benefit from this scheme, I myself am a self employed taxi driver who comes home of an evening and find no space around my neighbourhood. I know many residents who come home late of an evening and will face the same issues of no parking space outside our homes.

\* The cost of up to 3 cars total a ridiculous amount of money which goes beyond £600 (on top of the fact that we all pay road tax) this is a lot of money for the sake of 2 hours parking per day. This would be reasonable if it was a 24 hour permitted zone. With that being said the previous regulation of 2 hours free and permit holders only like currently the rest of Portsmouth's zones would work better. I feel myself and the residents would be happier to pay the proposed car rates if the old regulations were in place.

If this proposal goes ahead neither me or my son will pay up, we will park outside the zone if we must in the rare occasion that our cars will be left outside during 4-6pm. This defeats the objective and will make it harder for residents, I'd rather have nothing in place and suffer as I currently without suffering financially too. I feel that it's another way that the council is trying to make money from us. In one word."pointless".

93. **Resident**

I don't know if this is a one off or part of a grander scheme with everywhere now becoming zoned. Having previously lived in KB zone I know that they offered no real benefit there. It did nothing to stop businesses parking vehicles and especially people going to the beach in the summer. Coming home from work and doing anything on a weekend was particularly difficult.

It doesn't actually achieve anything for permanent residents living in the area, it's merely a cash grab from people wishing to return home either after they've picked up their kids from school or returning home from work if they work locally. For someone with any form of commute, returning home after 6 is the norm and this does nothing to prevent the streets being full of cars and vans from people who do not live there. It also does nothing to prevent the roads being blocked on Saturdays with vans and especially football traffic



where between 12 and 5 on a Saturday you are effectively held hostage as you daren't go out as you cant come home afterwards. I'm all for making more effective use of space, perhaps even a one way network installed could allow marked parking spaces on one side laterally across the road or at an angle similar to supermarkets could increase capacity? Also how would this be enforced? There are 3 adults in our house each working and owning a car and commuting every day. Does one of us now have to move out because you've decided there isnt space for a 3rd permit? Or just royally ripped off for 2 hours parking on a weekend? What about other 3 adult homes, does everyone now have to move as they cant afford the cost with just 2? If you wish to monetise the scheme surely prevention would be best? Instead of charging £500 for a permit, set the parking fine at £500 instead and the issue will soon dissipate. Maybe stop allowing landlords to convert every square inch in a house into a small barely legal bedroom and having 6-8 people living in them would help. Or even a cap on the number of adults a landlord can move into a property. A token couple of chairs and a table to get round the HMO are not a living space for 8 people. You can't walk anywhere without the sight of houses being gutted and converted. Especially as most people in that type of accommodation are either airbnb/short term let, or students whose cars never move. During the Summer (ie. no students, no football) the only problem parking was all the contractors vans converting houses. Surely all the money which has been spent on the new student accommodation blocks should be reducing the requirement for private housing and therefore less of a burden on parking? Or is the reality it will make no difference as the University is charging an exhorbitant fee so no-one can afford them/want to live in them instead of matching/ undercutting the landlords.

In short, first off more effective use of space should be introduced with restrictions on over-stuffing houses to match. This should only be followed with permits as a last resort if enforcement is required. This should be a minimum charge for permanent residents and guests and should offer real benefits with heavy charges for non-resident, non-guests used as a deterrent and to cover admin costs. As it stands now we are being asked to pay a lot of money for no benefit and putting ourselves at risk of having to leave the area because we aren't allowed to come home from work or be at home on the weekend.

94. **Resident**

I would like to register my opinion that this should not go ahead. It didn't work last time. It will affect local businesses. Real pain

95. **Resident**

I am a student at the University of Portsmouth, and I do not support this proposed parking zones around the Southsea area as many students have spent a lot of time and money to learn to drive, furthermore cars are the most essential and economic form of travel, whether it is commuting to University or returning home. Thus the parking is very essential to us students.



**SUPPORT FOR PROPOSED MB PARKING ZONE**

**96. Resident, Britannia Road**

I am in favour of the proposed new scheme. I am more than happy to pay for 2 permits for our vehicles

**97. Resident, Britannia Road**

I am very much in favour of this parking zone. I am curious though, it says residents only between 4pm - 6pm. Does this mean that anyone can park in the zone for as long as they like at other times?

**98. Resident, Britannia Road**

I am writing to provide my ardent support of the proposed new parking zone. The current lack of permitting on the street makes it incredibly difficult to park remotely near my property, so adding the restrictions 4-6pm would ease the daily issues I encounter in trying to find a space after work. I thoroughly hope the plans go ahead and will hope for positive news on the outcome soon.

**99. Resident, Britannia Road**

I am greatly in favour of the proposed permit parking zone restrictions for our area. It will definitely benefit residents who have become very frustrated often having to park streets away from their homes.

**100. Resident, Britannia Road**

I am a homeowner on Britannia Road and have witnessed first-hand the number of people who use this, and surrounding roads, as a car park. Whilst I support the introduction of permits, I do request you also consider extending the hours these permits are valid for. From the explanation in the letters we have received it does make sense to help limit the number of cars left parked in the same place for days at a time however, this does not deal with the other parking problems experienced.

Firstly, the proposal will not stop people parking their cars on the road in the evenings and then walking to Albert road etc for drinks, who then collect their cars the next afternoon. Essentially, we have found if we have not returned home by 7.30pm then we are unlikely to find a space nearby, especially on a Friday or Saturday.

Another problem that may be unique to the area in question is the use of the road by worshippers from the nearby mosque on a Friday. My partner is in the Navy and finishes at midday on a Friday and it is almost impossible to park until prayers have finished later in the afternoon. This is obviously outside of the proposed 4pm-6pm permits.

I am also concerned with the method of supporting/rejecting this proposal. As you may be aware there are a number of student lets on Britannia road with at least 5 students crammed into houses designed for much smaller families. Since the university term has started and these houses are now full the parking issue on this road has been hugely impacted. As the university is a short walk away, the many student cars on this road have been parked and left as they're barely driven. This obviously takes up many spaces, and as I am writing this email on a Tuesday morning there is not one free space available. This is not the case once the students have left for the summer. My point here is that upon receiving the letter through the door and reading each house is entitled to two permits only, these student houses who each have 3/4 cars will obviously vote against. Will this be taken into account?

Another point that may not have been considered is the use of permits in other areas of Southsea. I do feel that with 24 hour permits in use on other roads in the vicinity, such as Bailey's road, it encourages people to park their cars on Britannia and surrounding non-



permitted roads as it is one of the only free options nearby. This will still be the case if the proposed permits are only in use for two hours a day. To demonstrate my point, I have attached a screenshot of a university page (I am a student at the university) of a student recommending parking in this area as it is free and purchasing a permit is apparently too expensive. This is not the first time I have seen this and it is common knowledge amongst students that these roads are free to park during the day.

Ultimately, I welcome any improvement. However I am asking you to please reconsider and enforce these permits 24 hours a day as the parking issues on this road are not limited to 4pm-6pm and I honestly do not think it will make a lot of difference to the situation. If other roads have 24 hours permits then I do not know why we as residents of the area in question are not at the very least given an option to vote.

**101. Resident, Britannia Road North**

Please reintroduce the parking scheme without it our area is a long stay parking zone mainly university students in term time and people from area outside our zone at other times together with students from outside our zone making it impossible to use for vehicle at all .This will drive residents away from this area The area just becomes a long stay car park many vehicles not moving in months

Also restricting vehicles to two per residence will ease the problem as some student housing could potentially have seven cars each clearly swamping the area and making resident parking impossible

I have been resident here for many years and the parking was not a problem when you had the previous scheme

**102. Resident, Britannia Road North**

Having lived in the same house for many years, it has become increasingly difficult, if not impossible, to park anywhere in our area. One of the major problems has been the many HMOs in our area - mainly student accommodation. Many of the houses in our road accommodate as many as 10 students, who seem to only use their cars to travel down to Portsmouth and return home at the end of the academic year, ie long term parking!

Also residents from surrounding areas which have Permit Parking, but to not have permits also park in our roads.

All of this factors have led to us unable to use our 1 car for fear of being unable to find any parking within walking distance.

I fully understand that parking is a huge problem in Portsmouth and it is almost impossible to find a perfect solution for everyone, but I think the proposed cost of the permits is reasonable and is the best solution to this huge problem.

**103. Resident, Britannia Road North**

In my opinion this couldn't come soon enough and it is refreshing to hear the council moving on this following all the requests from the residents. Thank you so much for putting this in place

**104. Resident, Britannia Road North**

I support the plan to reinstate the MB parking permits in Southsea as it will allow residents to park near to their houses and deter the influx of student cars. Parking at present is only sensible in the absence of student cars for a few months over the summer. The conservatives should not have got rid of the permits in the first place against the will of the community. They were brought in by a campaign and petition by local residents under Lib Dem rule and they should never have been removed. MB is in the vicinity of Fawcett Road traders (who park commercial wagons in Britannia Road North where I live), the solicitors



(whose customers park in the street), priory school (parents/staff park in the street), the mosque (worshippers park in the street) and the lack of permits has allowed the aforementioned students to bring an ever increasing amount of cars to the area. Removing MB permits was nothing short of ludicrous thus I fully support their re-introduction at the earliest opportunity.

**105. Resident, Britannia Road North**

Although I agree with the parking permits being returned, I do object about the times of suspensions as I think they are too short and most of us would have not returned from work by six pm. I think this will seem like we are paying money for a permit that we as residents won't benefit from. I think it should be either all day or at least 4pm to 8.00pm

**106. Resident, Britannia Road North**

I would like to voice my support for the proposed MB residents parking zone. I'm a resident of Britannia Road North and since the removal of the residents parking zones in September 2014 parking between September and June is extremely challenging. It will be interesting to see how the new residents parking will be affected.

**107. Resident, Cleveland Road**

We fully support the introduction of parking permits, as a resident we often are unable to park due to large vans being left overnight down the road from furniture shops on Fawcett road.

**108. Resident, Cleveland Road**

I am single mother of a young child and always have trouble parking when I come home in the evenings. I'm often home later than six pm so I am unsure why the proposal is just for two hours 4-6pm as I'm not sure this will alleviate the parking problems for myself or other working residents? I believe it should be for longer. The evening to enable residents to get home from work. Please can you let me know the reasons for only having permit holders parking with a two hour time frame which will not help working people that are home later than six pm?

Parking within the area has become a total nightmare since the removal of our parking permits. I often cannot park if I'm home late and I have to drive around many roads for over half an hour trying to find a space then having to walk late at night on my own feeling unsafe.

I'm not sure how the permits were removed after we had been agreed permits following the correct consultation to then just be able to remove them without any consultation?

We live next to a school which rents out football pitches until late at night etc, mosque, train station, football ground and within walking distance to the university and the majority of the road is rented mostly to students with four or more students per household all of which tend to have cars which has increased the parking problems over the last few years. This is a major problem and notice within the uni holidays parking is much improved.

There is also currently more flats being built on the corner of Goldsmith Avenue which will increase the parking problems in the area.

**109. Resident, Cleveland Road**

I wish to submit our support for a parking zone in this area from XX Cleveland Road.

**110. Resident, Cleveland Road**

I am in favour of the proposed parking permits for the Orchid Road area.

**111. Resident, Cleveland Road**

I am in favour of the proposed resident parking zone in Orchard Road area



**112. Resident, Eton Road**

. We have problems during term-time, when Priory School is open. The teachers park in our area, although they have three car parks, and especially if there is something going on in the School during the evenings, we do have problems. At the moment life has been pleasant with the holidays , and the University not starting yet. Most of them have more than two cars, they bring them in at the beginning of term, and do not move them until the end of term. My son sometimes gets called into work in Havant, especially in the early hours, when we return back guess what --- nowhere to park. We have to park on the zigzag lines outside Priory School, then move the car by 8.00 am.

I know people have said that paying for the cars is not helpful, but we have said all along we would be willing to pay, and to be quite honest, £30 a year is not too much.

Since writing to you saying we would like the parking zone re - instated the Students have now returned. Eton Road is a small road of 22 houses, and during the weekend the Students have returned. Today I have counted sixteen cars not belonging to residents, and guess what the cars have not moved. We know they dislike it as they took photos of the notice. We residents now have to park roads away, which is unfair as we pay Council Tax the Students don't. I feel that perhaps the hours ought to be extended, especially as the school Priory, had something on, and again we were unable to park.

**113. Resident, Eton Road**

I whole heartedly support the idea of re-introducing permit parking. I am pleased there would be a two car limit and I feel the fees are reasonable.

One of the biggest factors affecting the ability to park are the football clubs in the evening held at the Priory. I am hoping the time limit for parking will deter people from driving to this, or encourage them to car share.

**114. Resident, Fawcett Road**

I am an owner/occupier of a flat, which is on the corner of Fawcett Road and Rugby Road. Although the building has a car park there are not enough for all the flats. There are 11 parking spaces and 20 flats. I am lucky enough to own a car but do not have access to a parking bay therefore am forced to park on the surrounding roads.

There are a number of houses in the surrounding roads that have multiple occupancy, ie let as student accommodation. I believe a number of them have as much as 7 rooms let to students and a number of students bring cars with them even though the University advises not to. Along with this we have a number of the local secondary school staff as well as the overflow of cars when Portsmouth Football team are playing, people travelling to London on a daily basis for work and employees of the Local Authority working at the Civic Offices all parking in the surrounding roads.

As a woman living on my own when I go out in the car at night time it can be a nightmare finding a car parking space on my return and I am not happy walking any distance back home in the dark.

I am more than willing to pay the nominal amount for the first car of a resident and agree with the proposed charges.

**115. Resident, Fawcett Road**

I am emailing with regards to the TRO for the above parking zones. I would like to say I am in full support of them being recommenced.

When I moved to the area, the zones were in place so I have experienced parking both with and without them.





I am not a football supporter but I have to have the fixtures on my fridge as I know that if I move the car when the football is at home, I won't be able to park again. The number of student houses in the area who have 3 or 4 cars per house plus all of the work vans which populate the area make parking a nightmare. These work vans don't necessarily belong to people living in the road but it is a convenient place for them to "store" them which gets worse when they go on holiday and leave them there for a couple of weeks.

There is currently construction of a new block of flats by the train station which has no parking provision (lets face it - it is foolish and naive to think that the people living there won't have cars).

Damage to cars has increased since the zones were removed (this is not helped by the roads being 2 way) and my own car has been damaged on several occasions

**116. Resident, Fawcett Road**

I usually park in Rugby Rd or Eton Rd where parking can often be difficult during the day due to the amount of teachers / school employees who park there or in the evening weekends due to people attending the evening classes / football sessions at the school.

Although I am in full support of these parking zones coming into place and have no problem with paying for a permit I do however have a couple of questions .

Firstly I am a little confused about the time limits stated and don't see how such a small time window of 5-7pm for zone MC and 4-6pm for zone MB would benefit local residents as lot of people do not return from work until after 6pm . I don't understand why we can't have the same limits as other resident only parking zones where parking is allowed for non permit holders to a 1-3 hour period.

Secondly, as I live in the MB zone I am concerned about the issuing of permits to local businesses and feel that the issuing of permits to lorries should be restricted to day time only.

Thirdly I am concerned about how this will be monitored as local residents will not know if a vehicle has a permit or not, and parking wardens do not come round in the evening to check up on such things.

**117. Resident, Fawcett Road**

I am writing to say that I fully support the proposed Permit scheme for MB parking zone. I can see that the 4pm to 6pm time will be more cost effective to patrol & this will ease the parking difficulties for most of the residents returning from work at that time.

**118. Resident, Fawcett Road**

I would like to voice my desire for the parking permits in the surrounding roads to be reinstated. Since the removal of the permit zones the parking on local roads has become overrun by builder's and contractor's vans and people coming into Portsmouth to watch the football. The lack of parking is such that people will continue to drive around the roads looking for spaces which causes more issues and grief the moment two oncoming cars meet on the narrow streets, which can lead to damage to both vehicles and those parked around them.

Please strongly consider reinstating these parking zones, for the safety and peace of mind of the local residents and their vehicles.

**119. Resident, Fawcett Road**

Our door is in manners road. Our road has multiple student houses and the parking situation is much worse when the academic year starts and students bring their cars. This often means several cars to each student house. The parking permits would make bringing



cars to Portsmouth less desirable (students seem to bring them but rarely use them). It would also mean that more parking is available for residents rather than people working in the vicinity and parking for the day. I therefore support the proposal for parking permits.

**120. Resident, Fawcett Road**

I strongly support the reintroduction of the MB parking zone. Student parking makes parking for residents far more difficult. I suspect many vehicles are under insured; the student driver just being named on the policy, and the insurance company assuming the car is normally kept at the student's home address. Without the RPZ, I suspect spaces would be in greater demand when the flats are finished at the west end of Goldsmiths Ave.

**121. Resident, Francis Avenue**

I live in the MB area and I welcome the reinstatement of the zone for two reasons.  
1) In the 10 years I've lived here my car has been vandalised several times, the most recent being the back window being smashed. I have investing in a camera to watch my car, but this only works if I'm parked in one of the 6 parking spaces near my house. Currently people park their cars by my home and they can be there for weeks before they move again - I think this scheme will allow residents to move their vehicles more freely.  
2) Due to the close proximity to the station and the Fratton side having a parking scheme the MB zone is full of commuter vehicles from early in the morning until late at night. As a resident, I have carefully considered on a number of occasions whether I need a car because I tend not to use it unless I have to because while I am out I am constantly worried whether there will be anywhere to park when I get back. Unfortunately due to ageing relatives and vet trips I have concluded I need to retain the vehicle but I feel that knowing there will be a 2 hour window during which I can reasonably expect to be able to find somewhere to park will empower me to use the car more and make me feel less trapped.

**122. Resident, Francis Avenue**

Whilst I support the introduction of the above residents parking, I have the following comments;

- 1) Many residents probably get home after 6pm, myself included
- 2) Will not prevent evening match football parking
- 3) No help for weekend parking unless returning from days out early
- 4) Area such as East side of Francis Avenue need some form of restriction to prevent these becoming a dumping ground for abandoned cars, non runners, cheap cars for sale from the garage nearby, vans, trucks, caravans and horseboxes as at present

**123. Resident, Heidelberg Road**

I just wanted to drop you a note to say that I fully support the re-introduction of residents parking, which I think will help curtail the current problem of commuter parking in my road.

**124. Resident, Heidelberg Road**

I am writing in favour of the restoration of the MB/MC parking zone. Until the students returned we enjoyed a summer of parking heaven. As you may or not be aware there is between 35 and 40% of HMO's in our road alone that without the rest of the MB/MC permit areas, These student accommodations have between 4 or more cars per house and that is without the car showroom in Francis Avenue using it to store his unsalable cars. We also suffer from commuters catching the train to London etc and leaving their cars in our road and on football Saturdays you either go out out for the day or stay in and mid week matches you have to leave work early to find a parking space.



In my opinion 4 pm to 6 pm is not long enough, everyone who lives in this area should have at least a 4 hour window to return home. We have also had one car parked opposite our house which has not moved for the last 3 months.

**125. Resident, Heidelberg Road**

I fully support the proposed installation of the MB parking zone.

**126. Resident, Lawson Road**

Thank you for giving me the opportunity to express my support for the re -installation of residents parking for the MB zone. I am quite willing to pay the sum of £30 for 1 permit at my residence. I am looking forward to (hopefully) being able to park in Lawson Road in the evenings.

**127. Resident, Lawson Road**

I would like to register my support for this proposed residences' parking zone in Orchard Road area.

Within section B of your proposal, I would like to register that the hours should be extended from 4 pm to 7.30 pm to take into account people who are commuting home from work and not arriving home until after 6 pm.

**128. Resident, Lawson Road**

SUPPORT

**129. Resident, Lawson Road**

We have recently received your proposal regarding a parking zone in Orchard Road area. We think that this could work very well as it is often difficult to get a parking space around our house after we finish work. However, only having the restriction from 4pm-6pm seems slightly redundant. We would be having to pay for parking permits only for 2 hours a day, and the people who don't have permits can park around areas such as Montgomerie Road where you can park for 3 hours and no return in 4, and then return to your proposed MB areas. This could cause problems with parking in different areas between 4pm and 6pm, and then continue to have problems in the proposed area after 6pm. I often return home from work around 7pm and 8pm and have a real difficulty parking in the area, but with your new proposal it seems I would still have this problem, however I would be paying for a pointless permit as well. I would ask you to consider making the permit only times longer for the proposed area or having a system such as 3 hours and no return in 4 hours if you are to go ahead with the proposal.

**130. Resident, Lawson Road**

As I would be the second car owner of my address, it would cost me £100. This costly amount would entitle me to park in my zone for two hours a day, whereas everyone else will be able to park for free for the other 22 hours. My hours of work means I get home about 21.00 hrs - 21.30 hrs, so I find it hard to believe that when I get home I'll be able to park while paying for the privilege. I would welcome a much needed Parking zone but I feel 16.00 hrs - 18.00 hrs time for residents only is unrealistic and needs to be amended as due to modern day living not many people are home from work at these times on a daily basis therefore would not benefit from the scheme they are paying for.

**131. Resident, Lawson Road**

Following your recent letter ref TRO 84/2018 for the proposed residents parking zone in Orchard Road area, I am writing to confirm I am in full support of bringing back the permits.



**132. Resident, Lawson Road**

I am in favour of the zone returning, but would request that the times of 4pm to 6pm is extended in the later to approx 7 or 8pm. A 2 hour zone is not really long enough especially when people can move their cars into the LB zone for those 2 hours and then just bring them back after our times expire.

Its ideal for people to buck the system as so close even just put another hour on would help. Thanks for your consideration.

**133. Resident, Lawson Road**

I writing to you today to confirm I would like to vote Yes to parking permits.

I would prefer to have the same parking restrictions as LB zone. The students who live in LB zone park their cars in our street. Have the same restriction would really benefit us. If not the students will just move their cars back to LB zone just for 2 hours and move it back again.

If we have to have limit parking times for residence then I feel 2 hours is not enough. On average I get home between 5.30pm and 6.30pm.

I would suggest then we increase the parking hours for residence from 5pm to 8pm

The restriction between 4pm to 6 pm will not benefit me at all. I don't see the reason then to pay for a permit that will not be of benefit to me and my family

**134. Resident, Lawson Road**

Please introduce a resident parking zone for MB as i can never find a parking space down lawson road when i finish work between 5-7 pm

It would be ideal to have it as residents parking zone between the hours of 6pm to 8am monday to saturday. This would also allow for people to park on the nearby roads during shopping hours for the nearby businesses.

Thanks for the response. The restriction times stated means non residents can avoid those 2 hours and still park in the zone for the rest of the night. This will not make residents life easier who may want to go out in in the evening with the car knowing that they still may not get a space when returning.

The restricted zone time should be in place all evening until the next morning and fully enforced to deter non residents parking. This could also be another way for PCC to increase there income at a time where another £12 million of savings needs to be found.

**135. Resident, Lawson Road**

I am in favour of the parking scheme for the MB Zone. It is becoming increasingly difficult to park in the area in the evenings. Cars are driving around and around the streets looking for places to park. Sometimes I have had to park a 10minute walk away late at night.

People are resorting to parking illegally on the corners as they are no spaces left. I feel that a parking scheme would help this problem. It certainly worked when we had the previous parking scheme in place.

**136. Resident, Lawson Road**

I am in support of a scheme in parking zone MB. There are no spaces in the evenings leading to people having to park illegally on corners and double yellow. The return of the students this week has certainly increased demand for parking thus has lead me to send this email.

Cars are parked for long periods without moving and I feel the short duration parking restriction is a good idea and easy to police.



**137. Resident, Lawson Road**

In regards to implementing the parking zone. We support this decision to go forward. As a suggestion, maybe change the residents only time from 4-6pm to 5-8pm.

**138. Resident, Manners Road**

I am writing to you to register myself for the support of the parking permits for manners road.

I have sent you an email objecting to it but having problems with the parking means we are prepared to pay for permits and visitors permits to ease parking in the area.

I would like you to cancel my original objection and put forward my support for this scheme.

**139. 2 Residents, Manners Road**

I wish to support this proposal and regain the MB parking zone. In this area we suffer with severe car parking problems especially when the students are back at university, football days and that's without the commuters leaving their vehicles in the area. The road is also used as rat run and there are stand offs every day and night, this is because there literally is nowhere to pull in to, to give way to oncoming traffic. It's a complete nightmare most of the time!!

My one concern is that if we regain the parking zone, it needs to be given wholeheartedly and not taken away from us just because the other political party says so, we were not consulted nor asked.

**140. Resident, Manners Road**

I would like to support the current plans for a parking zone in the MB area.

However, I don't believe the current plan for a restriction between 4-6pm is adequate.

While this may help to alleviate the problem of commuters using the area to park for access to Fratton Station, football fans on Saturdays and make it easier for residents to park at tea time, it does not address the problem of the large number of HMOs in this area with several cars each.

Having such a short time restriction like this will allow students to park their cars in other roads during the restriction times and then move them later. This is not enough of a solution for an ongoing problem that had previously been addressed by full parking permits. Residents supported the original permit plans and were very annoyed when they were suddenly removed.

While I support the current plans, I simply don't believe they go far enough in addressing the chronic parking problem in this area.

**141. Resident, Manners Road**

I fully support the reinstatement of the MB parking zone please

**142. Resident, Manners Road**

I have lived here for many years and have seen the parking issues getting worse and worse. My wife works a shift pattern that regularly means that she finishes in the early hours of the morning. When the schools and university term starts she often spends twenty minutes (after a twelve-hour shift and a forty minute drive) looking for somewhere to park. This has caused her to park up to ½ mile away from our door and then walk the streets back to the house often encountering drunk or drugged persons. We are thankful that she has not yet been attacked but are seriously worried that it is only a matter of time! During the daytime staff from the school use our street as a car park, making it impossible for residents to park, I have had my vehicle damaged four times so far this year with people trying to cram their vehicle into no existent spaces, only once have I caught the culprit (a school teacher who caused over £1200 worth of damage! I have been medically



<p>pensioned from my job with mobility issues (thankfully not sufficient to be disabled) but you can only imagine how awkward and frustrating it is returning home from shopping to have to lug the heavy bags several streets home because we can't get near the house. My new car lasted only two days before being damaged both front and rear in hit and runs with cars trying to squeeze into spaces that are insufficient, Things were so much better when the residents parking scheme was introduced last time, these problems simply did not exist. Therefore I would welcome the residents parking scheme</p>
<p><b>143. Resident, Manners Road</b> I support residents parking in manners rd area</p>
<p><b>144. Resident, Manners Road</b> Although I completely agree the MB zone should be reinstated as parking is a nightmare once the students are back at university, I don't understand why there is a restriction from 4-6pm for permit holders only. I myself don't get home until 7pm (as many of my working neighbours), so this would not benefit me at all. I usually have to park on Francis Ave or another adjacent road which is ridiculous. Cant the original MB zone (and its restrictions) be reinstated and this seemed to work for everyone!</p>
<p><b>145. Resident, Manners Road</b> I fully support the Residents Parking Zone</p>
<p><b>146. Resident, Manners Road</b> I fully support the return of residential parking in the MB zone</p>
<p><b>147. Resident, Manners Road</b> I am writing in support of the proposed parking zone (MB). It will allow permanent residents the opportunity to park our cars in localised areas to our homes. I understand that it for the hours of 4-6pm, it would be better to extend this time. However, I understand the rationale and am accepting of the proposed plans.</p>
<p><b>148. Resident, Manners Road</b> Thanks for your letter of 30th August 2018. I am writing to express my strong support for the proposed scheme. The sooner the better! As we get older, the opportunity to park near one's home becomes increasingly valuable. Increased density of population due to HMOs in this area has put pressure on parking, and a residents parking scheme will make arrangements much fairer. In addition, while I am disappointed at being obliged to pay for the first permit, I can see that this may help deter those who do not really need to park (but would take a free permit regardless). The previous scheme worked well for most of us, and many people were extremely angry when it was summarily withdrawn.</p>
<p><b>149. Resident, Manners Road</b> I would like the parking zone back</p>
<p><b>150. Resident, Manners Road</b> I'm writing to respond to the proposal of the re-introduction of the Parking permits in my area. I would like to say I am FOR the new parking permits, as parking is very difficult in my area, mostly when the students are back during term time and my area is heavily student populated. Also during football matches the area becomes very busy, with a lot of people parking on double yellow lines and blocking drive ways.</p>



When the permits were used before it made parking much easier in my area, without them I can't move the car after 8pm otherwise it will be very hard to find somewhere to park on my return.

So again please take this as a vote to go ahead with the permit plan, and I know many costs can be covered from ticketing non permit holders.

The only problem I can see is those in the surrounding non permit areas seeing an increase in reduced parking spaces, perhaps all of Portsmouth should have parking permits, like Brighton or Bournemouth do for example. Portsmouth is a small yet very densely populated island, and we are still building new flats and houses where possible (both student and non student), but it doesn't seem like we are including parking in these new builds, so we will always have a problem.

**151. Resident, Manners Road**

I would really like to see the parking restrictions introduced again to our area as I find it such a nuisance driving around trying to find somewhere to park at night. I rarely use my car for that reason but often I drop my daughter to work in the evening or pick her up if she's been out late to keep her safe from harm but we are hardly safe if I have to park a few blocks away and end up walking.

This is a student/shared housing area and sometimes people have more than one car per home. Also during football season it can be really frustrating driving anywhere on a Saturday being unable to park on my return.

The down side to resident parking is when we have guests from out of town come to visit. I would be happy to pay for the extra cost .

**152. Resident, Manners Road**

I am in favour of a residents only parking in MB zone. But I do not think the 4pm to 6pm restriction will work as well as the previous system. I, like many others in the area, often arrive home after 6pm. It seems I will have to continue driving around the area, sometimes for over twenty minutes, trying to find a place to park and in competition with others who do not have a permit but who can park for free as long as they leave before 4pm the following day! If the restriction was from 4pm to 8am the following day it would work better and give the residents a better chance of parking in the area. MB zone is close to Fratton station, close to the football ground, has a senior school and shops and businesses in Fawcett rd and Francis avenue so there are many people that do not live in the area but wish to park their cars and other vehicles here. A 4 to 6pm restriction may work in other areas but I believe will not be effective enough in MB zone.

**153. Resident, Manners Road**

I am in favour of re introducing the parking zones around Manners Road area again. My partner is disabled and he is also in favour of this.

**154. Resident, Manners Road**

I would like to express my support for the proposal to reinstate our parking permits.

**155. Resident, Manners Road**

I would like to express my support for the proposed parking permits in the MB Zone.

**156. Resident, Manners Road**

I would like to make it known I am fully in support of this scheme being introduced at the earliest opportunity.

It was announced over the summer when parking in the area is not an issue and you can quite easily go out and come home at any time of the day and park within 50 yards of your



home.

However since this last weekend (15/16 September) this has all changed and parking is again an issue and coming home in the evening could mean parking up to half a mile away if you are lucky and further on occasions.

It also means cars are now parking on double yellow lines as seen for the last two days, which is also a major safety issue.

**157. Resident, Manners Road**

I totally agree with residents parking being returned to Manners Road Area.

**158. Resident, Manners Road**

I am a resident living in manners road and am writing to express my support for the scheme to go ahead. The current parking issues are numerous but by enforcing the proposed scheme it would vastly reduce the amount of cars that are left standing for long periods of time by both commuters and students. It will also reduce people from outside of the area parking here when attending football on Saturdays. I do also think there should be some consideration as to whether this could be extended to cover Tuesday evening games when portsmouth play at home.

**159. Resident, Manners Road**

My reluctant support, for the proposed MB and MC parking zones.

First, let me say 'thank you' to the Lib-Dems for upholding your campaign promise – you said you would start the process of bringing back the MB and MC Zones, and you have. I am somewhat saddened that you are not bringing the MB and MC parking zones back in their original form ( two hours maximum stay, non return within four hours, seven days a week) and fear this new form of zone (Permit holders only between 16:00 and 18:00 hours, Monday to Friday) will not tackle the football traffic, the weekend, and overnight parkers, and will generate even more traffic in this area, because owners of vehicles, who do not have a permit, will be forced to play a kind of vehicle musical chairs (moving there vehicle out of the permit zone area for the two hours, only to return those same vehicles a couple of hours later).

I've attached a copy of a letter I used to aid my speech at the meeting held on the 30th July 2018 at Portsmouth Guildhall, to remind the planners and engineers of what was achieved under the Old framework of the MB, and MC zones. I believe the key points in that letter are worth remembering, because these key points were why we, the residents of the MB and MC zones, wanted, and agreed to pay for a parking scheme.

If the new format for the MB and MC parking zones does not achieve what is outlined in the attached letter, I believe you will have a lot of very disgruntled people on your hands, because they will be paying for a parking scheme, which only entitles them to park, for two hours a day, from Monday, to Friday.

From document:

When the MB and MC parking zones where introduced, those of us who owned vehicles registered to an address within the MB and MC zones, said a massive 'thank-you' to PCC.

Why... Well,

1. We no longer needed to drive around and around, up and down, street after street, hoping to come across a vehicle, which was about to depart, which meant, that I could now park.

2. We no longer needed to tolerate those, who live outside the MB and MC zones, using the areas inside the MB and MC zones, as a free, long stay car park.





3. We said 'thank you' to PCC, because now, we were no longer forced into a position of parking our vehicle, on double yellow lines, because there was nowhere else to park.

4. We said 'thank-you' to PCC, because now, in the roads and streets covered by the zones, there was space to pull into the kerb, and let oncoming traffic pass, which also meant,

5. drivers did not have to reverse their vehicle, onto a main road, so they can let oncoming traffic pass.

6. We said 'thank-you' to PCC, because now, the possibility of damaging other vehicles when reversing, was reduced.

7. The parking zone cut drastically, the number of 'grid lock' situations... you know the sort of thing... when the drivers of vehicles have had enough, so effectively park their vehicle in the middle of the road, turn off their engine, sit in that vehicle, and refuse to move, because they believe they have the right of way.

8. The parking zone also meant that Emergency services vehicles, were no longer forced to parked in the middle of the road when on an emergency call, because there is nowhere to park.

Yes, for those who live, and own vehicles registered, in the MB or MC zones, problems related to parking, and more, were solved.

But in 2015, PCC took away the MB and MC parking zones, on the grounds that, the MB and MC zones didn't work for those in the surrounding streets.

Well, I've lived in Manners road for over thirty years. I've witnessed PCC wrestle with the areas parking needs, and, in my opinion, for the residents of the MB and MC parking zones, PCC solved their parking problem, PCC only mistake, was leaving out the surrounding streets.

So please, bring back the MB and MC parking zones with the original criteria, but this time, include the surrounding streets.

Please, don't change the rules which qualify one to apply for a parking permit. This one simple rule ensures that those who own vehicles that are not registered to that parking zone area, will have to move that vehicle out of the parking zone area within a given time.

**160. Resident, Manners Road**

I am writing in response to the letter sent 30th August outlining the proposed residents' parking zone in Orchard Road area.

I am hugely in support of this. In the past I have sent a number of emails and spoken to Lib Dem councillors about the reinstatement of the parking zones.

The two largest problems with parking in my road are multiple occupancy student lets and football.

When the students have left for the summer or Christmas there is a massive difference in parking availability. Hopefully the permit system and associated cost to student car owners will be an incentive for some not to bring a car.

Football is also a problem, but this only affects us for a few hours every other week. The student parking affects us for 3/4 of the year.

My wife and I were very pleased to receive this letter and hope that the permit system goes ahead.

**161. Resident, Manners Road**

I support this scheme . It was beyond outrageous that it was arbitrarily scrapped.The roads here are narrow and are constantly used by non local residents Parking lorries and vans , even a huge scrap merchants van gets parked and left as a storage vehicle until filled and then comes back again . This is a fair and cost effective Scheme and I heartily support it



**162. Resident, Manners Road**

I am writing to confirm my support for the proposed re-introduction of the MB Parking Zone. At the time it was revoked, I stated my views in opposition to the scheme, as much to do with the process and that it was revoked without appropriate consultation / discussion. I am in favour of the scheme and would even suggest that the proposed permit charges could be increased (subject to discussion and what the increased revenue could be utilised for). Can you therefore please ensure that my support for this proposal is appropriately logged and considered.

**163. Resident, Manners Road**

I support the decision, however it should be free of charge if you are the first driver. I hope you consider my opinion. Thank you for your time.

**164. Resident, Manners Road**

We support any Parking Zone which can improve the misery of residents unable to park near their own homes, which is especially worse when students are back for the University year. The proposed MB zone for us, allowing residents'-only parking between 4pm and 6pm, could help the situation, it remains to be tried and tested. Our very satisfactory MB Parking Zone of four years ago was taken away from us without our consent, this is the one we wanted to be reinstated. The MB Parking Zone you are offering us now is far from ideal, but we must vote for it as there is no other alternative. So, to reiterate, we must vote for the proposed MB Parking Zone.

Thank you for your email - We meant to have added, if we, in Zone MB, are only to have a short, 4 - 6pm Permit Holders Only window, with free parking outside this 2 hour slot available to non-residents, we would expect Fratton Zone to be similarly changed and their Permit Holders Only 24 hr Zone, with only 2 hrs per day free to Non Permit Holders taken away or changed to the same as our zone!!

**165. Resident, Manners Road**

We are residents of Manners Road and we support the proposed parking scheme as we see this as a way to cut down on student cars in this high density HMO area. However, we would like to make the following comments:

- 1) We feel that 4-6pm seems a short window for people to realistically get back in time to park, without competing with non-permit holders. 4-8pm would be a better time gap, though we are assured that the 2 hours worked well when it was part of a neighbouring scheme. We wait to be convinced.
- 2) We're not clear about visitors' permits. What does 12 hour and 24 hour actually mean? 6x 2hours? 12x 2hours? A 24 hour permit is useless as it only covers one time period.
- 3) £100 seems steep for a 2nd permit. We understand that you need to discourage multiple cars in one household, but the reality is that lots of people do not choose to have 2 cars. it is a necessity.
- 4) We understand that the scheme will be reviewed after one year. The last time this was promised, it didn't happen so we need to be assured that you WILL review the scheme. With all this in mind, we are in favour of the scheme, as it is probably the best we are going to get.

**166. Resident, Orchard Road**

As a car driver I find it hard to find parking down my road. So having this turned back to a MB zone would be great. I am constantly having to find parking elsewhere. I am in support



of the proposed zone.

I also wanted to add that having had a long day at work, coming home to find parking is difficult as it is. So sometimes I have had to park a couple of roads away. This is really frustrating thing to do.

I also drive my Mum to appointments ect, who is disabled. So parking is extremely difficult as she cannot walk for long without being in pain.

So if we were to have back the parking scheme, it would make it a lot easier!

**167. Resident, Orchard Road**

We support these proposals. It's very difficult for us to find a parking space especially when students are back, because in some of the houses they have more than 2 cars. Also people having a company car taking more spaces all the time. Also cars are being parked in front of our houses and being left there for weeks. So , YES, we support this proposal.

**168. Resident, Orchard Road**

We would fully welcome the return of residents parking. The time will mst importantly stop all day parking by commuters using Fratton station. It seems a fair compromise and hopefully it will be implemented very soon.

**169. Resident, Orchard Road**

I am In support of the permit parking In the orchard road area so residents have somewhere to park.

**170. Resident, Orchard Road**

I email to express my support for the MB parking scheme. Orchard road has a high level of student lets who loved to bring their cars and commuters who park for the day, at the moment there are 3 cars with flat tyres which haven't moved in months !

I work shift work at a hospice caring for the dying, believe me it's more stressful finishing work and coming home to find some where to park than anything I do at work.

I am not sure if the two hour parking restrictions is long enough or whether it works but any thing is better than nothing so there is nothing to lose. So bring it on before freshers week ideally? I can't wait for Portsmouth city council to improve my quality of life. Here's hoping

Happy threshers week  if you want to take a wander down orchard road I would be happy to point out student cars to you , thier cars rarely move during the week just used at weekend to go home to see mummy and daddy in Essex

But apart from that the schools are back and the workmen from fratton bridge we trying to park .

I arrived home from night shift at 8 am on Sunday morning with no where to park so driving around beyond tired looking for a parking place

**171. Resident, Orchard Road**

I fully support the re introduction of the MB parking zone. It should never of been removed in the first place. Alot of residents in the zone campaigned for it last time and my friend worked so hard to get it introduced & fought for it to be kept. Unfortunately a councillor decided to remove the zone. When the MB parking zone was in force i could actually park in my road as it stopped commuters going to fratton train station parking in my road & the car sales parking up there part exchange vehicles for months at a time. So I again will add my support for the re introduction of MB parking zone



**172. Resident, Orchard Road**

I am writing to support the council plans to make this a permit only area between 4 and 6 pm

**173. Resident, Orchard Road**

Whilst I support the re introduction of The MB RPZ I think it is unfair that we are not afforded the same conditions as other zones adjacent to the MB area this will not stop displacement from other areas. Also how can we be expected to pay the same fee as other areas especially as we are getting an inferior Zone time.

I also think this adhoc way of implementation of Zones is unfair on those who do not have them either we all have Zones or no one should as it just causes anger and resent. We experience a lot of displacement from surrounding Zones especially from commercial vehicles

**174. Resident, Orchard Road**

I am emailing to show my support for the proposed parking zones in my street. I feel it would ease the congestion and make it a much better area for all residents.

**175. Resident, Orchard Road**

I have a disabled parking bay. my parking bay is in constant use by other vehicles, many of whom do not have a blue badge, and there doesn't appear to be any patrols carried out by parking enforcement. I am in support of the new parking zones, as this will hopefully lead to regular patrols which will prevent this issue, so I am hoping the proposed plan will go ahead.

**176. Resident, Orchard Road**

I support the residents parking zone in Orchard Road. The reasons for this are people who don't live here leave their cars all day while they are at work so its hard to find a parking space for residents or friends visiting. It would also mean the road would be safer to drive along as without so many cars parked either side of the road. I feel that most if not all residents feel the same and I hope you go in favour of residents parking zones.

Hello having read the proposals for residents parking zone in Orchard Road area i strongly support this. Most cars that are parked all day during the week are people that use this road for free parking as they go off to work! I hope that Orchard Road returns to residents parking zones.

**177. Resident, Orchard Road**

I am writing to give my whole hearted support to this proposal. Between London commuters, football goers and students I often find I either cannot park near my house or have to arrange my work hours around this to ensure I can park which is not helpful when trying to run a business that requires evening and weekend working

I am a little concerned about the RingGo app use. What measure will there be to check and process the resident registration on RingGo and ensure it is not being fiddled to allow the commuters and football goers to purchase their parking and continue to clog up the roads in the permit area?

Officer comments

Residents can register for the RingGo service either by linking it to their existing permit or providing an alternative proof of address. Only residents can purchase and authorise parking for visiting vehicles. It is unlikely that residents would purchase parking electronically for people they did not know, or give them physical visitor permits, and it is not something that has been reported as a problem within the existing 33 residents' parking zones in operation throughout the city.



**178. Resident, Orchard Road**

Hi, I want the resident permit but not happy at all with the system you want to apply, we were very happy the way we had permit back in 2014 it worked fine, the whole of Portsmouth has an all day resident permit with limited hours for non permit holders, we want a whole day permit, it's the only way it will work, please review again thanks

**179. Resident, Orchard Road**

Hi, I want the resident permit but not happy at all with the system you want to apply, we were very happy the way we had permit back in 2014 it worked fine, the whole of Portsmouth has an all day resident permit with limited hours for non permit holders, we want a whole day permit, it's the only way it will work, please review again thanks

**180. Resident, Orchard Road**

Hi, I want the resident permit but not happy at all with the system you want to apply, we were very happy the way we had permit back in 2014 it worked fine, the whole of Portsmouth has an all day resident permit with limited hours for non permit holders, we want a whole day permit, it's the only way it will work, please review again thanks

**181. Resident, Orchard Road**

Thank you for responding to my questions. In principle my wife and I support the proposed MB Parking Zone.

We have in the past had vehicles left parked in Orchard Road for several months whilst the owner has gone abroad, also the car sales in Goldsmith Avenue leave their own vehicles as well as their customers' vehicles in Orchard Road. Another problem has been that because roads on the north side of Fratton Bridge have kept their Parking Zone, Orchard Road is the closest to Fratton Station where rail users can leave their vehicles. We have the added problem of many multiple occupancy houses.

**182. Resident, Orchard Road**

Myself and my partner would like to support the proposed Orchard Road MB parking zone. We've decided not to object to the less than perfect proposal, as some form of residents' parking zone is better than none at all.

Please find some issues below that we'd like a response to:

- Permit prices - why are 2nd permit prices increasing at such an unreasonable rate (2018>2019 +25%)? Also the permit costs don't reflect the 'Permit Holder Only' period, which varies across the different parking zones. Eg. MB will be for just 2 hours, whilst other zones receive more time, yet pay the same fees.
- Parking zone restrictions - the previous MB zone wasn't just for the proposed 4-6pm period for many good reasons. Portsmouth FC have many evening fixtures over the year, with a huge influx of football fans. Railway commuters and local school staff tend to return to their vehicles before 4pm.
- Parking zone irregularities - there is no consistency in the restrictions of local zones - yet they all suffer from the same non-resident problems ie. commuters and football fans. The proposed MC zone (TRO 87/2018) is set to have a 'Permit Holder Only' period between 5 and 7pm, and is abutting the proposed MB zone.
- Parking zone longevity - the previous MB and MC zones appeared after a great amount of consultation with local residents, but were removed by PCC with no local dialogue. No in depth local surveys have been made this time, which would have revealed many of the issues that we've raised above.

**183. Resident, Orchard Road**

My husband and I are very much in favour of the proposed parking scheme in this area.



**184. Resident, Orchard Road**

With regard to potential changes to parking in Orchard Road via a Permit system for Residents, I write to advise you I would be in favour of this.

The ability to park in Orchard Road has become impossible due to a number of factors including

- high student occupancy in the road leading to several cars / household
- parking from construction employees relating to build of flats on Goldsmith Avenue
- parking of vehicles of commuters using Fratton Station as a means of free parking

Any permit scheme which provides easier access to parking in Orchard Road ( or deters Randoms and high multiple cats / household ) would be a benefit , even at a small cost.

The scheme allows for visitors parking via a paid pass and this again would ease parking for planned visitors. I hope this scheme is successful

**185. Resident, Orchard Road**

We have huge problems with parking, there are many commercial vehicles parked in the street and our road effectively becomes a car park for Fratton station. We have a small baby and it is very difficult not being able to park near our house. Though ideally it would be better if the hours of the parking restrictions were extended beyond 4-6pm, the proposed zone will be a huge help in dealing with the parking issues that we have, and I do hope the council will support this proposal.

**186. Resident, Orchard Road**

I am writing to express my support for the reinstatement of the MB parking zone permit scheme. As a resident of Orchard Road I feel the proposed scheme is the very least the road warrants. The volume of HMO properties in the area, the lack of parking on Goldsmith Avenue, the proximity of the train station, and the construction of multiple story apartments buildings with insufficient resident parking mean that residents of the road have been unfairly penalised by the removal of the original scheme. These factors combined with local businesses such as car dealerships utilising upwards of 10 spaces on any given day, with vehicles often not moving for several weeks at a time, mean that Orchard Road in particular is in desperate need of a permit scheme.

While residents do not expect to be able to park directly outside their homes on a daily basis, any form of parking management that would allow for the chance of parking in anything resembling a reasonable distance from one's own road would be hugely valuable. This is the case especially for older residents and those with young children. Priority must be given to permanent residents not: students who arrive in September and do not move their vehicles until the end of the academic term (up to three month periods); train users using the road as a car park (many of whom live locally in areas with existing parking permit schemes); local firms using the road as an extended parking lot; individuals with an excess of vehicles using the road as a semi-permanent dumping ground.

In summary, based on the above reasons and circumstances, it is essential that the proposed parking scheme is reinstated. It is the very least local residents deserve.

**187. Resident, Orchard Road**

Please note that as residents we are completely in favour of returning our parking zone to residents parking, the addition of 2 hour non resident parking is also fine if needed.

The street will be safer for the many children who use the roads to walk to school and we found that the quality of life for residents greatly improved during the last period of residents permit parking.

In addition using the parking area at Fratton Shopping (B and Q area) for safe overnight



parking for trades vehicles could help considerably .

We have reduced our cars from several to one to contribute to easing congestion even though we have a double garage but are often overwhelmed by commuter traffic parking and cars from several local car firms as well as the trade/car sales vehicles, meaning that even accessing our private parking is often jeopardised.

**188. Resident, Orchard Road**

I am totally in favour of Parking permits as this Road is parked with cars as early as 6/7 am as people going to work in London as the train station just round the corner, Recently due to building construction on Goldsmith Avenue all the builders park their vehicle on this Road, so local residents with small kid have to struggle for the parking. local residents should get parking priorities first as they pay full Council taxes. once again I would say that parking zones are very important.

**189. Resident, Orchard Road**

I am messaging you to express my support for the MB parking zone being reinstated. We have daily issues with commuters using the road as a car park. At its worst I have experienced them waiting in the road until a space becomes available. There are vehicles left here for months at a time which being taxed and MOT'd will not be removed. In addition there are several local businesses who leave their vehicles here over weekends and during the week when they are not required.

In the past few days, now the university year has started, parking has become increasingly difficult as students have returned, often with multiple cars per house, who barely use their vehicles during term time.

While I understand that there is limited parking in our area, using this road in such a manner is detrimental to the full time occupants. I hope that the residents parking scheme will be reinstated.

**190. Resident, Orchard Road**

I fully support the reintroduction of the MB Zone (Orchard Road) residents parking zone. I was very disappointed when the previous parking zone was removed all of a sudden and would certainly like to see this reintroduced.

At the moment there is a major problem with commuters using the Fratton train station, parking in Orchard Road in the mornings leaving no space at all for residents. This issue is further compounded by the fact that there are so many HMO residences in the street where one house has 4 or 5 students having cars, leading to a severe lack of parking spaces for households having families, leading them to spend vast amounts of time driving around to find a parking spot. This puts undue strain on families with toddlers such as myself.

New flats being built nearby in Goldsmith avenue causes me great concern as well because this could lead to even more people parking in Orchard Road, causing further issues when the flats are rented out to people.

Please take this email as my request to have this parking zone reintroduced.

**191. Resident, Orchard Road**

As a resident of Orchard Road I have studied the proposals with some interest. Whilst I am generally supportive of any form of parking restriction, I am concerned of the effectiveness of a restriction during the short period between 4 and 6pm. The MB scheme when originally introduced in 2011 worked extremely well and limited non-permit holders to 2 hours free parking. Why, I ask, can the parking scheme not be reintroduced in it's original format?



I do accept, however, that the proposed restriction will reduce the incidence of dumped vehicles and will have an effect on railway commuters taking up valuable parking spaces during the day. The introduction of seemingly punitive charges for multiple vehicles per household will also have a beneficial effect, particularly on students in an HMO environment.

To sum up, please accept this email as a vote in favour of the Council's proposals and I look forward to an easing of the dreadful parking problem in this area.

**192. Resident, Orchard Road**

I just wanted to add my support for the reintroduction of residents parking in Orchard Road and surrounds.

We live on Orchard Road and have a baby and a toddler. It has become very difficult to park in our road since the removal of the residents parking zones. It is a frustrating logistical challenge to try and get a 3 year old, a baby, all their junk and maybe even some shopping to and from the car safely. It's a problem I'm sure faced by many Portsmouth families, but the lack of parking spaces nearby our house are not because of our neighbours, but because of vehicles that should have no place to park in our residential road.

Every morning as residents are heading off to work the commuters pull up and park in those spaces and head off to the station. Portsmouth is small, flat, congested and nowhere on the island is not within walking or biking distance of the 3 mainline stations. If they really need to drive there is paid station parking. Any other town or city would have streets so close to the station on an rpz. In fact we do, on the fratton side of the tracks (so yeah we get displacement parking too!)

We also suffer from commercial vehicles dumping, especially at weekends, key culprits being Byngs garage who leave pick up trucks, courtesy cars and probably half the cars they are working on around our streets, unmoved for days. They have a yard.

Houses of multiple occupancy which are plentiful in this area of Southsea take up more than their fair share of street space, especially students who bring cars into the city but then leave them and don't use them. I can appreciate that anyone who owns a car will want to park it where they live, and the problem has already been created by allowing so many HMOs, but if you are cramming 6 households into what would usually be a 3 bedroom family home then you shouldn't be entitled to more street space aswell. The new development on fratton bridge which provides much fewer parking spaces than occupants, will further add to cars being parked on streets which are already full for the people that live there. This will help to ensure anyone moving into those flats will already expect the restricted parking.

I can appreciate the concerns of surrounding roads regarding displacement parking, I think the suggested 2 hour zone will be different to the previous rpz, in that it will still allow parking in any road in or out of the zone at all other times. Parking is at its worst for residents in the evening when everyone is home from work but there will be no restrictions then. It serves to restrict all day commuter parking, football parking, and long term vehicle dumping, but for most people getting home in the evening they will still have freedom to park where they can find a space (just hopefully there will be more of those spaces) I feel the council should also look at communicating and resolving the displacement of vehicles, by working with landlords and the university, local businesses on goldsmith avenue, and residents who have individual circumstances to offer alternative solutions.

My one watch out would be parking around the schools at Priory, Devonshire, Fernhurst and Brambles. While the proposed timings fall outside of normal school hours, there will





still be staff working later than 4pm who would normally park on the street. Brambles in particular, has a nursery which runs until 6pm so will absolutely have staff on site during the restrictions. What dispensation can be made for them? Also school picks ups will run into the restricted time if children attend after school clubs or childcare. For example, the MC zone will be a massive problem for me picking up from nursery at 5.55pm. (Leaving the car at home and walking isn't an option for us in the extremely tight timescale to get from work in Southampton) Sure there are plenty of other busy parents who need to use the car to collect children. Could a 10 minute waiting time by the schools be added to aid this? Overall, we are very much in favour of the proposed parking zone. This is what is right for residents and we look forward to being able to park closer to home.

**193. Business, Percy Road**

I am the owner of 2 HMO properties on Percy Road. There are 44 HMO properties in Percy Road. So a third of the properties have on average 4 individuals in them. Around 100 homes along Percy Road are therefore family dwellings.

I believe that it is right to restrict parking per property. I also think it is a good idea to charge for parking permits with possibly a smaller charge for the second one for each establishment. Residents should be able to park near their house. This is their community. Preventing long term parking of vehicles is a great idea to free up spaces for residents. Students have a great service bus taking them into Uni. Great shops are available locally as is the station. Taxis are available all the time and are inexpensive.

My problem occurs when work has to be carried out on a property. The last time, 4 years ago? When permits were in operation it was a nightmare to ensure any person working on the house had a permit. It was really difficult to organise and impractical. Tradespeople do not necessarily know when they can fit jobs in and emergency repairs impossible to get a permit for. The Council offices were open day time only and I live in Bishop's Waltham and could not pop into the library or any other outlet and could not expect people I had instructed to work on the house to do so.

During the month of August we redecorate and work on the houses. We usually stay over odd week nights and weekends whenever we can fit the time in. We employ tradespeople to also work on the properties. We have deliveries of furniture etc.

It will be a nightmare to have to apply and pay for permits for these irregular visits.

I totally agree with what you are trying to achieve but need to know the practicalities of tradespeople and myself working on the upkeep of our houses.

Thank you so much for your informative and instant reply. I had not read your leaflet properly and did not realise it was restricted to 4pm-6pm so thank you. So I will be able to buy a visitor's permit in advance and activate it instantly when needed. This system should hopefully have the desired effect and prevent long-term parking.

**194. Resident, Percy Road**

I am emailing to show my support for the proposed parking zones in my street. I feel it would ease the congestion and make it a much better area for all residents.

**195. Resident, Percy Road**

Just wanted to say I personally don't have any problem with parking we are a two car family my husband sometimes comes home with a work van I often don't get in from work till 7! And usually I find a space in my road or in Francis avenue . The only problem with parking is on a Pompey match day and as this is only every other weekend for half the year it's not a problem. I'm disappointed that you are considering a permit parking scheme



in my road and especially disappointed in the fact that not even the first permit is free and will cost £30 just another money making scheme by Portsmouth city council! So in a nutshell I'm opposing the permit scheme for the orchard road area!  
(Same person as above) Good evening I have previously sent in a no for local permit parking but tonight I have had a chat with our local Lib Dem representative about this permit parking issue. I would be happy to have the permit if it was to have the opportunity to be extended for another hour from 6 to 7 now she informed me if I was to say yes to the parking restriction from 4-6 you wouldn't be able to guarantee an extension on these hours but it would give me an opportunity vote for longer parking restrictions in my road. Also if other roads voted for permit parking and ours was one of the only roads that had no restrictions it would become impossible to park! So in a nutshell and all though I'm not happy to say yes to this proposed scheme I wish to change my vote to a yes

**196. Resident, Percy Road**

I am in favour of the re-instatement of residents parking in MB zone.

I would prefer a system similar to what we had before with 2 hours free, rather than the proposed system which means I would have to buy scratch cards for visitors between 4-6pm. I would like the system (not whether we have a residents parking zone) to be reviewed after 12 months.

It has left me worried that this process will not be fair. Bearing in mind that this zone seems to have become a 'political football', the process seems far too open to abuse.

The consultation paperwork invites 'views', but the decision will be made on the number of votes for or against - this seems to me to be 2 different things.

Is it 1 vote per household? How will you ensure each household only gets 1 vote? My road is around 50% HMO's. How will you ensure that houses with 5 or more residents don't all submit their views, skewing the result?

I think past consultation were on paper. If email views are accepted, how will you ensure that individuals outside the area do not get counted?

(There are 2 online petitions set up by the Conservatives against our residents parking schemes mobilising those well outside our area. Change.org is international so can get votes from anywhere in the world. Is this the behaviour of local politicians with integrity and the wellbeing of residents at heart?)

How do you intend to verify that all responses came from within the MB/MC zones?

The parking restrictions proposed for MB are very different and more limited than what we had before. We were not consulted before the consultation about what 'shape' we wanted.

The parking zone here was removed with no due process or consultation. We need to ensure that this consultation process is both fair and can be proved to be fair.

I will look forward to hearing your response.

Thankyou for responding to my letter and for the useful information.

The legal process you are following under the 'Road Traffic Regulation Act 1984' does seem to leave decision-making wide open, unfortunately.

I think it may lead to ill-feeling or a sense of unfairness for either 'for' or 'against' people . Perhaps you can feed back up to whoever is appropriate that this system does not work well in instances like this.

**197. Resident, Percy Road**

Yes I'm in favour for the parking restrictions. Although as I don't get home until 7 at the earliest most days, I'm not sure what the benefit will be. But I am happy for it to go ahead.



**198. Resident, Percy Road**

I am writing to you today to express both of our backing for the re-introduction of the MB parking zone in Southsea. We live in a road that has been badly affected since the removal of the previous permit holder zone.

There are always several cars that are parked up all week from people commuting out of the city and this happens on football match days too.

My partner and I, (although we are not the only ones down the road who struggle) are constantly battling to find a parking space in our own road on a daily basis no matter what time of day.

Couple all of this with the addition of the extra cars from the Students returning for uni this year, and our road is at breaking point! We need a parking zone reinstated in our area for the residents, as we are the ones that matter.

**199. Resident, Percy Road**

I am fully supportive of this parking zone being implemented. I would then like the opportunity to comment on the working of the scheme once it has been working for a period.

**200. Resident, Percy Road**

I support the "MB" resident parking permits. And two permits on multiple occupancy, sometimes six cars per house! And cars do not move for weeks! We all vote for your team. We have lived in Percy road from 1980. I do hope it works.

**201. Resident, Percy Road**

Residents parking was introduced some time ago and worked well. There was however no charge. Why does it now require a charge this system with no physical permit must surely be cheaper. I can't help feeling that it's yet another stealth tax rather than a help for residents

Residents parking was introduced some time ago and worked well. There was however no charge. Why does it now require a charge this system with no physical permit must surely be cheaper. I can't help feeling that it's yet another stealth tax rather than a help for residents.

That the system will incur costs is understandable and the £30 cost of the first permit is acceptable a further £100 for a second is not. The £30 should cover both.

**202. Resident, Percy Road**

I am sending this email to show that I would like Percy Road to be included in the proposed MB zone.

**203. Resident, Percy Road**

We are residents and wholeheartedly support permit parking.

**204. Resident, Percy Road**

Just a quick email to put forward that I am in favour of this proposal for the Orchard road area.

**205. Resident, Percy Road**

I have problems with parking since many houses in this area are occupied by students who leave their cars in the streets for days without movement. I don't think a time limit 4 - 6pm would be sufficient unless there is a traffic warden present in the area daily to check on the situation. But it still will be a progress, anything is better than having a no zone free parking for everyone, mainly during match days.



**206. Resident, Percy Road**

This road is a complete joke. I've just had to park four roads away from my home on a Sunday Morning... FOUR ROADS AWAY!! Ridiculous! Who on earth are all these people parked down my road? And the other four roads? Its packed with people leaving their cars here all weekend. They certainly don't all live here! Hurry up and introduce parking permits back down here please - I'm sick to death of not getting priority over a space down my own road!

**207. Resident, Rugby Road**

I would like to vote in favour of the parking proposals.

**208. Resident, Stansted Road**

I support the suggested parking places order above.

There are two cars for my property and parking is a nightmare after 5pm during term time as a great number of properties on and around my road is for students lets which usually occupy more than 2 students / vehicles per property.

Furthermore I don't assume there's anything that can be done about the following but there are 4 or 5 large motorcycles which don't seem to ever move but one on Stansted Road, parked next to each other. I understand that motorcycles are exempt from the parking restrictions suggested although these stationary motorcycles take up around 3 car parking spaces 24/7 for the year I've lived here, which is a shame as spaces are tight enough as it is.

**209. Resident, Stansted Road**

I would just like to register my support for the Orchard Road Residents' Parking Zone. I think it's a really good idea!

**210. Resident, Stansted Road**

We fully support the proposal. We both work full time at QA hospital. A normal working day involves leaving home at 7am and not getting home until after 6.30pm. If one of us is on a late shift which finishes at 8pm we don't get home until even later.

The parking has become an absolute nightmare during term time when the University students are here. We have nothing against students as we were both students once. However, we have stressful enough jobs without the additional hassle of driving around for up to half an hour trying to find a space and subsequently possibly having a ten minute walk home. I have also had my car scratched on the bumpers and on one occasion, someone parked so close at either end that I couldn't move the car and we had to take a taxi to work to avoid being late.

For the reasons stated above we fully support the proposal and are praying that it all goes ahead

**211. Resident, Stansted Road**

I fully support the proposal to have a residents' parking zone in the Orchard Road area.

**212. Resident, Stansted Road**

I am writing to confirm that I am in support of the proposed MB parking zone.

**213. Resident, Stansted Road**

I wish to offer my support in the proposed reinstatement of the Orchard road residents parking zone. Having reviewed the amount of HMOs within my road, it is currently around 32% of the houses are HMOs. I have reviewed the other roads within this central Southsea area and the extremely high rate of HMOs is pretty much destroying the community. These



small houses can have up to 6 bedrooms per property as an HMO.

By reinstating the residents parking scheme it will hopefully deter the students that occupy many of the HMO from bringing cars that are left for long periods of time not moving as they walk to the university. It will also deter the people parking to use the school and the station.

The other consideration by the council is preventing any more HMOs from being implemented within the central Southsea area. The transient nature of the tenants occupying them is destroying the once lovely community within this area. I have lived here many years and have seen a change for the worse. I support the new proposal as at least it maybe one step in the right direction of returning the area to a community.

**214. Resident, Stansted Road**

I wish to extend my support for the reinstatement of the MB parking zones.

I regularly find I cannot park anywhere near my house particularly during university term times. This week has seen a noticeable increase in parked traffic with the new term looming. It will only get worse.

I would personally like to see the residents only parking extended to 16:00 to 20:00 as I regularly go shopping or other activities after I finish work at 17:00. I don't normally return home until 17:30 if I come straight from work anyway.

Otherwise, I would be happy to see the reinstatement of residents parking restrictions.

**215. Resident, Stansted Road**

We would like to give our support to the proposed parking Zone MB. We feel that bringing the parking permit back in place would make a big difference to the parking in our road as we have a lot of multiple occupancy houses and limiting the permits to 2 per household will make a big difference.

**216. Resident, Stansted Road**

We have lived here for several decades and own other properties in this road. I am strongly in favour of the proposed parking zone. We are constantly plagued by people from outside the immediate area (mainly, but not only, students) parking in Stansted Road. Last year one of these students returned to her home abroad for three months during the summer, leaving 3 Jaguars parked in the immediate area! This year another student returned to his home, leaving a BMW parked for three months, facing the wrong way in the one-way part of Stansted Road, having driven against the direction of traffic. The police told me that they could do nothing, as the car was taxed. Over the last few months we have experienced an increasing number of commercial vehicles parked for long periods (there are 4 such vehicles parked in our short length of road as I e-mail you). The proposed Zone cannot come quick enough for us.

**217. Resident, Stansted Road**

I am so pleased that you're proposing to reinstate the parking zones (mb and mc) I live in Stansted Road and it seems to be a dumping road for cars and vans from the Somerstown Area. Parking for actual residents has been a nightmare for the past few years and it is exacerbated by the influx of students inhabiting houses of multiple occupancy (possibly up to 4 per House) each having their own vehicle.

**218. Resident, Stansted Road**

I have a few queries reference the proposed residents parking zone in the Orchard road area;

- What is the exact purpose of this scheme, is it to reduce parking issues or for extra revenue?



- Why has this scheme been raised and by whom?
  - If this scheme is voted in, what is the parking fees going towards?
  - How is it expected that we pay for our visitors parking? Is it via text, email, phone, book etc
  - Motorbikes are exempt from the proposal, how is that applicable when one of the residents on my road has 6 motorbikes and only uses 1.
- Look forward to hearing from you.

Thank you for taking the time to get back to me, your email was very informative as I am away at the moment so not privy to all the finer details.  
Now that I am aware of what you are trying to achieve I have no objection to the proposal, I currently reside in Stansted road.  
With reference to the motorbikes, they are covered up, so I wouldn't expect anyone to know if they are road worthy or taxed for that matter

**219. Resident, Stansted Road**

I'm in favour for the parking zone but if the time frame was increased to 20:00 it would make it better for people that work to get a space when coming home.

**220. Resident, Stansted Road**

In response to your proposal to reintroduce residents parking to the Orchard Road area, including the road I live in, Stansted Road, I am strongly in favour.

As you are probably aware, it is very difficult to park in the evenings, and this has worsened this week as the students are returning.

I understand that the proposed 4pm to 6pm would help, but I would actually be in favour of 24 hour restrictions, as I am often return from work much later and often have to drive round the roads many times (4 to 5 is not uncommon) to find a space. I can end up parking a few streets away and do not enjoy the walk back to the house when it is late at night.

I think the charge is expensive for the 2nd permit, but I guess we don't really have a choice if we want to have a better chance of parking.

I would like to outline reasons why parking is so difficult on Stansted Road;

We adjoin Victoria Road North who still have the LB zone in force, so we get lots of displacement parking on our street. If you need evidence of this, take a walk down Bailey's Road or Margate Road in the evening and see lots of empty spaces. I find this particularly frustrating as I can see no reason why the LB residents are deemed to need a residents zone, if we don't. I see that the only solution to this situation is that everyone has zones or no one does, as living on the next street to one that has just pushes the problem onto us.

There has been a builders skip outside no 11 Stansted Road for well over two months.

The skip takes up one to two spaces (no one parks that close to it as it is often overflowing). In addition the builders often leave rubble on the road overnight (I have reported this previously and they did it again last night). Nos 9 and 11 have been gutted, loft extensions built on the back, with our understanding that each house will accommodate 6 people. Potentially this could be 12 cars plus visitors. There are many other HMOs and student houses in the street.

I understand motor bikes are exempt, however, there is one house on our street that has 5 or 6 of them and to my knowledge only 1 ever moves (check out the moss growing on the road around them). I would estimate that these permanently take up 2 spaces.

Britannia Road North has a few vehicles with trailers attached that never seem to move and take up more than their fair share of space. One trailer even has a car on it.



In the evenings and weekends there is a lot of vans and commercial vehicles parked. I therefore conclude that I am strongly in favour of reintroducing residents parking. I look forward to hearing from you

**221. Resident, Stansted Road**

Please bring in residents parking in zone MC (Stansted Road). It's a nightmare trying to park around here due to commercial vans, trailers and long term parked vehicles.

**222. Resident, Stansted Road**

Further to the parking proposal. I would like to say that this seems like a ideal realistic way to cope with the current parking problems, and I hope that it is followed through.

**223. Resident, Stansted Road**

Please let this vote count as i have been away & thought it was the 26th Sept my partner & I would like to vote for the parking zones to be reinstated

**224. Resident, Stansted Road**

In response to the return of the proposed residents parking zone in Orchard Road area (MB zone) we would like to register our support for the re-instatement of residents parking permits.

This said we are dismayed at the allotted two hour slot between 4pm and 6pm instead of 24hrs a day as it previously was especially as our working hours fall outside of these times. We cannot see how this reduce non-permit holders from parking outside the allotted hours given.

We understand the cost of the permit but feel we will be paying £30 and not feel the benefit of being able to park in our street.

We hope that after the parking zone has been re-instated if there is still difficulty in parking because of other unregistered vehicles in our street the time zone could be re-assessed.

We also feel that motorcycles should be include in this as at present we have 5 motorcycles belonging to one person and he only uses one of them on a daily basis the other 4 have not moved at all and they do take up at least two car parking places in the street.( This could be at least another £60 year income to the council )

We wait to hear the outcome of these proposals.

**225. Resident, Talbot Road**

I fully support the proposal for the new parking zone.

I also propose to change the restriction to 'MB Permit Holders Only' all day with a 2h maximum stay for anyone without the permit. 2h is enough to get access to local services. Restricting parking only between 4pm-6pm will not solve the problem with students parking 5-6 cars per one house within the zone.

**226. Resident, Talbot Road**

I support the reinstatement of parking zones to this area. I hoped that the parking restrictions would be wider and not just limited to 4-6pm, eg. 8am-6pm like in many of the other parking zones in Portsmouth. But nonetheless, please activate the proposed parking zone.

**227. Resident, Talbot Road**

I would like to support the parking zone MB

**228. Resident, Talbot Road**

I would be very happy to see the return of the parking zones!



I live on the corner of Talbot & Orchard Roads and frequently cannot park nearby, due to commuters using Fratton Station and in particular people who go on holiday for a week or more!

I think limiting the time from 4pm to 6pm might do the trick and will be helpful for plumbers & painters etc working at homes in the area. Look forward to hearing the results

**229. Resident, Talbot Road**

I am a resident of both Talbot Road and Orchard Road located in what was the MB zone. I am writing in support of the reintroduction of parking permits in my area.

**230. Resident, Talbot Road**

I am writing to express my support for the proposed residents' parking zone in the Orchard Road area. If implemented, it would be helpful if the effectiveness of the two hour zone in releasing parking spaces for residents was subject to a future review, and the timings amended if the zone is seen not to be achieving its purpose.

I would add that I am slightly frustrated that a residents' parking zone was previously consulted upon, supported and implemented in the Orchard Road area, only to be removed with no consultation. I do hope that more consideration will be given to involving residents in any future changes to parking arrangements in their areas.

**231. Resident, Telephone Road**

In response to the proposals I would like to add as a permanent resident for all of my life I do support the new proposals for permits as there are too many people that leave cars for the whole day and use the train station plus student houses with too many cars per house as well as no parking on match days and businesses owners dumping their trucks and vans seems to be a big issue but the pricing seems to be too excessive. Like before each house should be allowed to at least have one permit for free and the second for £50.

The whole point of the permits should be about local permanent residents getting a fair deal as we have been living here for many years and can't even find parking but it seems as if the council is just using this as an opportunity to cash in on residence who pay road tax and council tax yet the condition of the streets are getting worse.

I would ask you to consider the permanent residents as we are the ones that contribute the most to the local area.

**232. Resident, Telephone Road**

I would like to express my full support of your proposed parking zone. We are a one car household, with my partner cycling or commuting by train. Yet working as a paramedic, my shift patterns mean I rely on my car to get to and from work.

Having to hunt for a parking space after a 12+ hour shift, and often having to park more than a 10 minute walk away has become part of my daily life. The only relief being during the summer holidays. Once again, you have my full support.

**233. Resident, Telephone Road**

XXX Telephone Road is in favour of reintroduction of the MB parking zone

**234. Resident, Telephone Road**

I have recently received and read the proposals for reinstating traffic restrictions and permits for MB zone. Whilst I welcome the return of restrictions, these do not go far enough and do not serve the area well.

First of all, the restricted hours of 4-6pm will not deal with the inundation of parking during football matches. It is very difficult and often impossible for residents to be able to park within the area when there is a match. This really restricts local people's activities.





Secondly, people drive to this area, especially east of Fawcett Road, to park their cars before taking a train from Fratton station, usually on a regular basis.

Thirdly, why would MB residents have to pay £30 for the first permit if the restriction is so meagre? It is better to have 90 minutes maximum which covers 24 hours, as for other residential areas that are near/within busy areas. Parking vouchers for visitors, and disabled bays cater for all of these users.

I feel we are being treated very poorly considering how busy the area is. In addition, I hope that the new housing being built in this area (Goldsmith Avenue) will have adequate parking and access that does not hold up the traffic.

**235. Resident, Telephone Road**

Fantastic news to hear that Parking zone restrictions will be re-introduced to zone MB.

I would have much preferred the same scheme that was in place a number of years previously, but at least this is a start and will help the parking situation.

One of the main problems that residents face in this area is student houses that are multi-occupancy and these students leaving their cars in the street all week until time to return to their respective home towns. I am a home owner and resident of Telephone Rd, therefore any scheme other than the current unrestricted parking is welcome. I would though prefer a 4 - 7 pm time on the restriction rather than 4 - 6 pm allowing extra time for people to drive home from work.

It would also justify the cost of the permit which seems ridiculous seeing that it only half guarantees a parking space between 4 and 6pm.

I look forward to the scheme being put in place.

**236. 2 Named Residents, Telephone Road**

2 adults are in full support of the residents parking permit scheme.

We are a one car household and struggle on numerous occasions to park on our road and roads nearby even though the next 2 houses next to us dont own a car.

We cant go out on Portsmouth match days due to the parking issues that arise.

Many households in our street have 3 + cars and space save for each other even though we have politely requested this isnt done to no avail.

We also support therefore the maximum 2 permits per household.

**237. Resident, Telephone Road**

I write to confirm my agreement of your proposed parking plan in this area.

**238. Resident, Telephone Road**

We are very pleased the parking in the MB Zone is being addressed.

The one concern is the time that the parking zone is in force, but starting somewhere is better than nothing.

I understand that it is a little expensive & some resident might object, what they forget is that when we previously had the parking zone the street was a lot cleaner, reduced the amount of commercial vehicals parked, reduced the road rag, and for those residents that are Council Tax payers & have a car than we could park near our house & get home safely.

Since losing the MB parking, marking majority of the time is difficult especially late at night.

My other concern is that when the flats being built on Goldsmith avenue are completed the roads in the MB zone will become even more differcult for residents to park.

I am in full favour for the MB Zone to be re-introduced

**239. Resident, Telephone Road**

I am in favour of the proposal but have reservations about the time period being proposed



but presume that can be changed later if we find it is not as effective as the previous system that was in place in this area.

**240. Resident, Telephone Road**

I thank you for your informative correspondence and my invitation to voice my feelings over this proposal. As a person working long hours daily I appreciate the fact that I may have somewhere to park on my return from a hard day.

I agree with the charges to be levied for this service to be informed.

I purchased this property because there existed a necessity for parking permits.

Understanding that the permit is only for two hours per day is my only disappointment. The permits should be for early morning eight am and from three to nine pm in my opinion, this would allow residents full access to park in the road they live. This would encourage out of town park and ride for days when a football match disrupts life and causes danger by the sheer volume of traffic on side roads.

All in all I am very much in favour of the proposal and would be happy to see it extended at a later date.

**241. Resident, Telephone Road**

I totally agree with us having permits back, it can be do frustrating having to work weekends around football, not being able to take children out of an evening knowing I can be driving round and round for an hour trying to find a parking space. I Live in telephone road and now having all the students arrive that has become a nightmare too.

**Support for Residents' Parking Zone (without address)**

**242. Resident**

Brilliant love the idea of having MB parking zone reinstalled.

Great that we can use RingGo parking app, I no longer have to worry about finding change or getting scratch cards

Have I read the notice correctly that the Zone will only be active between 16:00 and 18:00 hours daily?

If so non residents would be able to park for the remaining twenty-two hours without a parking permit , so commuters can still avoid parking charges in Fratton Station CP and Teachers from the school can park as well.

Will PCC Transport look again at the hours as my wife finishes work at the Hospice sometimes at 22:00 hours, or 08:00 hours and will if I have read the notice correctly experience difficulty in finding a space to park? So scheme is fine for 09:00 to 17:00 workers but not for shift workers

Thank you for looking again at the parking zone, there are currently two vehicles with flat tyres which have been abandoned for weeks in the western end of orchard road.so hopefully the new scheme if approved will sort this problem out.

**243. Resident**

Whilst I support the idea of parking permits, I feel that there should be more flexibility for visitor permits. My partner is a member of the armed forces. He frequently visits for the weekend, but is not registered here as a resident. I would happily purchase a second permit for him registered to his vehicle, but as he is not registered as a resident this does not seem feasible under the current plan. I also feel that as he is only here a couple of days a week, that a cost of £100 would be too high. I understand that this would potentially be difficult to govern, but perhaps having permits valid Friday-Sunday only for regular weekend visitors could be an option?



**244. Resident**

I am very concerned about the proposed piecemeal reintroduction of residents parking near to Orchard rd. This has been tried before and as much as the local to those streets liked it, it caused chaos in all the surrounding streets.

I agree that restrictions are needed, but the knock on effects and the types of cars parked should be considered.

Within Southsea there is now an excess of long term parked cars, that simply do not move. Vans old and new, old cars with trailers attached, cars with moss under, campervans of all sizes- Gains road now has five permanently installed.

Eastern parade often has campervans parked up with people in residence and I'm sure that is not allowed.

Car use needs to be limited as does any resource, parking is finite and it is unfair that some people consume to excess. I agree that parking permits need to be charged for and I am happy to pay more for second or third permits as are many of my neighbours.

However, to introduce restrictions in one zone that will inevitably lead to those residents moving their cars to unrestricted areas is illogical and we already know the result (chaos in neighbouring areas). This shows little care for the other residents of the Town. It is the Councils duty to consider all residents equally.

I do not believe that the parking should be unrestricted near the seafront to allow access to the beach, this is unfair to those nearby residents. The beach could be compared to QA hospital as a local shared resource, and I cannot drive up there and park in the surrounding roads as they rightfully have local parking restrictions.

I believe that a full residents system should be introduced all across the city, with each zone the sizes as detailed on the current plans on the council website, but to have a random patchwork with some areas uncontrolled will lead to frustration in the newly congested areas.

**245. Resident**

I have two questions regarding the above proposed parking zone.

\* Why do we no longer have one free space per household? Also, I feel that going from £0 to £30 for the first car and £54 for a second up to £100 is rather a steep increase, especially as the work to install the poles was done when we had a zone previously.

\* If friends or family are stopping overnight to enjoy the local hostelry they tend to arrive early evening but not leave early morning due to having had a drink or two. ( being sensible) Therefore, the 12 hour permit is too short but the 24 hour too long. Could there not be a middle one, say 18 hour? £2.10 may not seem much to some but it is a lot to some families.

Other than the above everything else seems reasonable.

**246. Resident**

Thank you for your letter regarding the proposed residents' parking in the Orchard Road area.

I am in support of this due to the increasing number of student cars in the area, during the university term it is much harder to find a parking space near my house. I just wanted to check what the terms are for student houses - will student houses also be given permits? Or will the parking be prioritised for residents only?

**247. Resident**

We are in favour of the parking permit system as we have had difficulty parking our cars after work, due to the volume of parked cars which students own.



However, we do feel the higher charge for a second card does rather penalise those in a family who need a second car for work purposes; we don't feel the cost should be that high for a second car in a family who are permanent residents, such as ourselves, who pay our taxes.

**248. Resident**

I'm writing in support of the proposed parking zone for this area.

I think it will deter people bringing their cars to the city that don't need to use them once they are here.

The amount of students in the multiple occupancy houses that park in the roads and then don't use their cars until they go home for the holidays is very noticeable. Parking in this area is not too much of a problem when the university holidays start, especially over the summer.

I would happily purchase visitors permits when necessary, I think this is fair.

Thanks for considering this proposal, I hope it goes ahead.

**UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO THE PROPOSED RPZ**

**249. Resident, Chestnut Avenue**

Many thanks for the clear and concise explanation of the rationale for why 4-6pm has been outlined as the period for permit parking only.

Our concern is one around Service, namely that PCC are asking for 100% of the fee and yet are only offering a limited permit parking (as outlined by yourself in your email).

If you are going to put in permit parking and charge a full fee then why not provide a full (24 hour) parking restriction service?

Surely that is logical or are PCC going to provide a pro rata charge to the residents of the proposed MB parking zone?

**250. Resident, Fernhurst Road**

We are writing with a not so much as an objection to the new proposal for Permit holders parking for our road and the surrounding roads but more of a how will it be "policed"!!

We currently the difficulties of parking in this road, as we are sure that everyone experiences, is not easy.

We live in a no through road, which has double parking and more than its fair share of business related vehicles. We also have a car sales business who on a daily basis parks several of his vehicles in the road as he has too many for his forecourt...he however will dispute this when asked.....believe us we've been there. We also are just round the corner from the Football ground ....and I am writing this just as a game has finished and the parking has been horrendous. People even parking on the double yellow lines on the other side of the blocked no through road into Fernhurst Road from Goldsmith Avenue.

At the bottom of the road at the junction of Fernhurst Road and Devonshire Avenue there is regularly a flat bed truck who parks in the lay by with traffic lights etc in obscuring view from Devonshire Square....will all these "Business" vehicles that are clearly not related to the home address be scrutinised too



**251. Resident, Lawson Road**

Having received your letter I have a couple of queries and points as a result.

In the discussions I've seen on the possible reinstatement of the MB zone I haven't noticed anything (until this letter) in regards to altering the times it was in force. It notes that it will only be applicable between the hours of 4 & 6pm, the old scheme ran continually 24 hours a day with a 2 hour waiting time for any vehicle. This seemed to be sufficient to allow people to visit friends and family or for appointments at nearby shops as well as tradesmen to carry out minor repairs or to provide quotations at local properties. Obviously for longer stays permits were available.

I realise this is only for a couple of hours a day but I can see people getting held up and inadvertently receiving fines for running slightly past 4 o'clock before returning to their cars. I also feel it would mean that local businesses suffered as after 4 and until most shops closed no-one from outside the zone would be able to park.

On a personal note my mum calls round most days after work around teatime to see her grandchildren and have a cup of tea with my wife, under your new proposal she would now need to obtain a voucher each time for what is only a 45 minute visit at most (costing up to £5 a week), previously under the MB zone this wouldn't have been an issue.

Secondly I rarely return from work before 6 and while I don't have an issue with paying for a permit in principle, I thought this would be - as previously was the case - for use anytime day or night as with most parking zones in the city. It will therefore rarely be relevant on weekdays and as we often go out as a family at the weekends I can see this only being used a handful of times each month. I don't think I would be alone in this particular scenario.

While having a limited period where only permit holders can park would appear to prevent cars parking in the vicinity for prolonged periods of time, I am not sure this will prevent cars coming into the city as I believe is the bigger picture and aim of the zones. I have no issue with the students around us but if it were me I would still drive my car down and just park in one of the surrounding roads - not in the permitted areas - if not planning on needing the car for a few days. However in the most part I would just park up in the evening and meander off later in the afternoon to a friends/library/shops/gym/etc while the permit only period was in force before returning again. While I may have to walk a little further to get to my car if not driving for a few days, this would still be preferable to getting the train to and from my home town and/or buses and taxis around the city.

This new proposal would also mean that after 6 the number of vehicles that would be permitted to park in the area is unrestricted. This was one of the main issues previously experienced, that when you returned from work in the evening or if you had been visiting friends, gone for a meal, etc it was a bit of a lottery as to whether you'd be able to find a space.

**252. Resident, Lawson Road**

In response to the proposed parking zone (MB). I am a non driver which I have become dedicated to for environmental reasons. However, I am now older and have an extended family who visit often. The last time a zone was put in place there were numerous unused spaces and my family would have to park miles away and walk with babies and small children, particularly if they wanted to come for an evening meal on Sundays, for example. I think it is discriminating against non car users when you specify we can not have a resident permit. I can see that this is not convenient because you can not link it to a car registration but I do not think that is a valid reason. That demonstrates that the administration is controlling the procedure.



I think all resident non car drivers should be rewarded for not using the car parking spaces at all! by being given a visitors permit. I certainly have more than thirty people a year visiting, which means I would have to be paying out a lot more and I don't even use the roads! If you could guarantee that the money gathered from the parking goes to public transport improvement or to Dr surgeries so that we can make an appointment with a doctor in the area, or schools I might be more inclined to agree with the proposals but I can only assume it would go back into supporting cars and car drivers.

I think this proposal does not take into account senior residents who may live alone do not drive and so discourages visitors for this group of people. What is more, my niece was living with me for a few months and as a care worker she would sometimes come home late at night and have to walk miles through the streets in the dark only to find several spaces empty outside my house.

I don't think the argument that the vehicle has to be registered at the address is a good enough excuse/reason. That's just for convenience for tracking rather than supporting a comprehensive procedure. I don't particularly agree with the proposal because I think it favours house owners and car drivers, who have their car registered at their house of residence. People who are already in a secure and privileged position in our community. If this proposal goes ahead, every household should be given at least one resident permit whether they have a car registered at the address or not.

**253. Resident, Manners Road**

Comments as follows:

- Have you considered starting the plans in May or September for the coming academic year as current student residents were not aware of this when we signed our agreements.
- If the plans come in, in January, students who are in their final year and will not be returning will only pay for the permit for 6 months or so, which seems unfair. With this inconsideration, would you offer a half year offer for current resident students?
- Could you please clarify why you are requiring that people buy a 12 or 24 hour pass when they may only wish to park for the allocated 2 hours?
- Are the restrictions also taking place on the weekends?
- Will these plans help to reduce the parking squeeze when Fratton are holding a football game?

In January if plans go ahead non residents won't be permitted to parking in this zone unless they purchase a ticket, is this correct?

**254. Business, Orchard Road**

I own guest accommodation in Orchard Rd.

At the moment there is no provision for parking permits for guest accommodation in any form.

Please include an option under either business permits or residents permits to allow my guests to park in the road. If the pattern of parking is similar to the last time there was a zone here, I will have to tell them every time that they may not park near the property despite the road being half empty.

If no provision is forthcoming then I will add my name to the list of objectors as you will effectively put me out of business. This is a very serious matter for me and I would appreciate your ideas as to how to allow my guests to park.

**255. Resident, Percy Road**

I was very much in favour of the original scheme and it seemed to work quite well.

As a home owner and council tax payer why do I have to pay for my permit under the new



scheme when it only really is in effect from 4-6pm daily? Which by the way will not be of much use to me during the week as I do not return from work most days until after 6pm. How will the scheme work for the local teachers who park in my road during the day? They take up a lot of the spaces vacated by people going to work and often do not leave until between 5-6pm.

Also how will the scheme work on football match Saturdays ? Will enforcement officers be out in 'force' during match times?

If I did not pay for my £30 permit and I was parked in my home road between 4-6pm would I get prosecuted or fined? I cannot see anything in the info I have received that explains what the fines are for inappropriate parking.

I have two 24 hour scratch cards left from the previous scheme. Can these still be used ? Maybe if the council did not keep building flats everywhere with insufficient residents parking we would not have so much of a parking problem.

I also think the students are an issue. I understand that they do not all want to live in halls of residence but it should be made plain to them that if they chose to live outside of halls they should only bring cars if absolutely necessary. They get a free bus! There a 3 students in the house next door to me for this new term and I think they all have a car. I have no idea if their cars are registered at this address - I suspect not.

**256. Resident, Stansted Road**

If we are paying then I would expect a bigger window like 4pm-7pm at the earliest and 10pm-midnight each day.

We live where there are numerous HMO's and more being made into more rooms at this present time.

*(End of report)*

This page is intentionally left blank



# Equality Impact Assessment

Preliminary assessment form 2018

[www.portsmouthccg.nhs.uk](http://www.portsmouthccg.nhs.uk)

[www.portsmouth.gov.uk](http://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
  - How are going to mitigate or remove any potential negative impacts
  - 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:

Regeneration

Service, function:

Transport Planning

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

TRO 84/2018: Proposed Residents' Parking Zone (MB)

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?**

Make it easier for residents to find a parking space when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them.

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

This will benefit residents of the MB zone by making it easier for residents to find a parking space when the demand for parking is highest.

This will benefit those who are uncomfortable parking some distance from their homes and walking in the dark as they will be able to park closer to home. This has been particularly noticed in young females and older people.

This benefits disabled residents as blue badge holders are exempt from the restricted times (4PM - 6PM), the parking zone allows them to park closer to their destination (home, visiting friends, services, etc), and the zone allows visitors and carers to park unrestricted for 22 hours a day.

It will have a minimal detrimental impact as the restricted parking is only in effect for 2 hours a day.

This will have a detrimental effect on students who may have difficulty registering their car to a valid address in the MB zone to be able to park in the 2 hour restricted period each day.

This will have a detrimental effect on businesses that rely on their customers parking within the MC zone during the 2 hour restricted period each day. Businesses and schools will also need to purchase business permits (classroom-based staff have access to a cheaper permit) to park in the zone during the restricted times, this is the same across all residents' parking zones.

This will have a detrimental effect on residents living in houses of multiple occupancy (HMOs) and households that own multiple cars due to the permit limit of 2 per household (3 if capacity allows) and increased cost per car.

**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"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<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"/>

Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Note:**Other excluded groups examples includes,Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

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

**If there are any potential negative impacts on any of the protected characteristics, What have you put in place to mitigate or remove the negative impacts/barriers?**

No mitigation is required with the recommendation as Blue badge holders are exempt from the residents' parking zone restricted timings and this is the only protected characteristic where an impact could be identified.

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?** e.g. A new service has been created for people with a disability to help them gain employment this would mean that this helps promote equality for the protected characteristic of disability only.

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"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<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"/>
Marriage & civil partnership	<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?**

Please add in the text boxes below what feedback / meetings you have attended for each specific protected characteristic

Group	Positive or negative feedback
Age	It is daunting to have to park some distance away from home and walk back in the dark. The residents' parking zone will make it more likely for residents to park closer to their homes.
Disability	
Race	
Sex	It is daunting to have to park some distance away from home and walk back in the dark. The residents' parking zone will make it more likely for residents to park closer to their homes.
Gender reassignment	
Sexual orientation	
Religion or belief	
Pregnancy and maternity	
Marriage & civil partnership	
Other excluded groups	

**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

**PCC staff**-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](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-If you have to complete a full EIA please email: [sehccg.equalityanddiveristy@nhs.net](mailto:sehccg.equalityanddiveristy@nhs.net) if you require help

**Q7 - How have you come to this decision? Summarise your findings and conclusion below**

The residents' parking zone does not impact negatively on protected characteristics. The impact on people is minimal as the restriction is for 2 hours daily, allowing unrestricted parking for 22 hours per day, and enables residents to park when returning from work. Blue badge holders are exempt from the restricted times (4PM-6PM) and can park all day unrestricted. For residents who may be at home during the day and/or receive regular visitors the 2 hour restriction is more flexible than an all day restriction. Parking is unrestricted in the area for 22 hours which would allow for carers and visitors to park in the area during these times. This also still allows people to park in the area for worship and religious events.

In total 256 people responded to the public consultation and the results showed a higher number of responses favoring the implementation of the zone.  
Pricing is universal across all current residents' parking zones to ensure overall fairness towards both residents and businesses.

**Q8 - Who was involved in the EIA?**

Tululah Gordon-Hall

**This EIA has been approved by:** Felicity Tidbury

**Contact number:** 023 9268 8261

**Date:** 15/10/2018

**PCC staff-**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](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff-**Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary . Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)

This page is intentionally left blank



<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	25 October 2018
<b>Subject:</b>	TRO 87/2018: Proposed Residents' Parking Zone (MC)
<b>Report by:</b>	Tristan Samuels, Director of Regeneration
<b>Wards affected:</b>	Central Southsea
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

---

## 1. Purpose of report

- 1.1. To consider the public response to the proposed MC Bramble Road area Residents' Parking Zone, in the context of parking problems and the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MC parking zone" means the proposed Bramble Road area RPZ located between Campbell Road/Jessie Road and Albert Road (to the north and south) and Victoria Road North and Bath Road (to the west and east), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 87/2018

Appendix B: Public views submitted

## 2. Recommendations

- 2.1. **That MC Bramble Road area parking zone proposed under TRO 87/2018 is implemented as advertised.**

## 3. Background

- 3.1 The MC zone appears on the Residents' Parking Programme of Consultation approved in July 2018, and is the next area on the Programme to be considered.
- 3.2 As per paragraph 4.2.1 of the Residents' Parking Programme of Consultation report to Traffic & Transportation in July 2018, those areas that have already been surveyed and/or taken part in formal consultation by the Council at least twice within the past 5 years will not be subject to a further informal survey. The MC zone falls into this category, having been subject to consultations/surveys in 2014 and 2015.

- 3.3** Therefore, statutory consultation on a proposed parking zone has been undertaken, to operate a restriction of 'MC permit holders only' between 5pm-7pm daily.
- 3.4** In 2014, the former MC zone (between Jessie Road and Albert Road, and adjacent to the MB zone) operated as 'MC permit holders only' between 5pm-7pm and residents reported that it was effective in making it easier to park near to home. All details are outlined in the report MC Zone and MB Zone Permit Amendments (2014).
- 3.5** Therefore the same restriction has been proposed and formally consulted on for the MB zone under TRO 84/2018, with suggested operating times of 4pm-6pm (see separate Traffic & Transportation report): the overlap within the staggered operating times will make it more difficult for non-permit holders to 'hop' between zones and avoid enforcement.

#### **4. Consultation and notification**

- 4.1** Statutory 21-day consultation and notification under TRO 87/2018 took place 30<sup>th</sup> August - 20<sup>th</sup> September 2018, requesting comments from the public and statutory consultees.
- 4.2** Statutory 21-day consultation is not the same as a survey. The Council puts forward its proposals, consults with statutory bodies (police, fire & rescue etc.) and the public has a right to object. The Council has an obligation to consider any objections received (see paragraph 8.4 of Legal Implications).
- 4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (220) and 2 copies of the proposal notice and accompanying letter were delivered to every property within the proposed MC parking zone (2670). The consultations resulted in hundreds of residents responding with their views, either in favour of the proposals, lodging objections, or making comments and submitting suggestions to be considered.
- 4.4** The University of Portsmouth and local schools were also individually notified of the proposed MC parking zone.
- 4.5** The University was requested to share information on the consultations being undertaken in Central Southsea and of the wider Residents' Parking Programme of Consultation. The aim of providing this information was to alert students to the proposed parking restrictions and associated costs so they can make an informed decision about whether they need to bring a car with them to Portsmouth.



#### **4.6** Consultation outcomes

Interpretation of the information provided by local people in response to the proposed MC zone is as follows:

234 in support

225 in objection (35 of these were from outside of the MC zone, and 22 did not provide an address)

14 unclear either way

**4.7** The consultation has highlighted a number of factors that contribute to the parking congestion in Central Southsea. The following types of parking represent all-day and longer-term parking, meaning spaces are taken up and are less likely to become available for others to use when needed.

**4.8** Long-term parking by the following groups has been identified as contributing factors to the parking congestion:

- temporary residents with vehicles registered elsewhere (e.g. students);
- more than 2 vehicles at the same property address (business or residential), particularly Houses in Multiple Occupation (HMOs) whereby 3-7 rooms are rented to individuals and many use vehicles;
- overspill parking from the adjacent LB Somerstown RPZ to the west (particularly in Havelock Road, Livingstone Road and Lorne Road);

**4.9** All-day parking or parking in higher volumes by the following has also been identified as contributing to the parking congestion:

- local employees (particularly in relation to businesses and services around Fawcett Road and Albert Road);
- commercial vehicles, car sales, garage repairs;
- visiting football fans on match days.

**4.10** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, in response to the issues raised by local people.

#### **4.11** Permit costs

As can be seen from the responses, as number of respondents questioned the permit prices, particularly as when the former MC parking zone was in operation (2014) the first Resident permit was issued free of charge.

**4.12** Ultimately, it is for residents to decide whether or not the parking problems they experience outweigh the cost of a permit scheme, which can improve parking availability for residents with cars registered to the area. Where residents feel parking is not a particular problem they are understandably less likely to support restricted parking.

**4.13** Visitor permits: a few residents queried the use of 12-hour or 24-hour Visitor permits in relation to a 2-hour restriction of 'permit holders only'.

- 4.13.1** The Visitor permits, having identifiers printed on the front - or as per electronic registration - are used for all respective parking zones, which operate restrictions at various times, including some with free parking periods for non-permit holders (1-3 hours) and others that operate as 'permit holders only' at different times. 24-hour visitor permits are less likely to be used in some RPZs but remain available.
- 4.13.2** 12-hour permits authorise parking for *up to* 12 hours, therefore covering all parking zones instead of different visitor permits being produced for each individual parking zone.
- 4.13.3** Whilst Visitor permits could be produced for 2, 5 or 8 hours, for example, which has been suggested previously, the minimum cost would still be £1.10 to cover the production and administration costs. However, introducing further permit types could increase the potential for residents to purchase insufficient time for visitors, who may stay longer than planned and then further permits would be required at additional cost.
- 4.13.4** If visitors are likely to be parked within the MC zone during the 5-7pm restriction, then a Visitor permit would be required - the minimum cost as described is £1.10, which authorises *up to* 12 hours' parking.

## **5. Reasons for the recommendations**

- 5.1** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, whereby non-residents leave their vehicles parked all day or for several days, weeks or even months without moving them. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for residents.
- 5.2** The implementation of this scheme aims to make it easier to find a space when the demand for parking is highest (in this case when the majority of residents return from work), but can prevent many vehicles from parking within the zone altogether.
- 5.3** There will be a balance for those residents who may be at home during the day and/or receive regular visitors, including some older people, the 2-hour restriction is more flexible and requires fewer visitor permits to be used.
- 5.4.** Similarly for any tradespeople, for example, who may be required to carry out work on various premises during the day, there is no requirement to provide permits.
- 5.5** This proposal is more efficient to enforce as enforcement staff do not have to give each vehicle 1-3 hours from first observation before returning later to see if it is still present, thus providing a more effective scheme for permit holders.

## 6. Equality Impact Assessment

- 6.1 This report has undergone a preliminary Equality Impact Assessment (EIA) and a full EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Blue badge holders would remain exempt from the 2 hour restricted parking window daily.

## 7. Legal Implications

- 7.1 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.
- 7.2 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.
- 7.3 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 of time by all persons or persons or vehicles of a particular class.
- 7.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

## 8. Director of Finance's comments

- 8.1 The cost to set up the scheme will be in the region of £8,000 for setting up and advertising the Traffic Regulation order and installing appropriate signage. This cost will be met from the On Street Parking Budget.
- 8.2 The cost of enforcing the zone will also be met from the On Street Parking Budget. This could cost up to around £30,000 per annum. This will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCN's) this income is remitted to the Parking Reserve. This is obviously dependent on the amount of enforcement the Council invests in

the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.

- 8.3** It is difficult to estimate the amount of income that could be generated from Residents Parking zones through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not known until the scheme is in operation. Nor can it accurately estimate the amount of income that would be generated from the sale of Scratch cards.
- 8.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MB zone there are 2,670 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 2,438. The 2011 census also stated that 66.6% of Households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 8.5** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £53,340 per annum in first permits alone. When the scheme was in place before on a 24 hour Monday to Friday regime the amount of income generated from the scheme was £49,000 in total this included income from both Permits and Scratch Cards.
- 8.6** The new schemes operating hours are much reduced from the original scheme this would suggest that the amount of income generated from Scratch cards is likely to be much less than was originally accounted for.
- 8.7** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

.....  
Signed by:  
Tristan Samuels  
Director of Regeneration

**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
473 emails / letters	Transport Planning team (content reproduced within the report)
The Portsmouth City Council (MC Zone and MB Zone Permit Amendments) 2014	<a href="https://democracy.portsmouth.gov.uk/documents/s3185/r13%20MC%20Zone.pdf">https://democracy.portsmouth.gov.uk/documents/s3185/r13%20MC%20Zone.pdf</a>

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

.....  
Signed by:  
Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

**Appendix A: The public proposal notice for TRO 87/2018**

**THE PORTSMOUTH CITY COUNCIL (MC ZONE: BRAMBLE ROAD AREA) (RESIDENTS' PARKING ZONE) (NO.87) ORDER 2018**

30 August 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 45, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act. The effect would be as detailed below.

**SEND YOUR COMMENTS ON THIS PROPOSAL TO:**  
[engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) by 20 September 2018

**CURRENT PARKING CHARGES**

**Resident permits** - A maximum of 2 Resident permits per household will be authorised each year unless capacity allows. Resident permits are electronic: physical permits are no longer issued  
 £30.00/year for first permit

£100.00/year for second permit (from 1 Jan 2019)

£590.00/year for third permit (from 1 Jan 2019) - if zone parking capacity allows

**Visitor permits (for visitors to residents)**

£1.10 for 12 hours (from 1 Jan 2019)

£2.10 for 24 hours (from 1 Jan 2019)

**Business permits**

£140.00/year for first permit (from 1 Jan 2019)

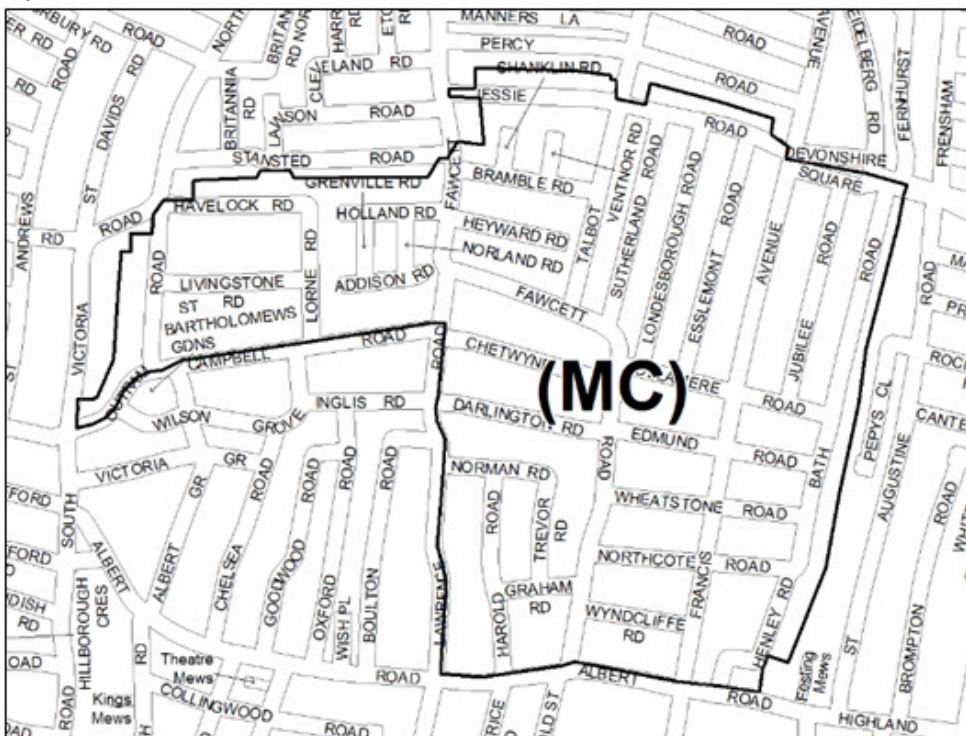
£280/year for a second permit (from 1 Jan 2019)

£590/year for each subsequent permit (from 1 Jan 2019)

**Replacement/amendment of permit** - £10.00 administration charge

Blue Badge holders and motorcycles are exempt from the parking zone restriction.

**A) MC ZONE BOUNDARY**





**B) MC PERMIT HOLDERS ONLY 5-7PM**

Within marked and signed parking bays on the sides and lengths of the following roads where on-street parking is currently unrestricted:

Whole roads:

- |                    |                        |
|--------------------|------------------------|
| 1. Addison Road    | 16. Jessie Road        |
| 2. Bath Road       | 17. Jubilee Road       |
| 3. Bramble Road    | 18. Livingstone Road   |
| 4. Chetwynd Road   | 19. Londesborough Road |
| 5. Darlington Road | 20. Lorne Road         |
| 6. Delamere Road   | 21. Norland Road       |
| 7. Edmund Road     | 22. Norman Road        |
| 8. Esslemont Road  | 23. Northcote Road     |
| 9. Graham Road     | 25. Shanklin Road      |
| 10. Grenville Road | 26. Sutherland Road    |
| 11. Harold Road    | 27. Trevor Road        |
| 12. Havelock Road  | 28. Ventnor Road       |
| 13. Henley Road    | 29. Wheatstone Road    |
| 14. Heyward Road   | 30. Wyndcliffe Road    |
| 15. Holland Road   |                        |

Part roads:

31. **Devonshire Square** (southern section)
32. **Fawcett Road** (between Bramble Road and Albert Road)
33. **Francis Avenue** (between Devonshire Square and Albert Road)
34. **Lawrence Road** (between Fawcett Road and Chetwynd Road)
35. **Outram Road** (between Havelock Rd and Campbell Rd, and the north-west side)
36. **Talbot Road** (between Jessie Road and Fawcett Road)

**C) PERMIT ENTITLEMENT**

1. All properties within the MC zone boundary shown at Part A
2. Outram Road, south side even Nos. 2-18b

To view this public notice on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk), search 'traffic regulation orders 2018' and select 'TRO 87/2018'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the main reception, Civic Offices during normal open hours.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) or post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 87/2018** by **20 September 2018** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public. These are anonymised. If the proposals require approval at a public decision meeting, representations are included in the associated published report, and are also anonymised.

Pam Turton, Assistant Director of Regeneration (Transport)  
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth PO1 2NE

**Appendix B: Public views** (please note all emails and letters have been replied to, containing the information provided within this report)

Objections: numbered responses 1-168

Objections from outside the proposed MC zone: numbered responses 169-203

Objections to proposed MC zone, address not given: numbered responses 204-225

In support: numbered responses 226-459

Unclear either way within proposed MC zone: numbered responses 460-469

Unclear either way outside proposed MC zone: numbered responses 470-473

### **OBJECTIONS TO PROPOSED MC PARKING ZONE**

**1. Resident, Addison Road**

Can i first congratulate you on taking a very long time to come up with such an awful, terrible idea. You are making us pay £30 for a permit, yet there will be no guarantee that i can park in my street ever. Have you thought about this? I've got to ask because it seems like you haven't. Portsmouth is a centralised community - if you put these parking restrictions into practice you will be moving the problem to somewhere else locally. How is this an effective policy in that case? Whoever's idea this was should be made to personally man the complaint lines because you will be getting a lot of complaints. A permit is not required after 7pm? This really tops it off for me, as i have to work weekends and evenings, i am going to come back really late at night or early the next morning, with a car full of gear to unload, and i wont be able to get near my house because you've been so courteous and considerate of the residents that live here, with all our pesky needs that are getting in the way of your well made plans?!?

So lets go over this again so that you understand. I'm paying £30 a year for absolutely nothing. Well done, bravo. Next time why don't you pretend you live in a democracy, and actually go out there and find out what people think? Just a thought.

**2. Resident, Bath Road**

Personally I think this is a waste of money and time, Bath Road always has spaces down it no matter what time of the day it is, so making it permit only will not gain anything. I am currently renting and with all my bills I just about get by, to then add permit charges on top is unnecessary. I used to live up Preston Road in copnor and the parking down that road and roads near by is awful. That is where permit parking should be issued. I think making bath road and near by roads permit parking only is a way for he council to get yet more money from the community and the roads are not busy enough to worry about not getting a parking space.

**3. Resident, Bath Road**

NO to this parking scheme in BATH ROAD (North section after Delamere), most garages in the area are not used for cars, some are used as bedrooms even bricked up on the inside, who gave them planning permission? I do not have the money to pay for parking. My disability has left me dependent on my car but does not qualify for blue badge so I am discriminated against, I lost my job because of my disability after 29 years. The problem seems to be when POMPEY plays at home. Make Fratton Park a multistorey car park. No guaranteed space! price increases, our council tax is paying for this and paying to ongoing management of this, I strongly object so with no car you still pay, with a car you pay twice. Your copying Southampton but we are more densely populated. I have used RINGO in Bristol, they owe me money. Ringo changed their number and the new number did not





work with Vodafone and O2, I had to spend 4 hours moving my car when visiting. When we had a parking scheme tried here before it stopped quite quickly as the residents never, NEVER, wanted it, and it was great cost to our council tax it was found that less than 17 % wanted it. Dont waste money. Forcing this on people is the continued restriction of our freedoms.

**4. Resident, Bath Road**

Parking zones will incur an unnecessary cost and inconvenience and make it more difficult and costly for myself and trades to service the property. I do not believe that it will solve parking problems, instead it will displace cars to other streets.

I notice that reference is made to HMOs. It is disappointing to student houses labeled as the bogeyman... In my experience, student houses very rarely have any, let alone, multiple cars...they cannot generally afford them. A wider issue with society is family's with multiple vehicles.

**5. Resident, Bath Road**

We have lived here a few years and we never experience difficulties parking compared to most roads in Portsmouth, if I'm honest I feel quite smug compared to most of my friends living in the city with the difficulties they have parking. I regularly get parked outside of our house or within a few houses. I personally don't see how permits will make parking in our road any better. I always see the same cars parked in our road, I know these cars are my neighbours. The cost of permits are extortionate and ridiculous that households are not given the first one for free, we would require more than 2 and I feel this is a money making scheme! I 100% OBJECT to this proposal!

**6. Resident, Bath Road**

The permits will cost us money when at the moment to park on my road is free.

At present I have very little problem if any parking on the road The only time this becomes an issue is when Portsmouth football club play but normally only stops me from parking for a couple of hours. (Maybe invest in a place they can park for the game) I have lived in the property for a number of years and it has never caused me an issue.

I believe this is being enforced to make further money for the council through making us pay in my opinion a extremely high rate for a permit to park on a road that I can already do so for free and further money from possible fines that will most likely be issued to the residents in the area.

**7. Resident, Bath Road**

Now that the students have moved to their new residential blocks there is plenty of parking in Bath road and therefore no need for parking restrictions. I attended a council meeting a few weeks back where the liberal democrats tried to impose parking restrictions on this zone but were told that their action was illegal. I therefore believe that parking restrictions will be imposed regardless of the will of the people. MC zone stands for More Cash

**8. Resident, Bath Road**

I am dismayed that residents have not been provided with any information to justify this proposal.

The letter sent to residents states that the proposal is to prevent long term parking, but presents no evidence to indicate the number of non-residents using Bath Road for this. It is unfair that residents of Bath Road should be forced to pay to park in the street they live in when people who live in other roads are not subject to this charge.

There is no information in respect of the cost of a two hour visitor permit. Are residents expected to pay for a full 12 hours?



I would suggest that there are other steps that could be taken which are more likely to help ease parking congestion in Bath Road, allowing parking in the access road behind the houses on the eastern side of the street, for example.

**9. Resident, Bath Road**

I have been a resident for a number of years and this proposed restriction is deemed, in my view, unnecessary. By enforcing this restriction will disrupt my livelihood and the livelihood of other residents on Bath Road, as well as the roads listed in this proposed parking zone.

I would like to reiterate my objection to this proposed restriction and I do not wish this restriction to be imposed upon this road and all other roads listed on this proposed restriction.

**10. Resident, Bath Road**

I do not believe this scheme will improve the overall parking situation in the area and it will only serve to cause further problems in the surrounding neighbourhood.

**11. Resident, Bath Road**

I am writing regarding the proposed resident's parking zone in Bramble Road area. I live in a HMO property on Bath Road, in the designated area, and I am strongly against the proposed scheme as I think it is unfair. The lack of parking spaces is not only caused by people living in the houses but also by people who do not live in the immediate area and still park business vans and trucks which take up valuable space, also from my experience a lot of the parking is taken up by people from other streets.

Limiting the maximum number of parking permits to two per household is unfair towards houses with multiple occupants (not just HMOs but also families with young adults) who would see their rights to own and keep a car taken away.

In my opinion, if such a parking permit scheme was to be proposed, the number of available licences per house should match the number of people of a driving age. This way, nobody would be penalised and we would avoid people who park business vans and trucks without living in the area, considerably improving the availability of parking spaces. Also it shouldn't be possible to have vehicles that are permanently parked in this area without ever being moved or driven, as there seem to be at the moment.

**12. Resident, Bath Road**

I have in all the years living here along with paying council tax, extra council tax (for an access to my property), road Tax and insurance tax felt that now someone is having a laugh. I work hard and pay my bills. NEVER HAD A PROBLEM PARKING IN BATH ROAD, EVEN WHEN WE ARE PLAYING AT HOME.

A clever person said to me do your research..... You clearly haven't.

Looking forward to seeing more traffic wardens than police to look after the community.

**13. Resident, Bath Road**

I do not agree with it. Students should be in halls of residents, multiple occupancy properties need to pay more council tax, and less licenced per area.

we pay car tax to use the roads. the last time this was going to be put in place it created more trouble than it was worth.

**14. Resident, Bath Road**

This is a request to consider the following before proceeding with Parking Zone in Bramble Road Area.

1. I live in Bath Road for many years with unrestricted parking and existing spaces are



satisfactory and mainly used by residents . Since the road was converted to one way system some years ago, there is no scarcity of parking spaces outside our houses.

2. This is a terraced residential area with 1 to 2 cars per household. The residents are either elderly or have young children and require parking near to our houses. We will be compelled to take a long journey on foot carrying groceries and young children in the rain and the cold.

3. The scheme will cause unnecessary driving in search of a parking space and there is no real benefit as parking will be just displaced in the surrounding streets and create congestion.

4. The scheme is a waste of money and resources. The cost of new signs, maintenance and policing the area should not be borne by the taxpayers. We already pay Vehicle road tax and we are not guarantee a space, why should we pay for the creation, maintenance and administration of a controlled parking zone?

5. This is not a wealthy postcode where people can afford to pay for permits as well as for visitor's passes. If you proceed with this scheme the permits should be free for the inconvenience imposed on us due to the controlled parking scheme. Why should we have to pay for the privilege of parking in front of our homes and for people to visit us?

**15. Resident, Bath Road**

I would like to demonstrate my outrage at being foisted by the farcical attempt to impose a resident parking scheme in Bath Road as for some reason my road has been included in the latest attempt to re-introduce MC RPZ.

Whose idea was it to enlarge the MC area and why? It's not enough to say "it was requested by a resident" as a normal resident would not have been aware there was a hair brained scheme to re-instate the MC RPZ and therefore I put it to you that the "request" to expand the original zone and include Bath Road was never asked for by a bona fide resident and that to suggest such is a lie and a fabrication made by someone promoting the scheme.

The inclusion of Francis Avenue, Wheatstone Road, Delamere Road, Edmund Road Henley and Bath Road in the proposed MC RPZ is un-democratic as we were not re-surveyed and simply can't just be included because of the displaced parking problem caused by the old smaller MC RPZ.

At a meeting of Cabinet Member for Traffic and Transportation on 26 November 2015 regarding the subject of "MB and MC residents' parking zones, Southsea" made Recommendation 2.1 That the current effect of the suspension of MB and MC zones is made permanent, meaning the parking zones are not reinstated.

The current system (i.e. no RPZ in MB & MC zones) should therefore remain with no re-introduction of MC and MB zones in any way shape or form.

I ask that my voice be heard vigorously opposing the Lib Dems ridiculous illogical (not to mention expensive) proposed railroading of new Southsea and Milton RPZs and ask that ratepayers money is not squandered pursuing the same.

**16. Resident, Bath Road**

I am writing to you to vote AGAINST having parking permits on Bath Road, which I believe to be in your proposed MC zone.

I, like many others am very concerned that this proposal will impact on the well-being and economic quality of living of the residents, who will have to pay to park on their own road, especially as there are no significant issues with parking on said road. We pay our road tax, and we pay council tax, so to then pay to park outside our own home is ludicrous.

This road is populated by families, elderly residents, and students, none of which will



benefit by forking out to park just like they already do perfectly fine. If you want a democratic vote on this, please conduct the survey without relying on people picking up a leaflet and reading that they have an option to e-mail in. This alienates those who are either computer illiterate or live by a transitory nature like students who might not pick up said leaflet. The survey should be conducted fairly- providing all information regarding to the cost implications- with a proportionate and saturated result representing nearly all occupants of the road not the whole zone. There is significant difference in the parking situation in bath rd compared to say Jessie road which has barely any parking spaces- to lump them together is ridiculous. This should be a road by road decision.

Not only will the fee to have your own car parked be a negative factor, but what about the elderly residents who rely on daily family care visiting, or the parents who drop their children off with grandparents for childcare? Are they expected to fork out money to visit their own family every single day?

Statistics of percentages of people who vote either way, as well as what percentage of roads were actually surveyed, should be transparent. I find it hard to believe that people actually vote in favour to pay and have permits.

#### 17. **Business, Bath Road and Francis Avenue**

Firstly, I wish to complain about the lack of consultation regarding the possible reintroduction of a parking permit scheme in the Bath Road and Francis Avenue area. We have houses that we let out in both roads and we certainly have not received any resident's survey information regarding whether we would like the scheme in our area. There has only been word of mouth and rumour regarding the scheme, until notices appeared on the lampposts and then finally letters posted through the doors. In fact initially the Conservative party information had been the only written correspondence that we had received.

Secondly, the introduction of a parking permit scheme does not solve the problem of parking in this city which just has too many vehicles for the number of spaces available. All the scheme does is to exacerbate the problem, leaving empty spaces in the parking zones and increase the crowding in non-zone areas. You only have to go through the existing parking zone areas in the evenings to see the empty spaces and then go to the neighbouring roads to see the crowding that occurs.

Thirdly, the pricing policy that is proposed is so obviously designed to raise extra revenue as a backdoor method of increasing the tax without raising the council tax. The reason given that it covers the administration costs does not hold water if you are then charging excessive amounts for the 2nd and 3rd permits.

The only method of limiting vehicles in the city is to allow one parking permit per dwelling (not per household) as this would overcome the problem of multiple vehicles trying to vie for one parking space outside the house. The council has allowed the problem to occur by allowing the conversion of the large Victorian houses into multiple flats – often four flats being allowed in one house. This, with the fact that families nowadays often have 2 or more vehicles, means that the city just does not have sufficient space to cope.

The excuse that it will stop students bringing their cars to the city has not worked in the existing parking zone areas, as they are happy to leave their cars parked elsewhere in the city as they cannot use them on the daily run to college due to the lack of parking spaces available at the University campus.

Altogether the parking permit scheme is badly thought out and badly executed, let alone the lack of consultation. I have a feeling that as a long term voter for the Liberal Democrats, you are unlikely ever to get my vote again, especially in the local elections.

As I working on our empty properties over the summer, I was in regular contact with the post and certainly the order of communication was; a circular from the Conservative Party, followed by the street notices and then eventually letters posted in through the letter box. The permit system will overcome the long-term parking problem, whereby non-residents leave their vehicles parked all day or for several days, weeks or sometimes months without moving them but only within the proposed MC zone. What will happen, as you have already pointed out, the problem will be transferred into the neighbouring streets. Do you, therefore, plan to continue introducing new zones to overcome the new problems in the neighbouring areas until the whole of the city is covered with parking zones and the council effectively has created a new income stream to run beside the council tax. I feel that the people of Portsmouth might object to have to pay to park their car in Portsmouth.

**18. Resident, Bramble Road**

I wish to object to the proposed parking scheme MC zone. There is no problem with parking in my street and I see no problem that needs resolving the only time there is parking problems is on days Portsmouth FC play at home and this is not covered by the restrictions. I object to paying for the privilege of owning a car after paying road tax.

**19. Resident, Bramble Road**

I currently reside opposite the school and have received the correspondence in regard to the proposed parking zone, I am opposed to the road becoming permitted between the hours of 1700-1900 for the following reasons:

- 1700-1900 isn't particularly a problem time school parking starts from 1500 onwards;
- The price for 2 cars is in no way proportional to the cost associated for the council to manage;
- This will just move the problem into neighbouring roads;
- Doesn't need to apply at the weekends when the school is not in use;
- Parking is never much of an issue with myself and my partner able to park within close walking distance to our house when we return from work roughly between 1700-1830;

**20. Resident, Bramble Road**

I hope I am not too late to put my point of view across on the above matter.

I live down Bramble Road which is included in the proposed plans for permit parking MC. After reading all the literature that has been offered to me i must voice my objection to the proposed plan.

Firstly I feel it is very expensive especially as when the permit that was originally there 4 years ago was free. It will cost my household £130, which is very expensive for a 2 hour exclusive slot.

I do not agree that restriction would help me or my road in anyway what so ever. I fail to see how non residents are able to park for free down my road, can move it for 2 hours and then return, however I who pays her council tax must pay a large fee.

As there is a school down my road the worst part of the day is as you can imagine is school drop off and collection, along with teachers and staff parking down the road. The school really should be making it more clear to parents about the parking scenario, as it is becoming increasingly frustrating not be able too park at 2/3 o'clock as parents are there 30 mins early for collection, parking recklessly blocking the other roads and speeding. I strongly feel the school needs to start doing something about this, also I do not like being



hounded to move MY car from the front of MY house by a parent so they can take their child to school.

I do not in anyway feel the proposed plan will help, people will just park in the opposite roads that are not permitted. I read a comment from a fellow resident saying the council should make the entire city permitted or no where permitted. By permitting your encouraging people to other roads and then those residents aren't able to park, also we do pay a high council tax so really the permits should be free.I sincerely hope this plan is not approved.

**21. Bramble Infant School & Nursery Representative**

I wish to raise my concerns about the proposed permit scheme for the Bramble Road area. I am disappointed that the council is considering implementing this ill thought out scheme that will have a considerable negative impact on pupils, their families and staff.

In the current climate of underfunding for education and at a time when I and fellow colleagues are struggling to make school budgets balance we are now being expected to find extra funds for parking permits for 80 members of staff. IT certainly would not be fair to expect staff, many of whom travel from outside of the city, to pay for them out of their minimal public sector pay packets. Where do you propose this money comes from?

In setting the timing for restrictions to apply from 5pm through to 7pm you may think that this proposal would cause no problem for our settling, but our school and nursery operates with children on site until 6pm in the evening. We provide a vital service to the local community by offering child care for hard working families at a time that suits their working patterns. Our nursery remains open until 6pm as does our extended services or 'Kids Club' that serves not only this school but also both Craneswater and Fernhurst Junior Schools. The proposed parking restrictions will impact the staff that run these services as well a cause undue stress for the families that collect their children during these times. As the proposed area that these restrictions apply to is quite wide the solution will not be as simple as to park in the next street along.

Parental engagement with education is vital to ensuring children are able to fulfil their potential. Staff here at Bramble Infant School & Nursery work incredibly hard to maintain relationships with children's families by providing a wide range of events many of which happen in the evening. Despite the unrelenting hard work of staff, levels of parental engagement are not as high as we would like. By introducing the proposed parking restrictions you will be actively discouraging some parents from attending. Thus, disadvantaging children and their future potential.

Bramble Infant School & Nursery is very proud to be strategically led by its board of governors. We rely on our local governors to volunteer to give up their own free time to support the school and local community and provide challenge to school leaders to provide the best possible educational experiences for children. Our board of governors meet regularly in the evenings as the majority of our members work in full time positions. Day time meetings are not possible. Recruiting people to become school governors is challenging at the best of times. This is another example of how this proposal by the city council will impact negatively on the education of our children.

I would also like to take this opportunity to remind you of the Portsmouth City Council backed 'Portsmouth Education Partnership' strategic objectives. The negative impact of the proposed parking restrictions will undermine Objective 3: Raise school standards through collaboration, challenge and support'. In no way does this proposal support schools.

I urge you to reconsider this proposal in light of how it will impact on Bramble Infant School



& Nursery.

**22. Resident, Campbell Road (north side)**

I'd just like to express my concerns over the Lib Dems plans to reinstate the MB and MC parking zones. I have to park my vehicle on the street. Parking is already congested in the area and I frequently have to park in Lorne Road, Livingstone Rd, Chetwynd Rd, Adison Rd, etc. This isn't deal, but I don't mind too much as long as I can park within a reasonable walk from my house. All these roads though fall within the proposed MC parking Zone, which I will then be excluded from, for no obvious reason other than that I'm unlucky enough not to fall within the zone. Add to that the increased pressure on Campbell road and other streets south of the MC zone due to vehicles that can't park in the zone, e.g. commercial vehicles, students' cars, people that don't want to pay for a 2nd or 3rd permit etc, then it will become simply impossible to park, again !

I say "again" as I remember what the situation was like before when the MC zone was in place before. At the time I was a resident of Albert Grove, and it went from being difficult to park, to being complete impossible to park. I was frequently having to drive around and around for up to half an hour or more ( I think the record was 90 mins), waiting for someone to move so I could park my car. All the time where there were empty spaces in neighbouring streets, that I wasn't allowed to use. Apart from not being great for the environment, it gets to a point where you then simply stop going out as you know you won't be able to park when you get back. I have two young children that do activities in the evenings after school and if I'm not going to be able to park when I get back with them, what do I do, say they have to stop their clubs etc? Even things like trips to the supermarket become a problem as you have to pull up in the street to unload the shopping, creating delays for others, then begin the saga was going off to try and find somewhere to park. Over time it becomes a source of stress as you have no idea how much of your evening is going to be wasted driving around in circles looking for a parking space.

It may sound like I am exaggerating, but that is how bad it was the last time the MC zone was in place. To be honest I find it frankly despicable that political parties are using parking zones as vote winning tools, where parking is such a major issue across the city. I don't understand why councillors are not working across parties to devise a parking strategy that works for the entire city. Instead they are offering zones for votes in their particular wards, with little obvious consideration for other wards.

**23. Resident, Campbell Road (north side)**

As a life long Southsea resident I write to you opposing plans to bring a return to permit parking in my local area. Under the current proposal Campbell Road appears to be on the border of the MC permit zone.

In my opinion the proposed plans do not go far enough to address the parking issues which are a frequent issue in this area. I believe that installing permit parking to isolated small zones of Southsea has the potential to cause displacement and an over spill of cars onto other Southsea streets, rather than addressing the issues in the areas proposed. This in turn would likely cause further complaints and issues for Portsmouth City Council.

I would suggest a logical approach here would be to ask local residents for their opinions by setting up a survey or a voting system allowing everyone the right to feedback within the local area, not just the planned parking zones. It is naive to consider Southsea parking on a street by street basis and therefore a considered approach to review the surrounding area should be taken before rushing an approval of any plans.

From past experience the permit parking was removed due to the issues this caused to



surrounding areas so it makes sense to review the bigger picture and over spill effects that this proposal would bring to avoid wasting any more time and money.

Thank you for your detailed response with regards to the proposed parking permit to MC zone. It has been unclear as to whether our road falls into the proposed parking zone. Having now read your proposal plans I now have further concerns over our street falling into two separate parking zones if the plans should be approved. To be unable to park in a space on the opposite side of my road seems impractical and unrealistic due to the fact that this simply falls into a different parking zone.

It also seems unfair to residents who live on the opposite side of the road and in neighbouring streets who will find parking a daily battle as residents who cannot afford permits or live in HMO and visitors park in the reduced spaces if the permit plan is approved. The Council need to consider the wider area and to review permit parking across Southsea at the same time rather than reviewing the situation in smaller isolated areas.

Whilst it is appropriate to look at alternatives to car use I do not believe this plan will achieve the desired aim of reducing car use but rather frustrate and annoy increasing numbers of residents in the area who commute to work outside the city.

Portsmouth city council need to develop a city parking strategy in consultation with residents which takes into account residents, businesses and the environment. May I therefore suggest that a consultation process is undertaken at the earliest opportunity and that all local residents have appropriate visibility of the proposed plans with the opportunity to voice their opinions face to face in order to move this issue forward.

#### **24. Resident, Campbell Road (north side)**

##### Notice of Objection

Having obtained and read a copy of your letter to residents within the proposed MC parking zone, dated 30 August 2018, having reviewed the draft order at the Civic Offices and having received written confirmation that our property is within the proposed zone (although Campbell Road itself is not) we write to oppose the proposed parking zone.

##### 1. Effect on Campbell Road (and other roads on the boundary)

The implementation of the MC parking zone will make it almost impossible for Campbell Road residents to park on their street, as will be the case in other roads on the boundary of the proposed zone. Vehicles displaced from the MC zone will inevitably use our road. This is exactly what happened last time the MC zone existed and it would be very upsetting to go through that again. This time we expect the problem to be worse due to; the higher price of permits within the zone, students who cannot obtain permits as their cars are not registered at their student accommodation, a recent increase in flat-conversions in the area and the new practice by some residents of purchasing Smart cars simply to reserve a parking space.

##### 2. We disagree with the reasons for implementing the parking zone.

The 5 reasons given in the draft order are generic and could apply to any road in Southsea. The reality is that we live in a densely populated city; residents need to acknowledge that parking can be difficult and they should not expect always to be able to park on their own street. For example, when Campbell Road is full (which is usual in the evenings and at weekends) residents can find somewhere to park in nearby streets, including Lorne, Darlington and Chetwynd Roads, just as some residents in those streets sometimes park on Campbell Road. That is how the residents here deal with parking on a daily basis.

Implementing a parking zone will not change the factors that cause parking problems. It





may make life slightly easier within the zone itself but only at the expense of worsening parking elsewhere. Those within the zone will not have to deal with the displaced vehicles. It should be zones for everybody or zones for nobody.

It would be capricious, and deeply unfair, to implement parking zones in a piecemeal way and we would hope the committee will instead adopt a logical approach: either abandon parking zones or implement parking zones for everyone at the same time.

3. Lack of consultation.

We note that the residents on the north side of Campbell Road (that are within the proposed zone) did not receive a copy of your 30 August letter and have therefore not been consulted. Neither have residents of other streets just outside the zone even though, as outlined above, implementation of the zone would affect them more than residents within the zone. We wrote to you on 31 August highlighting this; your Nikki Musson acknowledged on 5 September 2018, yet those residents have still not been consulted to our knowledge.

Should the proposed MC zone be scheduled for discussion at a public meeting, we would be grateful to receive notification.

**25. Resident, Campbell Road (north side)**

Whilst I am pleased that there has been a change of leadership at the Council, reflecting my vote, I am totally disheartened by the proposal to reinstate the MB/MC parking zones. I have no access to off road parking. Campbell Road is already difficult to park in at peak times and at weekends. At least I am usually able to find a space in Lorne, Havelock or Livingstone roads. In 2014, those of us residing on the north side of Campbell Road were at least able to access parking permits for MC, even though Campbell Road was excluded from the scheme. I hated the situation in 2014 as there were never any free spaces in Campbell Road, especially when students and HMO properties took up spaces. However, we could park, using permits in the MC zone streets between 4-7 pm.

Those without permits will now jam up parking spaces all along our road and those to the south. It's pushing a problem out of some areas to further congest other, diminishing areas. That hardly seems fair. It's not what I voted for or supported in any previous consultation. This does feel like a political proposal that may benefit people living in some Central Southsea streets but not ours! At least consider offering permits to Campbell Road residents, to the North, please?

**26. Resident, Campbell Road (north side)**

I am e-mailing to strongly object to the proposed MC parking zone proposals in Southsea. The fact that Campbell Road is not included in the scheme is not the prime reason for my objection, but it is obviously a contributory factor.

The scheme is proven to be unworkable. As you know, a very similar scheme failed in 2014. If parking is to be considered a priority by the Council in a financially constrained environment, where demand for social care, social housing, and crime prevention funding is desperately needed – the list goes on – then a city-wide, holistic and collaborative solution needs to be found. A local, inward focused, ward based scheme, politically fuelled, is flawed. This scheme is proven to push the congestion into nearby busy areas and is already and will continue to encourage poor behaviour and social division.

Last time, residents in Campbell Road were allowed to buy parking permits, but all the communications that I have read – the letter sent to residents in the area and the lamppost notices – are silent as to whether this will be an option. Anecdotally, I understand that residents in Campbell Road north will be allowed to buy permits again, should the scheme proceed, but this needs to be quickly and formally confirmed to residents near and within



the zone.

I do hope that this scheme will be parked as a result of the consultation process. We don't need it - we can cope - please focus on more important issues.

**27. Resident, Campbell Road (north side)**

We OBJECT to the proposed MC parking zone on the grounds that it will make parking where we live more difficult. People who cannot park in MC zone may park here at the eastern end of Campbell Road, the nearest point.

We think parking zones to be a good idea, but they need to be implemented over a wider area, or parking difficulties are simply moved from one area to another.

Perhaps the area between Campbell Road and Albert road should be included in the proposed new zone?

**28. Resident, Campbell Road (north side)**

I have concerns regarding the fact that we have been excluded, and the resulting displacement of vehicles from the controlled zone. When the scheme was introduced four or so years ago, we were allowed to register for a permit for the Bramble Rd area zone. Parking is difficult enough in the Campbell Rd area now, so you are just going to make it worse for residents excluded from a controlled zone.

I am supportive of controlled parking but instead of being protected by one, we are going to be adversely impacted by a neighbouring one. Please reconsider your scheme to help all residents not just some.

**29. Resident, Campbell Road (north side)**

I strongly object to the proposed MC parking zone. I do not think that any resident's parking scheme is of any benefit to the residents.

Whatever is decided will not make any difference to the parking along our road as there are too many cars to fit into a very restricted area, especially with the amount of HMO's there are in the area and also the recent addition of the student accommodation in Fawcett Road. We are also plagued with a number of works vans that no longer have depots, so are forced to take their vans home, including a PCC rubbish collecting truck!

All the residents zones do is to move the problem on to the next area but I think that is what the Lib Dem's actually want. They will not be happy till the whole of Portsmouth is one big resident's zone.

They do not guarantee a space but residents still have to pay for the privilege of driving around to find a space. You mention that the Conservative council introduced this charge for first permits, why not show how much you disagree with it and get rid of it but that wouldn't bring in any easy money would it!

The whole of Southsea has a number of HMO's so trying to find a space will always be difficult no matter how many zones are introduced.

I do not understand why Campbell Road has to be split into 2 sides, that is very confusing for everyone. Why is it split? It should be both sides or neither!

I feel that the council need to be looking at the big scheme of things and that Portsmouth residents ONLY should be able to park anywhere on the Island and that non-residents should be paying to park in the city.

**30. Resident, Campbell Road (north side)**

I write to object to the proposed residents parking zone in the Bramble Rd area. I think this new zone will severely hamper my ability to park in what is already a heavily congested area. When I get home from work at 1800 I am lucky to get a parking space on Campbell



Rd, often having to park in Lorne, Wilson, Havelock road or further. On a weekend this is even worse, sometimes having to drive around the area for 20 minutes to find a space. I have found weekend spots after 1830/1900 sometimes on roads as far away as Chelsea Rd, Albert Grove and Delamere Rd. The above are all everyday occurrences and not 'one offs', and I fear the new proposed residents parking zone will just push more cars onto Campbell Rd meaning the Campbell Rd resident's ability to park will get even worse than the situation is right now.

**31. Resident, Chetwynd Road**

I am writing to object to your proposal of said parking zone. The 2 hour slot between 5-7pm is ridiculous. This does not allow for shift workers to return home who will have paid to park but are still unable to do so. It would be fairer if a zone is introduced to be 24/7 as all other zones. I have returned home during the day with all my food shopping and still cannot park in the road.

Problems with parking are exacerbated by multi occupancy of students with cars. Also Chetwynd Road has a rest home where all staff arrive by car and visitors. If there should be a meeting or event there are even more cars for the rest home. More should be done to prevent this by staff car sharing and also students not to bring cars into the area.

At present I have a car, my husband also has a car. My son has left home temporarily but we have made it clear this is always his home and he can return. If this happens he also has a car. This would cost our household £700 per year with no guarantee of parking. He works in another city in the construction industry and does need his car to get to work and to carry his tools. Public transport for him could not be an option. Yet he may not be entitled to a permit as it would be the third permit for our house. This encourages people to park in roads which do not have a parking zone therefore causing problems to them. Should the MC parking zone be re-introduced it should be based on the fact that it only covers 2 hours a day and we should all be charged just a percentage of the fee.

**32. Resident, Chetwynd Road**

My husband and I do not wish to pay £130 a year to park our cars and do not wish to pay for visitor permits when family come to visit. Also there is a supported living house on chetwynd road. Should his proposal be implemented it would make it difficult for friends and family to visit residents there is that early evening afternoon slot.

I think that people living in HMOs would simply park a few streets away out of area and that would just move the problem.

Overall I believe this whole exercise to be a waste of valuable resources which could be much better spent supporting vulnerable people.

**33. Resident, Chetwynd Road**

I'm not sure who was surveyed about this because you say it was a success last time? No one I speak to in this area thinks so! It seems to be for the benefit of teachers/lecturers, office workers or shop workers, the so called 9-5 working day. My road already has parking problems due to unwanted flower beds, tree beds, multiple occupancy and a learning difficulties home that has 3 disabled vehicles, most members of staff arriving by car (individually) for their shifts, meeting by health care professionals/managers and visitors!

If you are going to implement a scheme at least make it a sensible one with 24hr resident only parking allowing 2hr/3hr periods for workmen/visitors, etc. This works for the Palmerston Road area for example. We aren't any different!

Also, why do we have a 5-7pm scheme which you say is best for our area, yet the MB



zone will have a 4-6pm scheme?

Obviously there are a lot more points I would like to raise but just as a footnote, I came home from a Doctors appointment at 8.45am and parked in the last available space in the road!

Currently there are 5 work vans and the majority of cars I do not recognise as belonging to residents.

**34. Resident, Chetwynd Road**

I am writing to object to you charging for the first resident permit on the grounds that:

- a) I already pay really high council tax,
- b) this will not guarantee I can park any nearer my house because:
- c) you are not charging enough to deter students from bringing cars.

Can you please tell me what this charge/money is for?

There is a residential home in our street which we objected to because of parking problems. Sure enough at least 3-6 park their cars in the street. Could you please tell me how many permits this property would be granted?

With regard to implementing the scheme at all, I partially agree with it if the first permits is free, However if you charge than I suggest leaving the zone as it is. With regard to multiple occupancy houses of which there are around them in our road, you say that only two parking permits are usually given. I am concerned at these of the word 'usually' in this case. And to reiterate, even if two are allowed that's potentially another 20 cars in a tree where, during term time, I currently can't park in my road 90% of the time.

Something I think is good is that you are proposing to charge extortionate rates for visitor permits. Thank you for that

Thank you for taking the time to explain to me.

I have discussed this with my partner and we've noticed that now the students are back, we are having to park up to two roads away. As we have ten student houses in our street and similar numbers in nearby streets this means more cars taking up more spaces obviously. However I don't think that limiting the student households to two permits per household will solve that problem. Even two cars per household results in around an extra 20 cars in the street. Also as I think I mentioned before we have a residential home in our street and many of the staff have cars - I know this because I see them park up and go to into work.

Unless these issues are solved it is of not benefit to us to pay £30 a year to park. The student/car issue really needs to be resolved as does some of the hugely inconsiderate parking which goes on (i.e parking two feet away from the build-out leaving not enough space for a car but taking up excess room.

As a result we both remain opposed to the introduction of paid/zoned parking.

**35. Resident, Chetwynd Road**

I believe the proposal to be driven by an ongoing ideological battle between factions in the Council, fuelled by other vanities and intrigues - rather than by any desire to improve parking within the city, and therefore the lives of residents and council tax payers.

Indeed, I believe that the proposed zoning is the most ineffectual and least practical way to address the parking issue citywide.

In the interest of constructivism I would suggest, once again, that clearly defined individual parking bays be established along each road supported by rigorous enforcement through fines and penalties. Even the most cursory look at the thoughtless or incompetent parking taking place across the city will reveal that at least 30% of the available parking space is



wasted. The bays can be defined by simple signage and kerb only markings. Income from fines/penalties would cover the implementation and maintenance costs, if managed competently.

**36. Visitor to Resident, Chetwynd Road**

My daughter lives in supported living..She has complex needs and is on the autistic spectrum plus physical needs. I visit her 3 times a week, the time I visit her is between the times you are proposing parking restrictions. The reason for this is that during the day she is at day service etc. I can only walk short distances due to hip problem so have to rely on my car to get me there'. It will also affect the support workers who have to travel to and from work by car ,as at 4.45 they will need to repark their car . This will be in a area that does not have parking restrictions. During this time who will be supporting my daughter and the other tenants?

This same proposal was implemented some time ago and was scrapped as it compounded the problem elsewhere. What has changed? What a waist of money when resources are already stretched to breaking point.

This money could be put to better use in supporting the elderly and vulnerable of your city.

**37. Resident, Darlington Road**

We thoroughly object to the proposal of Residents Parking Zones in this area. These zones will not ensure that residents are able to park close to their homes in Southsea. As a couple we object to paying an additional £130.00 just to park our cars, when we already pay council and road tax.

Most problem parking occurs at weekends therefore the proposed 5 - 7pm permit holders only rule will not alleviate this problem. Where are residents supposed to park for the rest of the weekend?

We have lived in central Southsea for decades and certainly in the last 25 years parking has been an issue. When will people realise we live in an over populated city and accept that this problem is a part of city life. To enjoy the benefits that central Southsea has to offer ie. restaurants, bars, nightlife and seafront something has to give. If that means driving around for a few minutes to find a parking spot so be it. Better still, park up and get a taxi or walk when parking is limited. You will never find a solution that suits all, you can't create space where it doesn't exist. In our opinion, those that keep whinging about being unable to park in front of their house should consider moving to a less congested part of the city. Should this proposal come to fruition they will surely see that it brings no solution to their parking problems. The only benefit is to Portsmouth City Council's coffers.

**38. Resident, Darlington Road**

Thank you for your letter explaining the proposed parking zone.

However, I would rather not have a parking zone re-introduced in this area.

**39. Resident, Darlington Road**

I am writing to strongly object about the residents' parking permit starting in January 2019. It is really unfair for visitors not to be able to park between 5pm-7pm.

I don't drive a car so I like to go somewhere when my relations come. Hoping you will take this into consideration. As they come from quite a distance to see me, the parking restriction will need to be amended!

**40. Resident, Darlington Road**

I think this proposed parking system is a waste of time and money. We live in a one way street which is incredibly difficult to park in due to the business. However this new system will not help us or a lot of our neighbours as we don't come and go at standard times. The



proposed plans won't help people who have to park roads away at the weekend. Nor will it stop the man that has 3 very large trucks which he fills with rubbish precariously (as his business) and parks in the street. As this scheme has been tried before and then ditched, I'm not sure what the intended benefit is.

**41. Resident, Delamere Road**

I object strongly to parking restrictions in this area. I object to having to pay to park in residential streets for ANY reason. This is outrageous

**42. Resident, Delamere Road**

I would like to object to the proposed residents' parking zone on the basis that it is very unfair on neighbouring roads that are just outside of the zone.

The last time we had the MC zone in place, the roads just outside the zone were almost always full of cars owned by residents who were unable or not prepared to purchase a parking permit.

**43. Resident, Delamere Road**

I would like to object to the proposed residents' parking zone on the basis that it is very unfair on neighbouring roads that are just outside of the zone.

The last time we had the MC zone in place, the roads just outside the zone were almost always full of cars owned by residents who were unable or not prepared to purchase a parking permit.

**44. Resident, Delamere Road**

I Oppose the proposal for the following reasons.

1. There is too much street clutter. Metal poles in various places add to the environmental hazards that must be negotiated by pedestrians, especially for the visually impaired

2. Income generation seems to be the main motivation for this scheme, that appears to dedicate the residents' spaces just for the hours 1700-1900. Two hours' parking rights per day is roughly 700 hours per year.

3. This scheme would depend on enforcement. But there are many existing City rules whose enforcement is inadequate. Long term neglect of enforcement of existing rules has brought about a pervasive culture of non-compliance that corrodes civic respect. These include

- Cycling on pavements, phone use while cycling, breaching red lights, riding and weaving through zebra crossings in use, riding without lights at night, riding on the Prom, riding (on occasion even motorcycling) through the Rose Garden. The Rose Garden should not be a hazardous cycling route where you risk being hit while trying to enjoy the garden as a quiet space

- Parking on pavements; parking on cycle lanes, parking on zig-zag zones near pedestrian crossings

- Dogs not kept on the lead where they should be; dogs off-lead or on, on seasonally forbidden parts of the beach; dogs fouling these seasonally forbidden parts of the beach whilst their owners do nothing to stop it.

These examples are not perhaps directly relevant to the referenced scheme, but they are examples of the poor enforcement culture surrounding existing rules in our city – and of the consequent disrespect for our rules. This makes life a hazardous misery that can rebound also on to the offenders.

Before dreaming up new income streams, the Council really ought to enforce existing rules, with the advertised fines imposed for breaches, to begin a slow process of cultural



repair. Think a little on the income potential, since that seems so important. Have officers ever sat on the Prom for a while on a lively weekend, for example, to get a sense of the numbers of cycling infringements and dogs on the banned beach?

Our Council's enforcement teams, wardens etc. cannot be everywhere at once. But there is a big resource that already is: the public. As eyes and ears, your public can tell you of infringements enabling efficient targeting and husbanding of limited resources. A well-publicised phone/SMS number to the enforcement team would enhance your connection to the issues that are neglected. But both sides have to show good faith and work together.

There would be complaints from some of the offenders who thought that rules were there for other people. But if our citizens can be won over to realise that Portsmouth is a city where rules are to be respected for the (not always immediately obvious) benefit and safety of all, it could be transformative. A creeping culture of cynicism, lack of consideration, and downright illegal behaviour, is no good for us.

I am very grateful for your detailed and helpful email.

I am alert to issues such as clutter and hazards because I am registered blind and am a bit of a lightning rod for accidents waiting to happen, having on occasion smacked into overreaching wing mirrors or a metal pole, or been hit by young cyclists on the pavement. I'm not the only visually impaired walker around here, and so I have empathy for their jeopardy when I see pavement infringements of various kinds. I note that you don't have much choice as regards poles.

We both agree that many of the points I raised were peripheral to this specific consultation. I do worry, though, about the enforcement of the system when other, existing infringements are not challenged sufficiently to promote a broader respect for rules.

I tried to think constructively towards my original response, which did end up rather lengthy! But you made it worthwhile, and if you think I might have further contributions – whether or not focusing on my natural preoccupation with safety – to offer, do please let me know. As a non-driver I nevertheless have every incentive to help make the scheme a success for all.

#### 45. **Residents and Business, Delamere Road**

I have received notification that you intend to add a permit holder zone in this area.

We are both residents in Delamere Road and will therefore be affected by the proposals.

I would like to write to object to this proposal as I feel there would be a cost to residents with no benefit whatsoever.

You intend to penalise people with more than 1 car by charging an added premium for a second or third car but to what benefit?

The only benefit I can see from this proposal is to the council in extra revenue. As a small business with accommodation we are stuck unless we can find someone to cover whilst we try to find an alternative space outside of the zone. I feel confident (having talked to a number of local residents) that many people will take this approach rather than pay for a permit; thus you will make the situation worse in zones outside of this area! I cannot see how the hours of 17:00 - 19:00 would be of benefit to local residents as this is when they will be returning home. Currently there are no issues with parking at these times so the proposals above don't make sense.

I would be interested to see the research / consultation done showing that there are issues but feel confident there hasn't been any. Surely this would have been useful before looking to fix a problem that doesn't appear to exist?



I would be happy to be part of any genuine consultation regarding this but would like to express the view that I am wholly against the idea of a permit zone of any sort in this area

**46. Resident, Delamere Road**

I am emailing to object to the proposal for residents parking zone. I am concerned that the parking zone will not prevent parking issues currently experienced. Restrictions being proposed for MC Permit holders only between 5-7pm do not support the needs of those individuals who are e.g. shift workers. The fees being proposed for parking permits are expensive for second and third permits.

**47. Resident, Devonshire Square**

I object to the proposed parking permit scheme. I have no particular issue with parking at the moment , When the previous scheme was introduced this caused issues with cars moving to our zone, also I object to visitors paying to visit me.

**48. Resident, Edmund Road**

With regards to, the proposed hours of 5pm till 7pm really??  
Yes I will get a parking space when I come home from work, but nothing will change if I move my car after 7pm I will be driving around the streets still trying to find a parking space, surely if you are expecting me to pay for the privilege of parking within this Zone it would make more sense to extend the hours 5pm till 6am the following morning.  
My daughter is a critical care nurse, as you may be aware she works different shifts and usually can not park at all after 8pm especially now the students are returning to the area and she will have to pay £550!!  
Come on PCC if your expecting us to pay, then extend the hours!! Your proposal is unfair to shift workers who will be out of pocket & still struggle to park & most probably end up getting a parking ticket on top of paying permit fees, by squeezing onto yellow lines some where. Put extended hours in the planning & I will approve the planning, not for two hours your proposing it's ridiculous.

**49. Resident, Edmund Road**

The proposal will not resolve the parking issue created by the council in permitting too high a density of multi occupancy housing.  
Perhaps you should visit the area during university summer recess & you will discover that parking is no longer a problem.

**50. Resident, Edmund Road**

Firstly it never worked the last time it was forced upon us , Secondly we as tax payers already pay to park in our on city . Thirdly when I challenged the numbers of people who wanted the scheme it turned out that the response was in fact Low and the percentages quoted in the figures were not really representationally of the people living in the area .  
We have in Edmund road a large number of HMO,s which most of them house students they get free parking and don't pay rates  
Each student has a car ,next to us are four students if you check your figures you will find there are lots of people who will get free parking  
Under your scheme . this is only a money making exercise by the council and it will only push the parking problem elsewhere . on the last Scheme you offered people south of albert road places in our area how unfair is that . as a council you should listen to the people of the area And try and find a solution to the problem not just place a price on the public which most cannot afford . we as grandparents pick our grand children Up from school when our children wish to come and pick them up they have to pay to park





outside of their old home to pick up their children

**51. Resident, Esslemont Road**

I received a letter from the Portsmouth City Council, dated 30th August 2018, proposing residents' parking zone in Bramble Road area. I reviewed the letter carefully and would like to express my objections to this proposal.

We never had any issues with parking on our street, or worst case scenario, on the street parallel to ours. There are only very few local pubs in the area, which I don't believe create an issue with the parking space in this area.

I consider the proposed charges for parking permit at £30 for the first permit and £100 for the second permit, extremely high and unreasonable, for what it will guarantee us more parking spaces between 5pm and 7pm. Since we already pay high council tax for the properties in Southsea, I find this proposal to be increasing my annual cost to at least £1,358.74 per annum for a small family of two. This will create financial difficulties for us and will decrease our quality of life, since we will be spending even more for adding parking permits, which otherwise do not add any benefit to our living.

**52. Resident, Esslemont Road**

I am strongly against this, I only have one car and although this is supposed to ensure me a parking space I am do not wish to pay in order to have to get this. It's just another way to get more money out of people on the road and it's disgusting.

These roads have been trialled with parking permits before and they were removed... my thoughts are for very good reason to! So why attempt to bring them back? It could only be purely for profit of the greedy council.

We are not a well paid family, this is not an additional cost we can pay, also no doubt if this is going to be rolled out here that all of Portsmouth will soon be permitted which is just the most ridiculous thing.

I want to know about if there can be a public vote on this because I don't believe members locally would be very thrilled with the new changes you have decided for our area to have.

**53. Resident, Esslemont Road**

I'm writing to say I do not wish to have permit parking, as I have a family car and a work van, and it's another cost for me to worry about.

Parking is only an issue in the evenings, and for me it's not an issue to park a few roads away, the only issue I have with parking is at the bottom of my road there is a car mechanics garage and he perminantly keeps several V.W camper vans down Esslemont road which never seem to move, if he moved these we would have a few more spaces.

I feel we would not benefit from the permits,

**54. Resident, Esslemont Road**

The last time this was introduced all it did was push the non-zone cars to another area. they then demanded their own zone. either do this to the whole of southsea or remove the existing zones that have pushed the cars to our area. Either way you are not creating more parking in Southsea. The proposed solution is effectively a local car tax.

**55. Resident, Esslemont Road**

I am writing in objection to the proposed new MC parking zone in the Bramble Road area. I do not believe that a two hour restriction zone will solve any issues with parking in the area. What it will do is cost households even more each year when their council taxes already rise. This new permit scheme is just another tax and one which residents shouldn't be made to suffer just for the privilege of parking in the zone for a two hour window. The

letter received in the post states that permit prices can increase annually which I presume they will. In terms of visitor permits why should we pay for a 12 or 24 hour permit when it would only be required for 2 hours? Surely a permit relevant to the parking restriction should be produced.

Has it actually been noted how many vehicles are 'long term parked'? From what I've seen that isn't an issue. The fact there are too many cars is the issue. I don't believe that the council would actually limit permits if people were willing to pay the money.

I would think that a better use of time and resources could be to make the roads in the area one-way to stop disruption. It is very difficult to drive down many of these roads without facing oncoming vehicles. Due to parking on both sides there is often nowhere to pull in and so reversing is the only option.

**56. Resident, Esslemont Road**

As a continuing master's student in Portsmouth, I find the news of a new resident's zone that's going to be placed on the road I now live on as very disappointing and confusing. Having been a student at Portsmouth for three years already, one of my priorities in searching for new accommodation was an area without the need for a permit, which is unrealistic for students who are only present during term times. It is therefore slightly infuriating that now I will now be unable to keep my car here unless I change the address of my vehicle, when this is not my permanent address. This would lead to an increase in my insurance premiums when changing my address, and would only last the duration of a short term tenancy (10/11 months) before changing it back to my permanent address.

As a master's student who only has one day of contact time, the rest of my time could be put to use in finding a job. If I were to find a job or internship that I could only get to by car, this would now be impossible. Most jobs now also would rather you be able to drive (especially in the field of work I am looking within).

I just find it incredibly confusing that no plans have been put in place for students that require their vehicle here in Portsmouth for various reasons whilst studying. Perhaps some sort of student's permit wouldn't go a miss?

I would also like to add that during my time living here in Portsmouth I have lived on Esslemont Road, Orchard Road and Francis Avenue, and at no point have I ever struggled to park more than 2/3mins away from my property. During the day there is ample parking on any of the above named roads, and there is ample parking for when residents return from work as the spaces that are left and not then used are from working residents. This is especially true on my road this year, Esslemont Road, as there is more space to park than cars actually parked during the day. This is why these proposals stagger me.

The only time I may have struggled to park is when there was a game on at Fratton Park, and this is the only thing I would recommend looking into in terms of parking restrictions, rather than a permit zone being implemented.

I would like to hope that student's voices are being listened to over this matter, as I'm sure we make up a very large demographic in the city - but I feel like it's just a way of being priced out of keeping a vehicle here in Portsmouth when at university, unless you want to go through the unnecessary hassle of changing the vehicle's address through the DVLA. This is especially confusing when it seems to me, having been here four years, in this area it isn't that difficult to find a parking space.

**57. Resident, Fawcett Road**

Parking Zone will not work, did not work last time, there is no answer to parking. It's getting worse, too many students in our road. Permits not wanted.



**58. Resident, Fawcett Road**

I live in a HMO .Generally, it is not too difficult to find a space to park within a 2 minute walk of where I live and as this is a residential area, the only people parking here live around here so I can't see that it would improve the situation at all.

Currently my residence has 2 cars with someone moving in soon who also has a car. I feel that because the council are aware that there are many HMO's within this area, it is simply another money making scheme. We will be reduced to parking much further away from where we live as a further £720 simply to park in our own road is simply unjustified.

**59. Resident, Fawcett Road**

I am emailing to object against the parking permits for mc zone bramble road area in Southsea which includes Fawcett road. I am a mature student studying at Portsmouth university and rely on parking for my car so I am able to visit home and also work which enables me to be able to pay for my rent, food etc. In addition to this having to pay for a permit would not be financially possible for me and many other people. I think it would be a massive shame if restrictions were put in especially as some houses can house up to 5 people. I hope that you can take into consideration the many people who may not be able to pay for the permits due to Inflation and other living costs that are currently on the rise. This would just be another money worry on everyone's minds.

**60. Resident, Fawcett Road**

I am emailing to object the proposed MC parking zone.

I live in a HMO with 5 other adults, our household owns 4 vehicles including my own. These vehicles are all used on a daily basis and are greatly needed by the owners.

My own situation is that I use a van for work daily, I would be returning from work between the times that the proposed restrictions would come into force with no guarantee that I could even be issued a permit due to capacity allowances and also the sheer expense that I would not be able to afford. This would cause me to have to park a long way away from my home without being able to keep an eye on my van which is full of valuable tools and equipment.

I hope my points will be taken into consideration when making a final decision on the proposal.

**61. Resident, Fawcett Road**

I received a letter for proposed parking zone (MC) Residents and Business Bramble Road area.Thank you for your answer to my questions.

I would like to share my opinion regarding to proposed MC parking zone:

I don't think that proposed MC parking zone would be useful for me, because I find parking space near my house without any difficulties.

Also I don't think that proposed MC parking zone would make more parking spaces for residents. Even if residents need to pay for permits they don't have any guaranties that they will have that parking space for 100 %.

I don't see any reason to pay for the service if I don't have any proof that I will have this service.

My suggestion:

1. Consider making more parking spaces for residents underground or up-ground parking;
2. Mark each parking space via flat number, so every flat will have there own parking space and they will pay for that parking space, if they need the parking space.
3. If 100 % guarantee that you will have parking space and you know what are you paying for then the 100 % satisfaction guarantee from residents.



**62. Resident, Fawcett Road**

Generally, as this is a residential area the people parking around here live here so I don't see that it would make a difference. With the ever increasing rate of inflation, this would be just another expense that I could really do without.

**63. 2 Residents, Fawcett Road**

I wish to object to the proposed parking zone on behalf of the 2 residents here. This neighbourhood was previously a permit zone and the parking situation did not improve. Since your plan involves charging residents for permits, those of us who live here will have to pay and the parking will remain an alleged problem. Personally I have no problem finding a space within a reasonable distance of my home. I do object to the idea of being forced to pay to do so.

**64. Resident, Fawcett Road**

I am emailing to object the proposal of parking zone in the bramble area for a number of reasons.

My first reason being that I live in a HMO with multiple cars being owned at this address. Each resident of this house works and we all require a car to commute to our place of work.

Myself and another of my house mates both work in different areas each day as we offer a locum nursing business and would not be able to work if we didn't have a car in order to get to each practice. The reason I draw your attention to this is because there is a limit to the amount of residents permits available and we would exceed this limit and potentially not be provided with a permit each.

This brings me onto my next point of the expense of the permits. We would at minimum require 3 permits and this would cost us £240 each, due to the increase in cost of multiple permits. However, as I live in a HMO one or potentially 2 of us would not be granted a permit and be forced to park further away from our house.

This leads me to to raise another point that we have never struggled to find a parking space within a minute of our house at ANY time of day. By having permit parking and being forced to park away from the house I believe you are potentially putting residents a risk and in danger.

A short while ago one of my housemates was attacked and mugged a knife point just outside the area you have marked as the boundary for the parking permit. I believe by forcing residents to have to park further from their homes you are creating opportunity for people to be put at risk.

I finish work at different times of the day and it is not unusual for me to not get home until after 9pm, as I am sure this can be the case for some of the other residents in the area, if I had to park outside of this area I feel I would be being deliberately put in a vulnerable position due to your decisions to enforce parking permits.

I hope you can understand and appreciate from our view how this would make life difficult for us and the many other HMO in this area.

I believe if you were to monitor this area you would see that parking is not usually a problem.

Thank you for your response. I do understand that there are positives for having a parking permit in place. I am concerned, however, that there will not be enough permits issued.



I live in a HMO and currently there are 3 cars at this address and with the arrival of a new resident there will be 4. I appreciate that you hope the parking permit will trigger residents to think before owning multiple cars but this wouldn't work for the many HMO in this area. We all require a car for work, and as I stated before, we work in different areas everyday. I would not be able to share a car with someone and some locations I work are not easily accessible by public transport, not to mention very costly.

I only ask that this is taken into consideration as just the proposal has already caused angst and stress among the household as we are aware, if this goes ahead, someone will potentially be left without a permit and with less and less permit free parking we are unsure where that person or persons would park and how many other residents who also haven't been given enough permits will be trying to park in these areas too?

Not to mention the impact this then has on those residents in that area.

**65. Resident, Fawcett Road**

. I strongly disagree with the proposed permit for a number of reasons and believe that this is just another way for the council to make money off of the people that live in this city.

I live in a shared house and we currently have a couple with one car, one single occupant with another car and I myself also have a car. Although it can at times take a while to find a parking spot I can usually park right outside my house if not no more than 5 minutes away. I am confused at why you would need to add permit parking to a road that is in my opinion clearly a residential area with around 90% of the cars parked in the area belonging to the residents.

I am aware that a majority of the houses in the area are house shares whether that is students or professionals and I think it is wrong to expect us to pay for not only one permit but two or three? Living costs are so expensive in this day and age and to add an expensive permit to that just so I can park outside my own house is absurd. As I also mentioned before we have three cars and so will not be guaranteed a second or even a third permit, What would you suggest we do in this instance. It is imperative we all have cars as we need them to get to work.

Lastly we are a house of female residents and if we cannot afford your parking permit we will be forced to park further away from where we live, resulting in walking home in the dark. Only a few weeks ago one of our household was beaten up and mugged at knife point only 10 minute walk away from where I live; After this incident I feel less safe walking around after dark in Southsea and would like to be able to park my car as close to my house as possible.

I really hope you will take my points into account when considering the enforcement of this parking permit.

**66. Business, Francis Avenue**

I wish to register my objections to this proposed parking scheme MC zone. This is just another stealth tax by Portsmouth City Council to raise money instead of sorting the problem out. If you took a look at the roads in question at present when the University students are not here there are plenty of spaces. It is the student population with cars that needs addressing and managing better with regards to bringing their cars into the city & leaving them parked for weeks on end., not trying to fleece the already council tax paying Portsmouth public.

**67. Business, Francis Avenue**

I wish to register my objections to the parking scheme MC Zone. This is just another stealth tax to raise more money without actually dealing with the problem. If you took the



trouble to check the roads in area mentioned when the student population are not here you would see for yourself there is plenty of parking spaces. It is the university students that need better managing with regards to bringing their cars into the city & leaving them parked for weeks on end.

**68. Business, Francis Avenue**

I wish to register my objections to the parking scheme MC Zone. This is just another stealth tax from Portsmouth City Council to raise more money without actually dealing with the problem. If you took the trouble to check the roads in area mentioned when the student population are not here you would see for yourself there is plenty of parking spaces. It is the university students that need better managing with regards to bringing their cars into the city & leaving them parked for weeks on end.

**69. Resident, Francis Avenue**

Since moving into a house earlier last year, we have received numerous letters and flyers on the above subject. Sadly, we can now see that this has reached an actual decision stage.

Here are our considered comments:

One of the key reasons for purchasing this house as our home, was that there were no parking zones or restrictions of any kind in the surrounding area. This was a 'deal breaker' on numerous other properties within Southsea.

If I am reading letter 1. correctly, the proposed restrictions are to be enforced between 5pm-7pm - with no mention of the days of the week or Bank holidays; that the proposed restrictions will apply? So, assuming everyday.

We were fully aware of the proximity of our home to Portsmouth Football Club and the likely increase in parking issues on both a Saturday afternoon and an evening in the week - during the football season. I would say that parking is at its worst, during these periods (i.e the match). Unfortunately, your proposal will do absolutely nothing to help alleviate these parking peak periods. On a Saturday, football fans are returning to their cars around 5pm; and all mid-week matches start at 7:45pm; thus avoiding your enforcement periods! Since moving here, I have occasionally had to park in an adjacent road, and only on a couple of occasions has to park a few minutes walk away from home - e.g. once I parked outside the Northcote Hotel - a 3 minute walk to home. My partner has had no issues at all with parking near our home.

We have no issue with the current parking arrangements and would be most upset if they were to change. In our view you are trying to fix things that are not broken! It is as if you are just planning, on making money; and not actually helping with any parking issues, real or otherwise.

So, in the spirit of not just shooting your plans down in flames; but actually trying to help with the parking situation..... What you could be doing:

- Since moving to Francis Avenue, from Highland Road (also in Southsea); we have noticed numerous large vans / small lorries have been parked for months at a time, without moving, eventually with their insurance and/or MOT and/or Road Tax expiring (yes we have checked). Then weeks or months later finally disappearing - reason(s) unknown. Do you really think adding parking tickets to the list of offences; is going to help with the vehicles being dumped on the public highway? Remove these vehicles as an when they are committing an offence.
- Assisting the police in enforcing the 20 mph speed limit in Francis Avenue. Not with bumps, changes of priority or any other really confusing road stuff - that, never ever works.



**70. Resident, Francis Avenue**

i) the area has been a residents parking zone in the past and it was not successful, it made no difference at all to our ability to park in the area.  
ii) the scheme will lead to displacement and cause difficulties in nearby roads not in the scheme.  
iii) we are fed up being used as pawns in the game playing of the political parties.  
iv) we've been asked for our views on numerous occasions and were promised a city wide review of parking which has not happened.  
v) it was hoped that the councillors may have tried "thinking outside the box" instead of reintroducing a proven failed solution.  
E.g.Negotiations with local businesses and institutions to use their resources over night (and during the day).  
Being firmer with the University about solving the issue of students bringing their cars into the city, other cities managed to do it..

**71. Resident, Francis Avenue**

There has been no public consultation about this. We have lived here for nearly 2 years & I have always been able to park my car either outside or nearby my home for free. Why should I now have to pay £30 a year for a scheme which doesn't give me anything extra.

**72. Resident, Francis Avenue**

The idea that we as residence are expected to pay the full price of a yearly parking permit for only a two hour window of parking is ludicrous and only helps those who work regular 9-5 jobs.  
The main issue with parking in our street and the surrounding streets are students, who continually bring their vehicles into the city at the beginning of the term and then never move them until they leave at the end of the year.  
We have had no problem with parking at any time, day or night from the end of May when the students left until now.

**73. Resident, Francis Avenue**

1. People who do not buy a permit will park outside the restricted area, causing a problem in roads such as Inglis Road, Percy Road and the top end of Francis Avenue.  
Since all parking zone restrictions were lifted in this area, parking has been much improved and although I do sometimes have to drive around looking for a space when I come home late, I can usually find one within easy walking distance.  
2. A 2 hour restriction will not help residents such as myself who regularly come home later than 7pm. It needs to be overnight to have any real effect, although that would have a negative impact on local businesses and users of the church hall.  
3. I object to paying for a permit, when I already pay a road tax which allows me to park on the highway.

**74. Resident, Francis Avenue**

We wish to object to the introduction of parking permits proposed for the MC zone. The reasons are as follows:  
As we only have one car at our address we object to having to pay £30 to park in our street especially as there are no guarantees that we would be able to park in the street.  
As you are not going to issue paper permits we take it that there is no way that residents



can check vehicles in their street. How will we know if they are eligible to park there and what can we do about it?

You say the records will be electronically registered which appears to suggest the PA will have to check every vehicle registration electronically - so does this mean they will be walking up and down the street every day checking each car individually?

If we have our family stay over for a week this means we will have to pay another £14.70 on top of what we have already paid for our permit.

What happens to the garages in this area that constantly leave cars parked out on the road for many days at a time. Will this stop them parking on the roads to free up more parking for the residents.

Unless you are prepared to police this properly the scheme will not work as people will gamble on not being fined.

**75. Resident, Francis Avenue**

I do not agree with Parking Zones, this will only drive vehicles on to other roads.

**76. Resident, Francis Avenue**

I live in a city and do not expect to be able to park easily.

I do not believe I should have to pay for a permit to park near my home..

I do not believe a visitor should have to pay to to park near my home.

I would like you to look at the on street parking used by local garages in Delamare Road and at the north of Francis Avenue.

**77. Resident, Francis Avenue**

I do not believe that a parking zone is necessary in this area.

**78. Resident, Francis Avenue**

I Oppose this residents parking zone , this was tried before and didn't work out, what makes the council think it will work this time .

The problem is students being able to bring cars in into city

There is plenty of public transport provided by portsmouth Uni I think if they study here then they shouldn't be able to bring cars into city.

I honestly do not think this new parking scheme, will improve the situation

It will just make other areas even worse than they already are

ABSOLUTELY NO And who will police it

**79. Resident, Francis Avenue**

I would like to object the current proposal for the parking zone MC. I am a student and would struggle to pay for parking permits on top of all of the other university expenses. The new proposals would make it very hard to return home as I would have to park my car far away from where I live in Francis Avenue. I also believe that the current proposal could cause problems and make parking harder in other areas in Portsmouth. I regularly need the car to commute to and from work which is based back at home and it would be an extreme inconvenience to register my car to this Portsmouth address.

**80. Resident, Francis Avenue**

I would like to submit an objection to the implementation of parking zone MC due to its disregard for student requirements. This will leave very limited space for any parking in the area without a permit.

**81. Resident, Francis Avenue**

I strongly object to paying £30 for a scheme that is unlikely to benefit me at all. Didn't work last time, won't now.





**82. Resident, Francis Avenue**

The plan is for the scheme to operate between the hours of 5 and 7pm - this is not a time where there is a problem with parking in the area! In all honesty I have lived in the area for 19 years and have not had an issue with parking - yes sometimes we need to park in another road, but this goes with the territory of living in Southsea. The problem is worse in the late evenings after 8pm, so having the scheme operating from 5-7pm is a waste of time. Also are you going to have traffic patrols in the area between these times to catch those parking without a permit? How often is the area going to be patrolled?

This scheme was introduced a while ago and had absolutely NO IMPACT on the parking issue and was withdrawn - I cannot see how anything significant has changed in the past few years, apart from an apparent drive to make more money.

Can you inform me what the revenue from the parking permits will be spent on - partols? I think the cost of the first parking permit should be free - as it was when the scheme was introduced the last time.

Toi me this is just another money making scheme that will have no impact on the perceived parking issues in the area

**83. Resident, Francis Avenue**

Since the existing RPS in our area was abolished by the previous Council, my wife and I have not found it any more difficult to find a parking space than we did when the previous RPS was in force. There have, of course, been occasions when we have had difficulty parking (within 4 blocks either side of our residence), but these have been rare occurrences, and have happened at various times of the day, and are to be expected. Any proposed RPS would not have made any difference in the slightest. Really, this scheme is not needed, and will not improve on something which already works.

'The restriction of MC Permit Holders Only between 5pm - 7pm to improve parking opportunities for residents when parking demand is highest'. Would you expand on this please? What 'parking demand' is this and why 5pm - 7pm? We have found from experience that the highest demands have been when parents pick up their children from the local school (2.45pm - 3.15pm), when the university students return from their holidays (all hours), and when Portsmouth FC play at home (anywhere from 11am - 2pm Saturdays). Is the 5pm - 7pm proposal Mon-Fri only, or to be enforced 7 days a week? Which group of Resident Permit Holders is this scheme supposed to benefit? Is it the 9-5 workers? If so, what about others who work night shifts, split shifts, or any other varied shifts. What about them? I would suggest that if this proposal was to benefit the residents as a whole, consideration should be given to a 4pm - 8am restriction. This would cause or have minimal effect on local businesses.

With regard to the scheme and its proposed costs, how can you honestly justify £30 a year for a 2hr 'window of opportunity'? And that is just for the first vehicle. I am sorry to say this, but I believe this 'scheme' of yours to be blatant case of revenue raising by a 'cash-strapped' Council, and nothing more. It is certainly not designed to help residents in any way or form. I can also see that if this RPS is introduced it will give Council carte blanche to increase charges whenever Council deems it 'necessary'.

In a nutshell, this proposed RPS is neither needed or wanted.

**84. Resident, Graham Road**

I am writing to lodge my concerns regarding the proposed permit parking scheme planned for the above areas. As an employee in Albert Road I have no alternative than to park in the roads around the office. We already suffer from a lack of parking in the vicinity and this is exacerbated during term time as students often leave their cars (sometimes multiple per



property) for long periods without moving them. As a business which has been established in this same location for more than 45 years the proposed cost of permits is prohibitive. With multiple members of staff requiring permits this will effectively add another layer of "tax" onto a small business during an unsettled economic climate. We are already facing many uncertainties with Brexit and this proposed scheme adds more burden on finances. Albert Road, like many in Portsmouth, already struggles to attract visitors to the many businesses located here which rely on this trade. With limited parking facilities already, this scheme will further alienate those visitors who will now feel pressured into not outstaying their allocated time.

If this scheme goes ahead I would urge you to consider the cost implications on already struggling businesses and offer a more realistic structure for those requiring more than two permits.

**85. Resident, Grenville Road**

We object to the proposed parking scheme on the following grounds:

- 1) A previous scheme about five years ago proved not to work as it just moved the parking issues to places outside the zone.
- 2) We see the scheme as particularly unfair as we are full rate payers but do not have our vehicles registered to our Portsmouth address, so will not qualify under the advertised conditions
- 3) We only want to park ONE car, outside our house, but you are proposing allowing at least two cars to park per household , where the available space per house is only one car's width, due to the terraced nature of the housing stock.
- 4) This is just a stealth tax!

**86. Resident, Grenville Road**

My partner and I are in the process of purchasing a property and when we last visited the property we noticed the sign up regarding the permit parking and I just had a couple of questions.

On the few times we have been to the area we have never struggled for parking there. The vendors selling the property said that a permit parking was attempted to be installed a few years ago but this didn't seem to stick. They also confirmed they have never had any problems parking there since 2003 in which they owned the property and rented out to students as the area is a cul-de-sac and therefore not as busy with other cars being parked in the area. We would probably side against this being installed, but of course we don't own the property yet so I understand that this may not be able to be counted within the survey.

If this was to pass, we would also like to confirm our interest in having a residential parking permit for 1 car, so that can be used within the bays - I believe this is £30/year?

If there is anything else we should know please do let me know in your response.

**87. Resident, Grenville Road**

With reference to the leaflet pushed through my door this weekend, I note that in the Q&A about the 5-7pm slot for MC you state that "once the zone is in place, it can be reviewed and the times amended if it is not achieving its purpose". This seems to me to be an open cheque book for you to do whatever you like once we thought we had agreed the 5-7pm slot. Following on from that point, Pam Turton, Councillor Luke Stubbs and I had a chat after the last meeting (which Ben Dowling chaired) and she categorically stated that the restriction times between MB and MC zones would be "staggered" for permit holders. Now, it seems that this is not the case. They do, according to the street notices, OVERLAP



by one hour each day. Between 5-6pm each day only permit holders (or those residents who purchase scratch cards for their visitors) can park in the whole of the vast area covered by these two zones between 5-6pm. Why has this overlap been allowed to happen when "staggering" was promised? MB could have, say, a 7-9 AM prohibition in order to prevent commuters from parking cars there all day, and it would not affect shop opening times or residents' visitors either. This would be a much better idea and still give MB residents priority parking at the end of their working days.

Let's just suppose for a moment that the MB prohibition time of two hours per day, whenever that might be, is successful at giving the residents in the MB Zone better access to parking in their own area. In this case, there would be no displacement parking in streets surrounding the MB Zone. Therefore, there would be no need to have an MC Zone in existence, would there? So, the question which arises from this is, are you just automatically bringing back the MC Zone because you can do so? As if MC is joined at the hip with the MB Zone? If so, this is very bad practice and makes no sense whatsoever, when the spending of our taxes should be limited to absolute essentials. MC, now bigger than before, may not be needed at all. This has not been thought through logically by this council.

The only thing that is good about this "revival" is that you have taken note of the advantage of having shorter prohibition times for parking. It benefits your enforcement staff and residents alike. I hope you apply this across the city, because the draconian 22-hour prohibition times severely hurt residents and businesses alike. Residents living alone have become isolated by these schemes, especially if they don't have their own transport.

**88. Resident, Harold Road**

I do not agree with the proposed restrictions and fees for parking restrictions in the above zone. I have not been asked if I would support this proposal and definitely do not. The proposed fees are exorbitant and unjust to park in our own streets, we already pay road taxes. Those of us who work can not all work in the same area so cannot share cars! Some of us have to travel long distances to our place of work and cannot cycle or bus and most of us cannot afford trains! Those of us who are retired have worked all our lives to be in a position to have a car to enjoy our leisure preferences and should not be penalised. So the point is WE DO OBJECT

**89. Resident, Harold Road**

We have already had this parking zone introduced, and scrapped a few years ago. The reason I object is that I feel the hours of 5pm-7pm are not long enough for us to benefit from the restriction.

The amount of cars and vans that park in the road is at its worst during business hours and after 7pm. This rises when the local club, the wedge wood rooms have a band night on.

I would support the zone being introduced 24 hours a day/7 days a week. Considering that I will have to purchase 2 permits, as I have access to 2 cars provided by my employer, I would rather have to pay the proposed fee for 24 hours a day-not 2!

If this proposal gets granted, please consider having the zone a 24 hour zone-not a 2 hour zone.

**90. Resident, Harold Road**

I am objecting to the proposal for permits in and around Harold road.

There is sufficient parking already here, aswell as houses with 3+ cars in them.



91. **Resident, Harold Road**

I am objecting to the proposal for permits in and around Harold Road.  
There is sufficient parking already here, as well as houses with 3+ car in them

92. **Resident, Harold Road**

I just discovered your plan of parking permit for Harold Road and around. I object to this proposal. I have never had an issue to park and some houses have more than 2 cars.

93. **Resident, Harold Road**

I am writing to object to the proposed introduction of the residents parking zone in the Bramble Road area.

My understanding is that in the Council Meeting on 26th November 2015 the suspension of MB and MC zones was made permanent, meaning that the parking zones were not reinstated.

I am not aware of any subsequent consultation, but, in the Planning Committee Meeting on 31st July 2018, it was decided that the schemes should be reintroduced.

Apparently, some people had said to ward councillors that they thought the zones should be brought back.

It appears that, with the current administration, democracy no longer exists, but edicts will be issued and residents can only obey.

The scheme did not work last time:-

The brief time in the 24hr period when drivers without permits were not allowed to park was circumvented by the drivers sitting in their cars using their phones or laptops until the period was over.

Otherwise drivers just moved their cars to adjacent streets.

The charge for 12 or 24 hours guest tickets are ridiculous when it is permissible to park for free for 22 out of every 24 hours.

Who would ever need a 24 hour permit?

It is clear that this is a tax on car drivers and the real purpose of the zones is to raise money for the council.

The cost to residents is going to increase year on year, by whatever the council thinks it can get away with, which is disgraceful and unfair.

The worst aspect of all of this is it is going to cost and there will be no benefit to the residents.

When the original scheme was first introduced I was against it, but a number of my neighbours, mistakenly thinking that parking outside their own homes would be reserved for them, were in favour of the scheme.

I have yet to speak to a neighbour in favour of this scheme.

94. **Resident, Harold Road**

My main concern is the fact that I live in a shared house with 4 other residents of whom I did not know prior to moving in, and myself and 2 of the others own cars. Now for a house to have 3 car permits (subject to approval) the total cost would be in excess of £700 which I can understand is to deter households from owning 3 cars. However it seems highly unfair to penalise a shared house in this way as it is not as feasible to all share one/two cars as we are not a family, and the main reasons for having individual cars is to travel to our places of work, all of which are different.

So that would leave no option but to force one of us to sell/move their car elsewhere and find alternative ways to travel around, which doesn't seem remotely fair. If needs must,



there is no issue with having to pay for the permit, but it's the fact that there is no guarantee of getting three permits, which doesn't seem practical for shared houses. If it did come to paying for the permits however, we would not likely be renewing our tenancy in the area, which would see us moving out in August, so would only have a permit from January to August. Would there be any possible way of only buying a 7 month permit to make this feasible? Otherwise we are losing an awfully large sum of money. If the answer to the above is no, that brings me on to what may then be a more suitable option for us, which is to buy visitor permits for the duration of the restricted parking times.

**95. Resident, Havelock Road**

I would like to object to the proposed residents parking zone in my road for following reasons- Waste of councils time and money for signage , administration etc .

We had it before and it made no difference .

It displaces the parking problem to the next area - which is when we had a problem when it was introduced in Stansted rd which is behind us .

I object on principle for having to pay to park in my road and yet not be guaranteed a space . Parking is a problem all over the city and until we improve public transport and make it safer for cyclists it will remain.

I would like to ban all parking restrictions in the city ( apart from near Fratton Park on match days) to encourage more visitors etc

**96. Resident, Havelock Road**

1. Currently, with both MB and MC parking zones in abeyance, the parking in the proposed Bramble Road area seems to sort itself out without too much difficulty. I therefore question the cost a) of this proposal exercise, and b) the ongoing costs should the zones be re-instated. I understand that local authorities are not allowed by law to make a profit from any parking schemes, but is this proposal likely to result in a loss to the authority? If so, how can this be justified when so many more important front line services are having to make cuts year on year?

2. I object to the charges proposed for the scheme. Why should I have to pay to park in the area where I live? This is a totally unwarranted additional tax which can only encourage parking outside other people's homes.

3. Please can I make a plea for the 'Keep it Simple' Rule: the re-introduction of these two zones will mean extra expense, additional hassle with buying permits for our visitors, worry about over-staying, and potential overspill into neighbouring areas which are not currently zoned, thereby causing inconvenience for other residents.

Please abandon the obsession with this proposal, and focus on more important issues such as improving the air quality around Portsmouth's streets by reducing vehicle use in the city.

**97. Resident, Havelock Road**

I wish to object to the proposal.

1. Previously some Members stated that an overall strategic approach to the parking problems on the Island should be carried out. I think this an overriding task which should be instigated before any further measures are taken. In the case of the proposed MC (and MB) zone this is likely to lead to displacement into the area south of Campbell Road to Albert Road. This apart from being a frustration to those residents will impact negatively on parking for The Kings Theatre audience.

2. The previous implementation of MC was at no charge for the first car. The current proposal of a 30 pounds charge for what in effect amounts to a maximum of 2 hours



parking is iniquitous.

3. Many residents in any zone may not arrive home till 7pm, the end of the proposed parking period in zone MC. This will lead to the same difficulties currently experienced ie a free for all which the proposals are claimed to obviate.

4. I think many residents assume, or hope, that a permit will guarantee a parking spot, even if not outside or very close to the home address. This is not the case of course. I would like to know if any projections have been done which set the number of households with at least one vehicle against the number of parking places in the zone.

5. Many households are likely to contain more than one vehicle user. The charge of more than three times that for a first vehicle is outrageous.

6. What is the penalty for not having a valid permit ? My understanding is that local authorities are entitled to raise income from parking fines to help fund or subsidise general income.

7. It seems not feasible that staff will be able to carry out sufficient surveillance of transgressors. The number of personnel required would be unrealistically high in order to impact effectively, in terms of scope and frequency. As a matter of interest within the Freedom of Information legislation I would like to know the annual cost to the Council of policing the scheme MC, the scheme MB, and the schemes across the Council area.

Please note that point number 6 should read as follows

\* What is the penalty for not having a valid permit ? My understanding is that local authorities are NOT entitled to raise income FROM parking fines to help fund or subsidise general income.

**98. Resident, Henley Road**

Please put us down as a big NO to residents parking.

With already paying a £1200+ council tax bill and car tax and running costs, another stealth tax is the last thing struggling families need, which is only ever going to increase. Perhaps if the council really had the residents welfare at heart, they might introduce it cost free, until then please register our vote as an objection.

**99. Resident, Henley Road**

We are totally incensed with the proposal to turn our area into a parking zone. It is no more than another money making exercise by the council. The whole city is suffering because of these Zones, it just moves misery into another area, and still the sea front where no one lives is mainly empty of parking, again because of these zones. In general we don't have any problems. The amount of money you are going to demand will be a big problem financially for a lot of people in this area, especially when it is not necessary. Parking Zones are a major problem not only to the residents but also for the businesses in our city, it is becoming increasingly unpleasant to live here in Portsmouth. Please think about what you are doing. We are very unhappy about this proposal

**100. Resident, Henley Road**

I'm emailing today regarding the proposed plan to parking permits down Henley Road.

I live with my family and therefore within the household have 3 cars. Mine being the third. I'm a student Midwife. I work long 13 hour shifts leaving the house at just before 7am and not returning until just after 9pm. Alongside this I also work night shifts, both split and long. Therefore, often may return home at 2/3am.

As a student Midwife, working full time hours, I do not get paid. I work a lot, for no money as it's my training and rely heavily on support from my parents.. although I do not want to.



Proposing a parking zone is something I feel extremely strongly against. Not only does it state on the letter that there's still no guarantee for a parking space if the permits are enforced, it also states that for a third vehicle it will cost £590!

To propose a parking zone whereby there's no guaranteed parking space fills me with stress. At 9pm on a cold, dark, winter day I absolutely do not want to be parking miles away and having to walk alone in the dark.

Along with this, being a student, please tell me how you expect me to afford £590 a year? It is absolutely ridiculous. I need my car to get to work yet may not be able to afford to have my car if you bring out permits as there's no way I can scrape together that kind of money, in turn this jeopardises my potential career.

Please think long and hard about the parking zones, as I for one will lose sleep over the worry about where I will park or what I will do without a car or having to park miles away in a road that doesn't have a permit.

**101. Resident, Henley Road**

As far as I am aware none of the residents of Henley road are in support of a parking permit system.

**102. Resident, Henley Road**

My household has two cars so would be expected to pay £130 pounds a year as well as the current road tax charge. Why do I have to pay for the permits when I already pay road tax? There's approximately a thousand homes in this area (a wild guess probably more) so you will be raising a substantial amount of money, can you tell me what this will be used for. Not long ago a similar scheme was in place in this area but not so widely covered and was scrapped because it is let's be honest a ludicrous idea. You expect me to pay £130 a year to park in my road for 2 hours a day. As you can probably tell I'm very much against this proposal. Making hard working families to pay to park in their own street is basically a stealth tax.

**103. Resident, Henley Road**

How about you're going to stop charging people for parking outside their own homes?

Thank you for your reply. I still believe that residents shouldn't be charged for permits to park outside of their homes. I personally very rarely, almost not at all, experience trouble with finding a parking space on Henley Rd or roads near by. If there is a problem with parking for the residents then why not give them permits for free? I am very curious what kind of service (which you have mentioned in your email) the council is providing for this £30 per permit?

**104. Resident, Henley Road**

I am totally against having to pay for permits and do not want it as a residents parking zone. It does not guarantee me a space outside my house and I work shifts. If I can't park in my road it would mean parking in another road. I am not wanting to pay the extortionate cost for a 3rd car. There are families with 3 cars and this is costly. Having permits is not a bonus for residents it's money in the pockets of the council.

I am strongly against this and so are many residents in my road.

We don't have any issues at present so why try and do this when there is no issue.

Looks like the council want to make easy money out of people that can't afford this.

**105. Resident, Henley Road**

I am writing in opposition to the planned charging of residents for owning and keeping a



car in the street in which they live.

Reasons as follows

1. Clearly a money making scam for the local authority to increase their revenue.
2. We residents that live in Henley Road do not have a problem with parking

**106. Resident, Heyward Road and Jubilee Road**

I have houses in Heyward rd and Jubilee road.

I am utterly opposed to new parking restrictions for these roads

**107. Resident, Heyward Road**

I do not think that the parking restriction proposed between 5pm and 7pm for Heyward Road is warranted as it was not the last time it was tried. Please register my No vote.

**108. Resident, Heyward Road**

I have read the proposed parking zone details for the Bramble road area and I am totally opposed to it. I can't see any benefit to me or others.

We are not near the sea or main shops or attractions that would cause people to park for any length of time. I have lived here with no real problems.

You are not increasing the parking and anyone who is not a resident would regularly park here over night.

The only change I can see is I would have a charge.

It would also be a problem for anyone visiting me (a limited time or a payment)

As all payment is on line I would then incur an extra charge, one I would not like to ask my visitors for.

If everywhere is a Zone then what happens if you can't park in your allotted area? Where do you leave your car overnight?

I understand the council is looking to get revenue but it seems to me this is the only reason for the Zone system. I would like to know of any other benefits there would be.

I have a dropped curb and a drive but because the white lines have faded cars do park in front of my drive.

I would appreciate it if they could be re-painted to make it clear for people.

**109. Resident, Holland Road**

After having received a few letters and signs about your 'proposed parking zone' I have come to the conclusion even more so that you are all money grabbing bastards. You bleed us dry for everything as it is, and now you want us to pay to park outside our house? We don't pay road taxes for nothing do we? Or council taxes to live in a building on the road do we? Is that still not enough money for you from each and every person from Portsmouth? There will be NO more parking than there already is?! Is this some kind of a wind up?

Unless you are going to be knocking down some of our houses to build a car park what on earth are you trying to get us to pay for?!? A sticker to put on our car to say we have a parking permit?!?! That will then no doubt increase in price every year too!!

This is another cruel way to take more money from us than you are doing so already. I can vouch for most people who are working class in Portsmouth and tell you that we don't have any spare money left at the month as it is!! And you wish to take the bread out of our mouths yet again. It's disgusting!!!! At least think of a better disguise to take our money than a parking permit with no added parking.

I'm not going to roll over and put my hand in my pocket for you any more than I already do for absolutely no benefit to myself at all.

I would love to see more parking in Portsmouth and if this was going to fund that then





maybe that would be slightly more understandable. Or unless you are thinking of an incredibly smart way of giving us our own private space outside our house that no one else can park in?

If there is a way of sending this to the group of greedy people that 'proposed this plan' then perhaps you could just pop this email across to them to let them know how we have no money left for them to take unfortunately, especially when they want to do nothing with but give us a sticker to park outside our house with no extra parking!!!!

My decision is clearly a massive no.

I have not got £30 to give to the council. And I won't be paying. It's a bloody joke!!!!

Due to your pathetic lack of parking I have now received a parking fine! As getting back from a night shift at 3am in the morning I did not want to walk 20 Mins down the road to my house in this area on my own being a female. So the only place to park ANYWHERE nearby was double yellows down my road Holland road in southsea. Yet again you NEED to create more parking for residents or get painted lines for car parking spaces so that more cars can fit down the road!!!!!!!

**110. Resident, Jessie Road**

I am emailing you to put forward my objection to parking permits. This is due to the fact that I am only able to use one zone with that permit as opposed to all across Portsmouth. I feel that there are enough places with permits and that including more roads to be paid for isn't appropriate.

**111. Resident, Jessie Road**

May I take this opportunity to object to the parking residents zone. I've lived here for many years, and know the area very well. This proposal doesn't conform parking, if the zone is fully parked, I would have to move the car to another zone! That would result in a parking fine.

I often borrow a car, and this would cause problems. I have an elderly mother and if something like Victorious is on, I'd rather not rely on taxis, just in case it doesn't turn up, or I can't get through to the taxi firm.

Having visitors would be awkward, I have family coming and going, I don't want them to feel that they can't come. Family are very important to me.

Thank you for taking the time to read this, I believe the permits are too costly, and not that easy to get a hold of them, as parking outside of the city council is costly too.

**112. Resident, Jessie Road**

We own a property in Jessie Road which falls to be included under the above scheme. Your letter gives no valid reasons for the implementation of this and we fail to see that it will serve any purpose other than to raise revenue for the council.

This is a residential area with limited local shops who tend to close at/around 5.00pm and our experience is that virtually all parking is by local residents during the hours stated and not people on shopping trips etc.

**113. Resident, Jessie Road**

I do not feel that a 2 hour restriction between 5pm and 7pm will alleviate parking issues. Furthermore I do not feel that there are parking issues in this area between these times, only on match days when PFC are playing at home.

The permit prices to park for a 2 hour slot are excessive which raises questions into the intentions of this proposal. £30 for the first permit is acceptable but £100 for a second

permit for 2 hours per day is excessive, especially considering that a large number of households on my road are composed of working couples who require 2 cars. I can understand how a third car would warrant such a large increase as this in itself is excessive but modern life demands that the majority of couples need 2 cars to maintain their working commitments.

I feel that this proposal appears to be more within the financial interests of Portsmouth City Council than the interests of the residents and because of this I firmly object to your proposal.

If the MC area was made a permit zone for a longer duration than proposed and the price was reduced significantly for a second car I would accept. These measures would make for a more reasonable proposal than the one provided and may alleviate some parking issues. However, your current proposal is one which provides little alleviation of parking issues for maximum financial gain at the expense of residents.

This is not the first time that Portsmouth City Council has attempted to impose a parking zone in this area and the reasons for these attempts have not been consistent, which also leads to speculations about the true intent of this proposal.

I believe that a more considered approach to proposals, where residents are involved within decision making processes that extends beyond just providing written comments would demonstrate Portsmouth City Council's commitment to improving life for its residents, and provide the personal touch that is required to develop a trusting and respectful relationship between the two. I feel that a community meeting or forum would provide a much more effective platform for alleviating problems and providing mutually acceptable solutions.

**114. Resident, Jessie Road**

I'd like to object to the parking permit system. I am taking my driving test in October. The parking permit will be too expensive.

**115. Resident, Jessie Road**

In regard to the recent proposed MC residents parking zone I am emailing to strongly object to these plans.

Unfortunately, when the last MC parking zone was implemented Jessie Road was excluded from the zone. This resulted in numerous vehicles being abandoned on our road for weeks at a time thus making parking for myself impossible on return from work.

Interestingly, as a resident I believe that parking has been better on my road and surrounding areas since the parking restriction has not been in effect. On the other hand, I am pleased to see Jessie Road has been included in the new plans but I am concerned whether we will get missed out again when this proposed residents parking zone comes up for discussion.

Secondly, the cost of this parking zone for us residents is ridiculous. These parking zones are something that we are subjected to whether we want them or not; making us pay £30 for a permit is unacceptable. If you believe that these parking permits are necessary (which they are not) then the first permit must be free, the second permit £30, £100 for a third car etc.

Finally, the Liberal Democrats stating in their campaign for Portsmouth Council that they would be fighting to bring back these parking permits was the sole reason nobody in my household voted for this party. These parking permits are not required. They cause more trouble for residents parking and are an utter waste of our money.



**116. Resident, Jubilee Road**

Whilst we agree that residents parking is a good idea, £130 for two permits on top of our household bills and council tax adds unnecessary pressure on our finances, especially as we have a 9 week old baby.

I appreciate that others in the community would welcome this project, however we would not support this as the permits are too expensive. Additionally, the 5-7pm proposal is pointless in our road as there are always spaces up until around 8/9pm.

Therefore these spaces will still be taken up by residents in other roads and furthermore does not cover Portsmouth FC home games. Which makes the £130 fee for the two permits even more expensive. £130 for two hours a day? I strongly object to this proposal and suggest a new and more objective one (if any) is put in its place.

**117. Resident, Jubilee Road**

I do not believe that the use of permits is required, as there is always room to park. Having to pay for a permit ourselves just to park on our road when we can already park there for free with no problem just does not make sense.

I know that some of my friends that live around the area also share my view on this. Why should we have to pay for a permit to park on our street? Not only this, but the rates are absolutely absurd. How can you charge so much money for the permits. £590 for a third car permit is ludicrous and extortionate. I live with other early professionals so we require our separate cars to drive to work. This permit scheme would cost us all an incredible amount or force us to park streets away from our home, which is just ridiculous.

I really hope you review this idea.

**118. Resident, Jubilee Road**

I write to object to resident parking, not only do the council build too many flats with no parking as Portsmouth is full already. There are too many commercial vans, camper vans parked blocking our roads. Will will just move parking to other roads.

**119. Resident, Jubilee Road**

My view is that the time restriction of 5pm to 7pm is insufficient.

Contrary to the statement in your recent letter the peak demand for parking is not during that period. It is impossible to find a space if you return home later in the evening. A cut-off time on midnight would ensure that the majoring of non-permit holding vehicle do not park in the zone; whereas 7pm will leave a large window where it is likely that non-permit vehicles will be moved into the area taking up space that could be used by residents returning home later that 7pm. Currently a lack of spaces only starts after about 6:30 pm. Also the scheme will cause problem is adjacent roads not in the scheme, just as it did when a similar zone was in previously in place. It is unfair to inflict this problem on other residents. What is required is a scheme for the whole of Southsea not just piecemeal that just moves problems around. All or nothing is the only solution.

**120. Resident, Jubilee Road**

I would like to object the proposal to enforce parking permits in the MC zone.

My reason for this is - we don't have family who live in the city, but visit often. We rely heavily on the support of these visiting family members and they are sometimes required to stay overnight, sometimes for several nights. Permits would add a cost to this making it un-affordable for a young family.

**121. Resident, Jubilee Road**

I am totally against this proposal, I am sure this will still not stop over parking in this area. All you are doing is using this as another way to tax motorists, why don't you get rid of



some double yellow lines where they are not needed. Have you ever thought of stop building more houses so less cars in the city it's not rocket science is it.

**122. Resident, Jubilee Road**

My objection is both on a matter of principle and in terms of personal impact.

I recognise that most of the streets in the proposed zone are almost completely filled with parked vehicles overnight, but there is no pressure during the day. The only affect of introducing the permit scheme may be to displace some evening and overnight parking into adjacent areas, which would be unwelcome there.

Though the council will be making some money from the permit charges, the costs of administration, signage and enforcement together with the inconvenience to visiting family and friends, make this proposal undesirable.

On a personal level I would feel particularly discriminated against. Since inheriting the house, my sister and I have maintained it for weekend and holiday use by all the family, so that there are frequent short term stays, with several different cars. The proposed scheme would not allow, what I would consider to be a fair deal: an annual permit for any one vehicle at a time visiting the address.

Comments on detail of the proposal.

Since nothing is specified, presumably the restriction would apply seven days a week.

The 5pm – 7pm controlled time is sensible: not interfering with day time comings and goings, but trying to ensure spaces when residents are coming home from work. It also enables visitors to time their movements to avoid need for a permit.

The suggested charges for visitor permits are illogical: 12 hour or 24 hour permit would still only cover one evening. A two day option would be more helpful.

If the scheme is introduced, would I be able to buy a number of scratch cards in advance to be available for use by any visitor when required?

**123. Resident, Jubilee Road**

I am writing to complain about the proposed resident parking. We are homeowners on jubilee road. We do not support the introduction of resident permits. We do not have an issue with parking near our house and we do have an issue with having to pay and arrange a permit to park at our own home. I hope there will be a public meeting to further discuss this proposal. Please inform me of the date and time as I feel strongly against the proposed changes.

**124. Business, Jubilee, Delamere and Northcote Roads**

I currently own houses in these streets that are rented out. I do sometimes (and my workmen, agents and Cleaner's) visit the property.

I would like to object for the following reasons:

1. There does not appear to be a particular parking issue in these streets.
2. A parking scheme was introduced a few years ago that created a problem with half the street empty and the other half full. Wherever you put the zone you will create a problem in the next street.
3. It was an unnecessary waste of money for both the council and for me in visitors passes (as well as being a pain to go and purchase them)
- 4 (use the carrot not the stick) spend the money on something helpful for Health and the environment by improving/extending the park and ride and cycle routes that encourage people to cut down on car use.

**125. Business, Jubilee, Delamere and Northcote Roads**

I would like to oppose the new parking zones that would cover Jubilee, Delamere and



Northcote roads

I currently own houses in these streets that are rented out. I do sometimes (and my workmen, agents and Cleaner's) visit the property.

I would like to object for the following reasons:

1. There does not appear to be a particular parking issue in these streets.
2. A parking scheme was introduced a few years ago that created a problem with half the street empty and the other half full. Wherever you put the zone you will create a problem in the next street.
3. It was an unnecessary waste of money for both the council and for me in visitors passes (as well as being a pain to go and purchase them)
- 4 (use the carrot not the stick) spend the money on something helpful for Health and the environment by improving/extending the park and ride and cycle routes that encourage people to cut down on car use.

**126. Resident, Lawrence Road**

I object to the parking schemes being reintroduced to the area because this parking scheme which was stopped in 2014 has already proved that it does not work and only displaces cars into other areas outside of the Residents Parking zones. Having a two hour window between 5-7pm only allowing residents parking in the roads in the zone means that other cars in the area have to be moved for two hours everyday into other local roads not in the parking scheme. Where are non residents and student cars supposed to be moved to for two hours everyday? The last time this same MC parking Zone was in place in 2014, it caused overcrowding of parking within the streets not in the MC zone such as Campbell road, Inglis Road, etc. and caused more parking problems than when the zone was not in place.

The MC zones proposed area has a lot of student housing and the problem with parking is during University term time, when the area becomes over crowded with the extra influx of cars from these student occupied houses, out of university term time the parking in the MC area is good daytime and evening time.

It would be more beneficial for the council to work with Portsmouth University to build a better student bus services and have more free student university busses, to encourage students to use free transport to get around the city and deter them from bringing their cars into the city, like Brighton and Cambridge, especially as Southsea is such a densely populated area, it would free up parking for permanent tax paying residents and would be greener for our city and would proactively help to solve the problem rather than trying to solve a symptom of the problem. The answer is not to bring in a Costly Parking Zone at the further Expense of Permanent Tax paying residents of which the yearly costs for residents for their cars for this scheme is disgustingly expensive (£30 for 1<sup>st</sup> car, £100 for 2<sup>nd</sup> car and £590 a year for a third car permit!) and extra costs for guest permits for family visitors is also an extra expense and doesn't guarantee anyone a space, just creates more chaos with people having to watch their clocks and having to move around their cars and displace park. This is just another money making scheme for the council.

**127. Resident, Lawrence Road**

I am contacting you to voice my concern regarding the notice I have seen posted regarding the proposed introduction of parking permits for this area of Southsea.

As a resident of Southsea I know all too well the difficulty of parking in this area, particularly when students are resident. I often have to drive through several streets in the evening in search of a parking space. If the proposed parking permit area is brought in, as I am not resident in the permit area, I will not be able to park in these streets. Lawrence Road,



which has double yellow lines on one side, fall just outside the permit area. It is going to be very difficult to park in Lawrence Road at all, or any street to the west of the proposed permit area.

I personally would not have an issue paying the permit fee, and wonder why The south end of Lawrence Road is not included in the permit area?

Thank you for your reply but this does not address my concern that parking is going to be more difficult for me as I reside on the west side of Lawrence road where parking will still be a free for all. I will no longer have the option to park my car in the roads East of Lawrence Road

**128. Resident, Lawrence Road**

I'm just writing to object to the proposed re-instatement of the MC parking zone in Southsea. We live on the east side of Lawrence Road (south of Norman Road) and therefore just outside of the current scheme. As an aside, when MC was introduced a few years ago our house was actually just inside so I'm not sure why that has changed? Anyway, my reason for objecting is the 'displacement effect' – i.e. those people without permits living inside the zone who will just park their cars in the surrounding streets that are outside of the scheme. This will cause absolute misery for those in the roads outside the scheme as they are unable to park their cars. It's incredible that I'm having to write in to explain the displacement effect, though, because you already know what it is! It happened last time (it was the reason the MC scheme was halted) and it will happen again – nothing has changed!

The roads immediately behind our house (i.e. to the east) that are included in the scheme (Norman, Harold, Trevor roads) all have a large number of student houses. With potentially multiple cars per property, this is likely to add to the displacement effect. We face the prospect of having lots of empty spaces in those roads but nowhere to park on the southern part of Lawrence Road, just outside of MC.

I have no particular objections to parking schemes – it's just that if you are doing it you have to cover the whole of a larger area bound by more logical 'breaks' at the same time – otherwise it is just totally inequitable. Again, I find it really frustrating that all of this is well known – see an extract from an email from Cllr Ken Ellcome (01/08/14) below.

I cannot understand why you haven't consulted on implementing a scheme that would cover a larger, more sensible geographic area. I saw a map on your website showing areas MD, ME and MF. It's not really clear when these areas will be a considered but if a scheme covering all those areas was introduced at the same time it would make a lot more sense.

Final point, when you do your analysis of the consultation please bear in mind a likely bias. Those inside the scheme (who have received letters and have signs in their roads) are more likely to be in favour than those outside the scheme (no letters/signs to explain that they are about to be hit by the displacement effect). I suspect many in the surrounding roads are blissfully unaware - you'll only get the flood of complaints once the scheme is up and running. For what it's worth, I've been making the points above when I was inside and outside of the scheme.

I really hope you can hold fire on MC and MB until a much wider area can be covered.

**129. Resident, Livingstone Road**

I am not in favour of these plans: they will essentially be a tax on us (we only have one car) - and we will face a charge and a time cost every time we host guests. We are therefore not at all supportive of these proposals. If permits were free to residents for the



first vehicle - and a number of free visitor permits were also given, we would support. We understand the money to regulate the area has to come from somewhere - do how about from those who have upwards of 2 vehicles paying for the right?

**130. Resident, Livingstone Road**

I wish to lodge my objection to the above proposal.

I do not feel this will alleviate the parking problem at all. The problem is simply that there are too many cars in our street and too few spaces. No amount of schemes are going to change this. We had this scheme before and it did not help in any way but was just a way to gather more money for the council. I am a pensioner, I already pay £166.00 per month for council tax and a further £30 a year for garden rubbish removal. To have to pay £30 a year for first permit and £6.30 every time my sister stays for the weekend is I feel a step too far as there is absolutely no provision for anyone on a retirement pension i.e. limited income.

Furthermore more planning has agreed for homes to drop down their kerbs for parking. The problem with this is a further parking space lost as no one can park in front of these houses. Why have these been allowed given the problems we already have?

**131. Resident, Livingstone Road**

We have brought up our family during the decades we have lived here, and at the moment we have 3 cars in our household, (we are reducing to 2 soon)

To cut to the chase, this proposal for 5pm to 7pm (2hours) parking zone, will not solve the parking problems in this area.

In our extensive experience, we can find a spaces to park our cars at that time, the problem time is later in the evening.

Often when returning from going out in the evening on returning 9pm to 11pm it is imposable to park within 2/3 streets of our Road.

Trades vans and other none residents vehicles will just wait for 7.00pm to park. As they do now.

Re Visitor permits confusing £1.10 for 12 hours is that 6 X (2 hours) of parking? And 365 days of £1.10 = £401.50 is cheaper than £590 for 3 permit.

And what is the point of 24 hour permits

**132. Resident, Livingstone Road**

I oppose the parking scheme in zone (MC) because;

I live in a 5 bedroom house with my wife and 2 of my sons who all have cars.

Unlike most of my neighbours we don't have a dropped kerb with an off road parking bay, so would have to have 4 permits costing £1310.00. My wife is a house wife, I am semi retired, my eldest son works part time and goes to college and my middle son travels to Southampton uni everyday. How do you expect us to afford this extra cost which doesn't even guarantee us all a parking space.

The parking in Livingstone Road isn't really that bad if the people with dropped kerbs used there parking bays properly.

**133. Resident, Londesborough Road**

I am writing to you to register my objections to the proposed parking scheme. I see no prospect of any improvement in my ability to park conveniently with the proposed scheme. The only benefit the scheme appears to provide is one of an income stream for the Council

**134. Resident, Londesborough Road**

With regards to the recent letter we have received regarding the proposed parking zones, our thoughts on this matter are that it is entirely unnecessary and completely unreasonable



to ask those members of the community living within this parking zone to begin paying for a space which a) is not guaranteed; which means that you could end up paying for space and not using it because there simply isn't on. B) you are making the parking spaces close to family homes, or elderly residents living in the area more inaccessible for those who really need to park close by to their property and who probably cannot afford to pay extra just to park in a space that they've never had to pay for before. And finally c) we have recently moved into this area and one of our main criteria's was that we had access to FREE parking NEAR to our property that we are paying enough already to live in.

I'm hesitant to add but I believe that many people will disagree strongly with this idea of parking zone. For one I know our address is far enough walk away from the city centre and beach front that most people who aren't only parking in these zones to access the properties wouldn't be parking in the spaces anyway. It's a city so those taking the trains to work are likely close enough to the train stations that it's not them occupying the spaces either. Since we've been here it's obvious that our road in particular Londesborough is most certainly only being used for those occupying these properties and nobody else as almost guaranteed the cars parked outside the house vastly disappear in the usual morning rush hour and then return again at the end of the day.

Please don't enforce a parking zone you are simply causing an inconvenience and a further expense which is really proposing no benefits whatsoever.

Regards,

I do hope that I won't receive anything further suggesting I pay for the space I'm not being guaranteed.

**135. Resident, Londesborough Road**

I have read the proposal for a residents' parking zone and I do understand the reasons this has likely been put forward. From reading the proposal I think I am right in saying the permit will only apply to residents from 1700-1900, is this 7 days a week? Do your visitors have to have a permit no matter what time of day?

I have been brought up in and around Portsmouth and although I have only lived in LONDESBOROUGH ROAD for months I very much intend on staying. Both myself and my partner have always been fully aware that city parking is different and the minority of houses in Southsea do not have garages or driveways. We chose the house we live in now knowing parking was not allocated. We have made sure that we walk and use the train so that we have specifically just the one vehicle to park. We are both lucky enough to be in good health and neither of us mind having to walk the length of a road or two to get home once parked. The people it will affect the most is likely our friends and family who come to visit some weeknights and regular weekends. I have only ever found a problem parking the car in my road at 0300 when I finish my 24hr shift pattern. In these cases I have only had to park one road along so it has not inconvenienced me.

I also understand that £30 would be charged for the first car and £100 for the second. I do not believe the benefits of this charge would support spending it to begin with. We do not have to pay for parking, again, another positive when we looked at living here. If we do not appear to struggle now, paying money to remain able to park within 4 roads of our house would likely mean I will park within roads outside of this zone and walk home. This has the potential to displace other residents from roads outside of this permit zone.

**136. Resident, Londesborough Road**

As a resident of Londesborough Road, Southsea, I object to the proposed residents only parking zone (MC).

I may have lived in the road for less than a year but I have never had trouble finding a





space to park far from my house. At the most I have had to park in the next road along which, as a fortunately fit and able person, is barely an inconvenience to me.

I agree that disabled spaces should obviously be granted for less abled residents to park outside their homes but making the whole area a permit holder parking zone is ludicrous. This will only inconvenience low income households for example young people and retired residents living on a pension. This includes myself and my partner who will now have to pay extra on top of the high council tax rates and road tax etc to park near our own home or to have friends, family or carers to visit.

Luckily for us we share a car and use the train or walk, where possible, to reduce traffic and pollution in the city. So we will not have to pay the extortionate rate per year for two cars. Nevertheless I shall also be writing to our local MP with my concerns.

I believe that introduction of these parking zones will also have a detrimental effect on local businesses, restaurants and venues in the area as less customers will come if they are unable to park nearby. I for one would like to protect these independent businesses that enrich our community and are a big reason why I love living in Southsea. I also believe that permit zones such as these have a knock on affect on the surrounding areas, creating parking problems for residents that had no problems before.

I have seen the impact of parking zones in residential areas that I and other friends and family have lived in before. They have made little difference to the amount of parking that is available, as most of the parked cars belong to residents anyway. Maybe at least limiting each household to a maximum of two cars before they have to pay for a permit would be a more reasonable and fair approach to reducing the number of parked cars on the road?

Please take this objection and others like it into account and reconsider these unnecessary parking restrictions.

### 137. **Resident, Londesborough Road**

My objections are based on the following:

- 1) There are no safety benefits offered by enforcing a charged permit scheme
- 2) The scheme does not improve access to amenities
- 3) There is no improvement offered to access and performance of the local road network as a result of the permit scheme
- 4) Currently, the lack of on street parking is most prevalent after 7pm (in the evening). This would indicate parking in the local area is due residents parking rather than others gaining advantage (free parking to gain access to tourist areas / shopping areas / train stations etc.). Therefore, this charge is simply an additional tax on local residents and car ownership than it is parking control or improvement of the local area.
- 5) Linked to my previous argument, it will not reduce on street parking in the local area, as the vehicles on the street are owned by residents.
- 6) If a household can afford to sustain 3 cars, then it is unclear how an additional charge of £720 a year will change this. It is simply another tax rather than parking control or improvement of the local highway or street network.
- 7) As the parking problem is caused by an average of more than 2 cars per household, the solution must surely be a greater promotion of alternative transport or smarter parking infrastructure / layout. As mentioned in previous points, this is just an additional tax.
- 8) It does not appear reasonable to charge £30/year for the first car. This parking scheme does not offer guaranteed local parking spaces or improved parking facilities, so this is just a charge for residents to have the same situation as present but pay for the privilege.
- 9) There has been no information provided by Portsmouth City Councils as to how there will be mitigation for vehicles simply parking in the most local area outside of the permit



zone, as this will impact on other local residents outside of the permit zone. My understanding is that this is the reason the permit scheme was removed from the local area previously (i.e. it actually made parking problems worse rather than better).

10) Along with a lack of promotion of the TRO, there has not been any information provided on the perceived benefits to residents of the scheme being enforced.

11) The TRO has been poorly advertised. It has only been advertised on street, with no letter drops etc. This is not only a simple change to the usage of the street, it is also a scheme which will involve significant financial implications to residents, for which they are not being properly informed or being offered sufficient opportunity to comment, query or object.

12) The advertisement at Londesborough Road's junction with Delamere Road advertises the proposed scheme's enforcement hours as 5PM - 7PM. This seems unusual, as it is a very short time period, with most local schemes offering 3 hours of free parking (without a permit). I assume this is an oversight, but could reasonably cause confusion and should therefore be corrected and re-advertised.

Although this list may appear a bit exhaustive, I hope you find the points made fair and useful. I would appreciate a response providing answers to my points or, as a minimum, justification for the first car charge of £30/year and an outline of the benefits to residents of charging them for on street parking.

**138. Resident, Londesborough Road**

I would like to make clear that we strongly oppose the proposed parking zone.

I have lived in Londesborough Rd for 20 years and have never found parking in this area any worse than anywhere else around town.

There are 2 cars at our address due to necessity not choice as my partner is a commercial fisherman. His vehicle is loaded with his work equipment and due to the nature of his work is not sanitary to use for the day to day needs of our family. He works very strange hours due to the tides therefore returning home at all hours of the day and night and never really struggles to park, only rarely having to park in the next street - to which he doesn't complain!!

I am not working currently as we have 2 pre-school age children, therefore we are on low earnings and find the new charges for this zone absolutely abhorrent. We lived through the previous MC zone which was proved to be pointless and removed for that reason but at least could live with the fact that our first car would be free and we were only paying for our second necessary vehicle. The new zone demands that we must pay disgustingly high charges, even to park our first vehicle although I HAVE ALREADY PAID BOTH COUNCIL TAX AND VEHICLE ROAD TAX!!!! THIS IS NOT ACCEPTABLE!!!!

It seems that although year by year the council continues to demand more and more from the tax payer, we seem to receive less and less for our money. I live on a street awash with rubbish left behind by binmen. I have a storm drain outside my property which for some reason smells foul of sewage to the extent that I cannot open my front windows, which the council continue to ignore and now I am faced with a struggle to pay high parking charges whilst on low income, just to be able to park on my own street and allow my partner to struggle on trying to support his family.

PLEASE JUST ADMIT THAT YOUR PERMIT ZONE IS A COUNCIL MONEY GENERATING EXERCISE NOT A SOLUTION TO PARKING, WHICH IS PERSECUTING THE HARDWORKING MEMBERS OF PORTSMOUTH SOCIETY.

**139. Resident, Londesborough Road**

I am a resident of Londesborough Road and as such will be directly affected by the



proposed introduction of the MC Parking Zone.

Further to our telephone conversation yesterday afternoon, and the further information you have kindly provided with regards to the proposed parking zone, I now write to you to formally object to the proposal, for the following reasons:

- You stated in your email to me of the 18th September that the restriction to 'permit holders only' will be effective in 'preventing long-term parking whereby non-residents leave their vehicles parked all day for several days, weeks or months without moving them'. I would be interested to discover how you have arrived at the conclusion that non-residents leave their vehicles parked for an extended period of time without moving them.

Presumably you have survey evidence to back this up?

- I grant you that there may be some instances where vehicles are left for extended periods of time, however my experience from living in the area for the last 2 years is that this is certainly not of a level that has a detrimental impact on the availability of on-street spaces and would not require the introduction of a permit based system to regulate it. I regularly arrive home from work close to 7pm each evening and very rarely have any issue with parking close to my home. Furthermore, on the instances where I have arrived home earlier than usual, or have taken the day off for example, the number of cars parked in and around Londesborough Road is reduced dramatically. It is therefore evident that there are generally no problems caused from non-residents i.e. commuters who travel from Fratton Station, parking in this area.

- If, as you state, the aim of the scheme is to prevent long term parking from non-residents, why is the restriction between 1700-1900, i.e. when most residents will arrive home from work? This seems to equate to nothing more than an additional tax on residents. If the restriction was instead implemented between the hours of 1400-1600 for example, the majority of residents would not be penalised, and this would still satisfy the supposed aim of deterring non-residents from parking in the street and thus increasing availability for residents when it is needed most.

- You state in your correspondence of the 18th September that the MC zone was in operation in 2014 and 'proved to be effective in freeing up parking spaces for residents, particularly as non-resident's vehicles could not be left parked for unlimited time'. Again, I would be grateful if you could make available the results of any survey that was conducted in order to arrive at this conclusion, as my experience of living in the area is that no problems are caused by non-residents leaving their cars for extended periods of time.

- No justification has been given as to how Portsmouth City Council has arrived at the proposed cost of each permit. If one was to assume a similar take up of 11,000 permits (as stated in your correspondence of 18th September), with 9,000 of these being the first permit, this would equate to £470,000 (£30x9,000 + £100x2,000). You state that the income generated will cover the net costs of implementing and operating the scheme. I would be grateful if the cost breakdown for this could be published in order for the costs to be fully justified. If this scheme is solely for the benefit of residents, I would not expect Portsmouth City Council to profit from it.

- Other than notices placed at the end of the road, and a supposed letter drop (which was never received), there has been no chance for residents to voice their opinions on this proposal, such as a questionnaire survey for example. At this stage, it would seem that regardless of the general consensus voiced by residents, this scheme will be going ahead.

- In your correspondence of 18th September, you state that 'ultimately, it is for residents to decide whether or not the parking problems they experience outweigh the cost of a permit scheme'. I strongly believe that the costs do not outweigh the problem, because in my experience of being a resident of the area for the past 2 years, the problem



does not exist.

**140. Resident, Norland Road**

I do not find the parking down the road to be a problem and I object to having to pay for my friends and family to park outside my house. I do not own a vehicle at the moment (I commute to London and make full use of public transport), so would have to purchase visitor permits, which adds unnecessary cost and admin to my life.

I would recommend instead that you strengthen the public transport system and encourage people to walk for short distances, therefore not requiring them to have so many cars.

**141. Resident, Norman Road**

I am most concerned about the new Lib/Dem run council's is plan to reinstate the parking zones MB and MC.

I have friends who live in nearby Chelsea and Goodwood Roads and it is already difficult (often impossible) to find a parking space in Chelsea Road and nearby roads (Goodwood, Oxford, Boulton etc). With the re-instatement of zones MB & MC and the resulting displacement of vehicles from those areas it will prove impossible for those outside the permit holder zones, to park.

Incidentally why have the residents outside these zones not been canvassed?

If there is to be a re-instatement of the MB & MC zones, then the area from Lawrence Road (to the west) to Victoria Road (to the East), and Campbell Road (to the North) to Albert Road (to the south) should also be included. This would include Chelsea, Oxford, Boulton Goodwood , Albert Grove etc.

I believe that recently there was a proposal to make a much larger area for permit holders only, reaching all the way from Orchard Road (in the north )to Auckland Road (in the South) and Grove Road South/Palmerston Road/Victoria Road North (in the west) If we are going to have additional areas for permit holders only then this plan makes a lot more sense.

I believe it should be a case of all or nothing. You can't just select small areas for residents parking and make residents in surrounding areas suffer. This would create more of an issue than we already have.

**142. Resident, Norman Road**

I have found parking increasingly difficult over the years due to the number of houses in multiple occupation, students bringing cars into the city, lack of individual parking bay markings on the kerb and because surrounding areas have restrictions. The previous scheme's 4-7pm restriction was inadequate because it did not allow sufficient time for policing and the current proposal is even less, 5-7pm. Given that no free permits are offered from 2019 this does not represent good value for money, especially when most other schemes in the city operate for longer. 4-8 pm would be the minimum effective period otherwise the whole exercise is a waste of time and money - again.

**143. Resident, Norman Road**

I am writing regarding the proposed MC resident's parking zone. I live in a HMO property in the designated area and I am strongly against the proposed scheme. The lack of parking spaces is not only caused by people living in the houses but also by people who do not live in the immediate area and still park business vans and trucks which take up valuable space.



Limiting the maximum number of parking permits to two per household is unfair towards houses with multiple occupants (not just HMOs but also families with young adults) who would see their rights as neighbours taken away.

In my opinion, if such a parking permit scheme was to be proposed, the number of available licences per house should match the number of lawful occupants in each household. This way, nobody would be penalised and we would avoid people who park business vans and trucks without living in the area, considerably improving the availability of parking spaces.

I would be grateful if you could please take this feedback into consideration

**144. Resident, Northcote Road**

I would not like the parking zone in this area (ref TRO 87/2018) as although I myself do not own a car I have friends and family who regularly visit, some of whom drive, and I would not want them/myself to have to go through the inconvenience and expense of gaining permits for this.

**145. Resident, Northcote Road**

1. I do not feel a clear need has been demonstrated for the zone to be reinstated. There are no nearby facilities that put particular pressure on parking (for example, a station or hospital) and the reality of the situation is that parking is difficult throughout Portsea Island in the evenings.

2. The timing of the hours of restriction will be of no real benefit to people who frequently return from work after 19.00 each day. Such people include hard-working NHS members of staff, like my partner, and members of the emergency services and armed forces. After 19.00 anyone could park any vehicle in the area and park without any fear of sanction until the next working day taking up spaces which should go to residents. The zone therefore needs to be in place for the entire evening in order to be effective and benefit the residents - a timing of 17.00 to 07:30 the next day would achieve this.

3. Many households have a legitimate need for two vehicles. Both my partner and I work at different locations with no practical public transport links which are 20-30 miles away from home and at different times of day. Having to pay £130 in total to be able to park our cars seems therefore seems punitive.

In conclusion I ask that you consider either extending the restriction time throughout the evening or to scrap the plan altogether which would at least save the residents up to £720 per household per year.

**146. Resident, Northcote Road**

I do not agree for the new parking zone MC - Bramble Road

**147. Resident, Northcote Road**

I would like to object to the proposal to make my area permit parking as a majority of the parking issues come from houses of multiple occupants i.e student lets and do not see why I should contribute further to keep the private landlords in pocket when legitimate businesses like the local garage and public house will be badly effected by this proposal. If this is about making it better for the local residents and not another tax why not Issue one free permit to the local residents of this area, charge a sensible amount for a second permit and charge the Owners of the HMO,s as well as there tennants if they require parking permits as these owners are the only ones profiting from there houses and paying nothing towards the parking issues in the area.

**148. Resident, Outram Road**

We were seriously affected by displacement parking during the previous implementation of



the MC zone, as were all the roads just outside the zone. We were frequently unable to park when we returned from work, due to the parking zone restrictions, and would have to park several streets away in zones with different restrictions and then move the car at 7pm, while there were plenty of empty spaces across the road from our house.

It also encouraged thoughtless/dangerous parking on corners, double yellow lines and across entrance lines to garages, because parking restrictions outside the zone were not routinely enforced. This made driving around the area difficult.

It was a huge relief when the MC parking zone was removed. We would have reluctantly accepted an MC zone this time around if it had better thought out restrictions/residential permit eligibility or costs to tackle the problem of displacement parking. As it stands the reintroduction of the same same zone again will just cause the same chaos as last time.

**149. Resident, Sutherland Road**

- I object to being charged 30.00 per annum just to park my car on a public highway. It seems that you have just taken the chance to create extra revenue. The previous zone only charged for the second car and any other additional vehicles-why is this not be the case again?
- The main cause of parking congestion at weekends and evenings is parking from visitors to Portsmouth football ground-the proposed timings will do nothing to alleviate this.

Thank you for your reply. I agree about the zone freeing up spaces at times when people return from work, but that was never a problem in the first place - and from personal experience of the previous parking zone, the parking availability was still terrible on football days.

Consequently, I can only see that I will be charged £30.00 a year (and subject to possible annual increases) for the privilege of still not being able to park my car in my street on certain days..

**150. Resident, Sutherland Road**

I am a home owner and work in the Portsmouth area, I have never had any issue with parking and feel the proposal of permits is a cost that is not required and would become a hinderance to the residents rather than a benefit.

We do not live in close proximity to a commercial area or particularly suffer from seasonal traffic. As such I feel the issue of permits would only bring additional cost to residents rather than providing any benefits. Part of the reason i enjoy living in this location is that parking is completely hassle free, particularly as someone who gets lots of visitors and there is currently no inconvenience to them, or cost to me, of their visit.

I am normally very happy with the services provided by Portsmouth City Council and would hate for my views of the Council to be changed by the imposition of an unnecessary and costly (to the residents including myself) scheme. Without wishing to cast aspersions, the only possible benefit I can see from this proposal is the positive impacts in the council's coffers.

**151. Resident, Sutherland Road**

I have received a letter in regards to the MC zone in the area where I live.

I do not think that the permit times proposed will solve the issue of parking, so would like to formally suggest you extend the permitted times to 5pm - midnight. Therefore please take this email as a formal objection to your proposal until it is amended to more effective time period.



**152. Resident, Sutherland Road**

Please accept this as a rejection of the proposed car parking permit zone.

I do not believe the 2 hr time of 5-7 is a suitable response to stop work vehicles parking in the roads in the MC zone. Cars and vans will park after this time or an hour before in the nearby zone proposal which will stop at 6pm.

There are areas in north end which have a greater problem currently than the TRO 87/2018 roads and I'm not sure why north end roads have not been made a priority, or to look at parking in the whole city.

There is a Portsmouth carers centre in Orchard rd and this parking permit proposal will also pose an impact for carers to seek support from support groups which occur in the evenings and for staff working at them. Carers are a vulnerable group and this will add more stress and worry for them, possibly preventing carers getting the support from staff and peers and a break from their caring role.

Therefore I reject the car park permit proposal.

Thank you for your time

Thank you for your response, Maybe a permit should cover all 3 surrounding zones otherwise if I return home late, can't park in my immediate surround zones but park in eg. orchard rd, which often happens, as all the roads are full, this would then mean I would need to remember to then remove my car the following day to avoid a fine. I fully understand that a permit doesn't mean entitlement to park in a road. But it's difficult to see if this will free up parking spaces as suggested. But then maybe add additional stress and additional car moves.

It's good to free up parking spaces in an area, unfortunately this then sometimes moves the situation to another area, then people who live in this area, and they are not work vans etc. May struggle to find somewhere to park.

The carers centre orchard rd provides support for non paid carers - members of family, who care for their family members not paid carers so they wouldn't have an essential visitors permit. The carers centre is a PCC building providing support to these family members. The building has numerous carers who visit, cares groups 9am - 9pm where professionals sometimes casual so don't have their own permits and many carers attend.

**153. Resident, Talbot Road**

Please leave Talbot Road and the surrounding roads ALONE. There wasn't a problem before you all starting using us as a political football. At the moment, yes it is busy but you can always find a place to park.

Your first attempt at putting a parking zone only in the top half of Talbot Road, when only 10% of the residents actually bothered to answer, was a disaster for the bottom end of Talbot Road. The frustration of being able to see acres of space in the top half and having to drive round and round the bottom half, hoping that some poor unsuspecting resident of the bottom half would have to go out and you could then nab their spot. I requested a permit for the top half as it was quite clear that only a few permits had been requested but was told that 'I couldn't have one as I lived in the wrong half of the road'. This despite teaching staff from the school in Bramble Road being offered permits.

The whole road in the zone was also frustrating when visitors came and really made no difference to the availability of spaces. If you are asking all residents, then to be able to claim a clear majority and sweeping statements like '75% of residents would like the zones reinstated' you would need to actually speak to ALL households and not just the few who bothered like last time.



I am clearly stating that I would prefer the status quo to remain, no parking zones unless the whole city is being covered in one swoop.

**154. Resident, Talbot Road**

I am writing on behalf of my mother. She does not drive and has no car. She is visited regularly by friends and family including myself. She has several chronic medical conditions and cannot walk very far unaided. We visit to do shopping and various chores and to ensure that she is ok.

She is opposed to your proposal because all of her visitors will now have to pay in order to park nearby. She is disappointed that your proposal does not allow her to obtain a permit that would allow just one visitor a limited period of free parking, say two or three hours.

That penalises people who are helping her.

We do agree that parking is difficult but we feel that you should look to impose limits instead, for example by banning large commercial vehicles and by granting a permit for a maximum of two vehicles per house.

We appreciate that any scheme costs money to operate so a charge for each permit would seem fair in order for the scheme to pay for itself but feel that residents with cars should pay.

We think your proposal is unfair and urge you to come up with something more sympathetic to the more elderly residents who do not have vehicles and rely on visitors to help them.

**155. Resident, Talbot Road**

I oppose the proposed residents parking zone in the Bramble Road area.

**156. Resident, Talbot Road**

I am oppose to the proposed residents parking zone in the Bramble Road area

**157. Resident, Talbot Road**

I want to reject this plan, we don't need it thanks

**158. Resident, Talbot Road**

i believe that paying for a permit for 2 hours a day 17.00 to 19.00 is a waste of time..its the evenings that we have problems with and Saturdays when Portsmouth FC are playing at home....£30 for the permit for the 2 hours is a definitely a no for me..

if the permit was for the whole day and weekends then its worth the £30 but as i said 2 hours at them times is stupid

**159. Resident, Talbot Road**

At first when I received the letter regarding permit parking to me it seemed unjust as we never have a problem parking in this area. There is always a space no matter what time of the day.

I then find it the parking restrictions will only be from 5pm - 7pm. There are two cars in the household and I don't see the point in paying £130 a year just so people can't park for 2 hours a day. It's a complete waste of money. I could be more understanding if it was normal like the rest of Portsmouth. Can only park a max of 2 hours and can't return in 4 hours.

Speaking with the other residents they also feel the same. If we have to pay for permits it should be to benefit us rather than paying for a two hour time period a day. I understand people park round this area to get on the train to go to work but if they can pay on their phone for those two hours in the evening that's all they will do. It won't actually stop them parking there. Which is why it should be a max 2 hour time slot.





**160. Resident, Trevor Road**

I hereby wish to lodge an objection against the current proposal for the Residents Parking Zone in Bramble Road area – TRO 87/2018.

I would like to understand the rationale behind the time period, please could you advise why the parking restriction will only be in force between the hours of 5 – 7pm when the parking issue clearly extends well before and well after these hours?

I feel it is totally unjust to charge residents for permits when there will still be no guarantee of a parking space. Why should there be a charge at all?

I must state that the majority of the parking problems stem from students' cars, I can state this as there is a huge reduction in vehicles in the area in August, once the students have left. There is also a large number of commercial business vans in the area which take up more than your average one car space.

I understand Students are good for the economy but not only do residents have to endure their anti-social behaviour, but we now also suffer because we cannot park our own vehicles. As the University of Portsmouth can generate so much living accommodation for their students perhaps they should consider a huge car park for their vehicles and then bus them to their accommodation, in this area this would totally ease the congested roads and negate the need for such a scheme in the first place.

I appreciate you state that this will be monitored and enforced by the council's civil enforcement officers however as this does not happen very regularly now I fail to see it happening in the 2 hr time zone. If regular monitoring was to happen more often now, then maybe you would prevent people parking inconsiderately and illegally.

From a more personal point of view, my son is a newly qualified driver and his car has a black box fixed, as part of the restriction imposed on him by his Insurance Company his car has to be parked in the road he lives for more than 90% of the time. This is virtually impossible for him and as such he will be penalised by his Insurance Company through no fault of his own and by introducing the Resident Parking with such a limited time zone will in no way assist him. However if the time zone was extended then maybe it would help him.

I hope you will consider the points made and reconsider implementing the proposed residents' parking zone.

**161. Resident, Ventnor Road**

I don't see any reason why we should have restricted parking. It is so frustrating when you have visitors and/or workmen, as well as delivery drivers. It also costs the people who live there – why should I pay £30 a year to park outside my house? The first permit should be free if anything. We have tried it in the past and it doesn't work. Please don't put a restriction on our road.

**162. Resident, Ventnor Road**

The two Residents living here see no need for this parking zone to be implemented. You tried it before and it did not work and there was no benefit what so ever to residents as why you scrapped the idea as it did not work.

I feel it is more of a hassle than resolving a problem.

We already pay road tax to park on public roads so why do we need to pay a further £30 to PCC to implement this service which does not guarantee us to park within your zone.

At current we are able to park within our own road daily without any hassle and need for a permit system. If this is a petition we vote NO to this system being implemented.

**163. Resident, Wheatstone Road**



I will be living here for 10 months along with 3 other students. I object to the proposal of permits in the area, for the reason being 3 of us already had cars when we moved in, and the letter clearly states only 2 permits per household. Even if we could apply for a third permit, the amount of £590 is ridiculously expensive and something we could not afford. I have found parking to be ok in the area, even with me returning home in the later evening some days. I understand it might be an issue for some elderly residents, however there is a number of disabled spaces I see they can use. All of us living here have jobs outside of university which we commute to, hence the need to keep our cars with us. Please consider this strong objection and if the proposal does go through, please consider a resolution for this scenario as we are currently unsure what we can do going forwards.

**164. Resident, Wheatstone Road**

More often than not there are plenty of spaces for residents to park in throughout the day, and the implementation of a permit would introduce an unnecessary cost for people to pay. It will also cause a potentially lengthy hassle for people to apply for permits, especially if they change vehicles. Finally, the escalating costs for each additional vehicle is unfair and it could prove expensive for some people.

Thank you for taking the time to read this email and I hope you can take the points I have raised into consideration.

**165. Resident, Wheatstone Road**

Overall I do not feel that having residents parking areas across Portsmouth is a good measure, unless it is a blanket policy across the whole island, as it merely pushes the problem elsewhere. I experienced this when the MC Bramble Road residents parking scheme was in place before, and was unfortunate enough to live just outside of the zone. If this scheme does go ahead then I am pleased to see that the roads to the east of Francis Avenue across to Bath Road have been included in the new proposed zone. However, I do feel sorry for residents in the roads adjacent to this zone who will bear the brunt of cars looking for parking who do not purchase permits.

In addition, if the zone is approved then I object to the timings that the zone covers. The proposed zone is only covering 5-7pm. Whilst I understand this might reduce parking burden of long term stationary vehicles that are rarely used (e.g. students, second/third cars, holiday vehicles, business vans, car show rooms and garages), I do not feel that this time period will be long enough to have a significant impact. One of the most difficult times for us to park (during University term-time) is when returning from evening activities (e.g. 9 or 10pm). I would prefer that if a zone is introduced that it is in effect all evening (e.g. 5-11pm, or 8am the next morning).

In addition, additional cars parking during Portsmouth football matches are an issue in this area and matches with 3pm kick off will not be impacted by the proposed measure. Perhaps the the zone could start at 4pm, but this will only be worthwhile if the zone enforced by traffic wardens.

**166. Resident, Wyndcliffe Road**

As per your resent letter and street notices, I would like to voice my comments as to how much I do NOT want you to impose parking restrictions to my road.

Whilst I appreciate that you need to take into account the opinion of others, for me personally, I do not have much issue or delay in trying to park. Furthermore I value the freedom of guests being able to park when they visit, with out the extra stress and expense of permits etc.

I appreciate that when there is a new glut of students, that parking can be an issue, around



mid September, however they soon drop out or realise how much they do not need a car and we go back to it not realistically being an issue that needs consideration by the Local Authority.

So again, just to confirm, given a choice I do not want my road to be permitted

**167. Resident, Wyndcliffe Road**

I wish to object to this on the following basis:

We have two cars in our household which are required for work (different shift patterns, on call etc) and long distance travelling. This would cost us £130 per year to be able to park our cars on our street (and I'm sure this figure will increase over the years). I feel this amount is extremely high and unfair.

I already pay enough taxes (eg. council, road) and do not feel that another tax is needed. Why can't the permits be free? It just feels like a money making scheme for the council. The restriction is only applicable between the hours of 5pm and 7pm daily. This will not deter other people from parking in the street who are not residents.

The amount of HMOs on Wyndcliffe Road and the surrounding streets will always cause an issue with parking. A permit scheme will not rectify this. A reduction in HMOs will. I have been told by other people who live in current resident parking zones that the amount of parking has changed very little, if at all.

**168. Resident, Wyndcliffe Road**

I wish to object strongly to this proposal because:

- My household own two cars which are relied on for work in the public sector and would ultimately cost us £130 per year to be able to park our cars. This is not extra money that we have in additional to all the taxes and bills we already pay. Why are the permits at such a high cost, especially when we pay council tax and road tax? I fear that the permit prices will be increased each year as well.
- In terms of council cutbacks and as a taxpayer, I think this is a waste of resources, signs, management of the permit system, policing and maintenance.
- I am a nurse at Queen Alexandra hospital and I am part of an on call emergency rota which requires me to be available 24 hours a day, and need to get to the hospital within 30 minutes. The proposed restriction is only applicable between the hours of 5pm and 7pm daily. This will not help me trying to get a space on my road during unsociable hours. It will also not deter others from parking in the street who are not residents.
- I continually struggle to find a parking space on my road during university term times. There is currently an application for a student house on Wyndcliffe Road to increase the amount of residents from 5 to 7. Along with the other houses that are HMO's on Wyndcliffe Road (nearly half of the properties), there are simply more people than spaces. I think the council should look more at the issues of HMO's rather than potentially bringing in a needless permit scheme.
- I worry that my house price will be affected by the proposal. This is because it will add on another fee to potential house buyers.
- Other people in the Southsea area who have had permit parking zones enforced have not noticed a difference in the amount of spaces available to park once the zones were introduced. I think the same will be true for our street.

**OBJECTIONS TO PROPOSED MC PARKING ZONE (Outside zone)**

**169. Resident, Albert Grove**

This is going to cause major problems for the residents of the roads that lead off Albert road in this area.



The problem is that because we don't have permits, lots of businesses from Albert rd park in our road. Also the theatre goes park in our road and those adjacent. I have just seen someone who doesn't live here, swop his vehicles over, from a car to a van. Lots of people park their vans here and leave them here, using it as a semi permanent parking space because we have no restrictions.

Because we have all these extra people using our street and those going off Albert rd, we quite often have nowhere to park. We then have to drive around and more often than not, we end up in Outram rd or Lorne rd, because there are usually some spaces.

If these areas have permits, we will have nowhere to go when our road is full, which is a frequent occurrence.

When this scheme was brought in to this area before it had to be abandoned after a few months because it caused such disruption.

Please consider permit areas in each road with some 'free' parking so that everyone has an option? Or let all residents have a permit. We would happily pay for one to ensure we have somewhere to park rather than driving round in abject misery.

**170. Business, Albert Road**

As a business owner in albert road I park my car usually in Harold road at 8.30 in the morning and leave at between 5.30 to 6.00pm , the proposed parking restrictions between 4 and 6 pm mean that I will have to have a permit for just a half hour or an hour a day.

Most of the daytime business"s have similar hours so this will be another financial burden on already cash strapped businesses in the area, the parking in the area is not a problem during June July and August, maybe the council should look at student parking areas because when they are not around there is not a problem, I am therefore not happy with this proposal.

**171. Business, Albert Road**

I hope this email finds you well. It is being sent to say we categorically do not want parking permits in our area. As voters who live and run a small business (completely dependent on on street parking for our numerous visiting clients) in the MC parking zone, we are gravely worried at the effect it'll have on our business. I cannot state firmly enough that we do not want this.

We run a service on Albert Road which is completely dependent on our clients being able to park nearby. This permit scheme would have a devastating effect on our micro business and we are really worried.

**172. Business, Albert Road**

I am writing to lodge my disagreement with the proposal to install permit parking in the streets adjacent to Albert Road, Francis Avenue and Fawcett Road. I do not believe it will serve any useful purpose to the residents of these roads and will certainly harm any businesses in the area. For residents it will restrict any visitors to their homes or deliveries, workman etc, they already pay a levy of car road tax and council tax it is not necessary for them to pay another.

There are already many roads adjacent to the new proposed roads that have restricted parking, if all the roads in the area have similar restrictions then many businesses will suffer, many will close and in the long run changing the environment for the residents in the area. Parking is needed as the public transport facilities are limited leaving people living north of the city with a long walk from any bus stop that a bus from their area brings them. For some people with limited physical abilities not being able to use their car may mean having to leave their job and for anyone with similar disabilities that like to shop in



Albert Road they will no longer be able to.

**173. Business, Albert Road**

I am writing to lodge my concerns regarding the proposed permit parking scheme planned for the above areas. As an employee in Albert Road I have no alternative than to park in the roads around the office. We already suffer from a lack of parking in the vicinity and this is exacerbated during term time as students often leave their cars (sometimes multiple per property) for long periods without moving them. As a business which has been established in this same location for more than 45 years the proposed cost of permits is prohibitive. With multiple members of staff requiring permits this will effectively add another layer of "tax" onto a small business during an unsettled economic climate. We are already facing many uncertainties with Brexit and this proposed scheme adds more burden on finances. Albert Road, like many in Portsmouth, already struggles to attract visitors to the many businesses located here which rely on this trade. With limited parking facilities already, this scheme will further alienate those visitors who will now feel pressured into not outstaying their allocated time.

If this scheme goes ahead I would urge you to consider the cost implications on already struggling businesses and offer a more realistic structure for those requiring more than two permits.

**174. Business, Albert Road**

I am writing to lodge my disagreement with the proposal to install permit parking in the streets adjacent to Albert Road, Francis Avenue and Fawcett Road. I do not believe it will serve any useful purpose to the residents of these roads and will certainly harm any businesses in the area. For residents it will restrict any visitors to their homes or deliveries, workman etc, they already pay a levy of car road tax and council tax it is not necessary for them to pay another.

There are already many roads adjacent to the new proposed roads that have restricted parking, if all the roads in the area have similar restrictions then many businesses will suffer, many will close and in the long run changing the environment for the residents in the area. Parking is needed as the public transport facilities are limited leaving people living north of the city with a long walk from any bus stop that a bus from their area brings them. For some people with limited physical abilities not being able to use their car may mean having to leave their job and for anyone with similar disabilities that like to shop in Albert Road they will no longer be able to.

**175. Resident, Beatrice Road**

I read your notice to establish a parking permit area.

I am a PhD student at the University of Portsmouth and I am from Germany. I have a German car and due to my work/studies I go back and forth between these 2 countries regularly.

3 Years ago, I tried to get a parking permission for my street (Beatrice/Leopold Road) but that wasn't possible due to my foreign licence plate and the way the system works.

I usually park in the area that is now in question for parking permits as well, like most of the streets around my house.

I want to object against these plans as there won't be any parking for all of the people with foreign cars, like mine, anywhere near my house which makes it hard to find parking anywhere for us.

Other parking without permission I would have to walk 20/30 minutes to get to my house. :- ( which is unreasonable.



**176. Resident, Bembridge Crescent**

I am writing to object to the proposed introduction of residents' parking in zones Mb and MB in Southsea.

A wealth of research into residents' parking zones shows that where these are applied piecemeal they always shift the parking problem to the next unregulated zone. In the case of this proposal, that would include areas south of Albert Road where I live.

Our area is already significantly affected by parking from people coming to the seafront. I have no objection to that as it's great that we live in a beautiful seafront city that everyone can enjoy.

However if we then have people from north of Albert Road, or visitors to Albert Road, parking in our area then the residents of Craneswater will face a double whammy, making it even harder for us to park. For this reason I object to the current proposals.

**177. Resident, Bembridge Crescent**

I am very concerned about the proposed piecemeal reintroduction of residents parking near to Orchard rd. This has been tried before and as much as the local to those streets liked it, it caused chaos in all the surrounding streets.

I agree that restrictions are needed, but the knock on effects and the types of cars parked should be considered.

Within Southsea there is now an excess of long term parked cars, that simply do not move. Vans old and new, old cars with trailers attached, cars with moss under, campervans of all sizes- Gains road now has five permanently installed.

Eastern parade often has campervans parked up with people in residence and I'm sure that is not allowed.

Car use needs to be limited as does any resource, parking is finite and it is unfair that some people consume to excess. I agree that parking permits need to be charged for and I am happy to pay more for second or third permits as are many of my neighbours.

However, to introduce restrictions in one zone that will inevitably lead to those residents moving their cars to unrestricted areas is illogical and we already know the result (chaos in neighbouring areas). This shows little care for the other residents of the Town. It is the Councils duty to consider all residents equally.

I do not believe that the parking should be unrestricted near the seafront to allow access to the beach, this is unfair to those nearby residents. The beach could be compared to QA hospital as a local shared resource, and I cannot drive up there and park in the surrounding roads as they rightfully have local parking restrictions.

I believe that a full residents system should be introduced all across the city, with each zone the sizes as detailed on the current plans on the council website, but to have a random patchwork with some areas uncontrolled will lead to frustration in the newly congested areas.

Those are interesting points. I note that there is to be a scheme considered near Mountbatten centre now too. It was reported in the News yesterday. I live in the MF zone. This area has become noticeably busier in recent months I would say since 'Harrys Flats' opposite the pier have been completed. In addition to just lots more cars, we have many large vans which turn up and stay for weeks on end leering in through lounge windows that are only ten feet from the kerb. We also get a lot of taxis parked up- although they tend to move on relatively quickly they are clearly overflow from another area.

I was in the Baileys rd area yesterday and it is noticeable how empty the streets there are now. This area is parking controlled, conversely I then went to Lawson road and it was



jammed.

A simple walkround survey could be done on any day now to see the extent of the parking issue where empty spaces exist and also where chaos has been caused nearby. Furthermore, match days are always a problem, my relative lives at the far end of Moorings Way and they have cars all over the grass verges there on match days, and that must be a mile from Fratton park.

And finally the seafront, a lovely asset to be used by all, but not unreasonable to pay a few quid to park there if you want to use it or to attend an event. The option should not be to just randomly park in Southsea for free at the locals expense.

If its good enough for all our large City neighbours, its good enough for us. It costs £15 to park in Brighton and they are doing ok tourism wise!

**178. Resident, Boulton Road**

I have noticed today that you are seeking to put permit parking around the roads surrounding Boulton Road, but not Boulton Road? Is this an error. As if this is the case your making a road that is already ridiculous for parking even worse.

If that would be the one of the only non permit road, you are basically making our road a free for all for anyone wanting to park a second or third car for free and people who are down for an event leaving myself with only one car no where to park as my road is full and the rest will all be permit!!!

I would like to be contacted about this soon as possible and know the full plan for this, as I know myself and many other members of the Community will not stand for it as our road is already ridiculous and we don't want to be penalised for owning a car.

**179. Resident, Bramshott Road**

The traffic is all ready bad enough in our road not to mention parking. On match days when Pompey play at home I cannot even park in my own road.

I am highly opposed to the suggested parking restrictions in the Bramble Road area as it will force more traffic in our direction and then we will never be able to park outside our own homes!

**180. Resident, Bramshott Road**

I would like to register my concern at the above proposal. If only certain roads are included then the residents in those roads will simply park further out in our surrounding roads and worsen an already terrible problem for us. It should be all of the area or not at all.

**181. Resident, Campbell Road**

I live at the Fawcett Road end of Campbell Road and have two small children.

I feel that the new zone will just push more vehicles to park on Campbell Rd meaning less spaces for me and other Campbell Rd residents. Parking at present is a complete nightmare and I cannot imagine what it would be like if this proposal goes ahead. I work full time and get home between 6-7pm. I have two young children and regularly have to park 2 or 3 roads away at this time of night because spaces on Campbell Road are already taken. Walking to my house from these distances daily with two young children, bags and sometimes shopping is very difficult and if the proposed parking zone is put in place I can only see this getting worse as the restricted time zone is 5-7pm which is exactly when I will get home. I am open to a parking scheme but please try and find one that works for all residents and not just some and does not alienate those that work full time and have young families.

**182. Resident, Campbell Road**



I am very upset that these have been brought back in and the opposite houses within Campbell Road are however still able to have access to this and the odd numbers aren't! Why is this the case and why have we the even numbers been discriminated against AGAIN. Is this because many of the houses on my side of the road have been converted into flats, in the eyes of whoever is fighting and imposing the restrictions are seeing us as less equal!

If one part of Campbell Road are entitled to have these permits then why not ALL of Campbell Road, we pay our council tax as well as road tax and this is discriminatory. Also why have we not received letters stating this? I have only seen these signs today, in the areas who've been in the eyes of the council 'important enough' to be informed of the positive changes which they be having and us who are classed as less equal haven't been informed of the negative impact which is occurring.

Also why are these time restrictions being imposed? Is it because of all these living here have the entitlement to park outside their houses when returning home from work!! I work just as hard and don't really like the thought of having to walk further to my home which leaves me more vulnerable especially when having to carry my laptop with me which is vital to my work.

Can you please inform me why this was originally stopped a number of years ago, and why once again they've been brought back!

**183. Resident, Campbell Road**

I am writing to object to the implementation of this parking permit zone UNLESS it incorporates the whole area - it is simply MOST UNFAIR for other Southsea residents in non-parking permit zones in this vicinity.

The area should either be fully parking permitted or not at all. If you implement this new permit zone, the impact on roads such as ours will be untenable for those of us with cars (& who do not have off road parking... Or give us planning permission for off road parking. The system needs to be fair and this is simply grossly unfair.

**184. Resident, Campbell Road**

I currently have no parking issues. I can usually park with metres of my house and there is a good turnover of spaces. When the previous zone was enforced I not only had to pay for a permit but was then never able to park in Campbell Road, therefore taking up spaces outside other residents streets such as Lorne Road or Livingstone Road. The MC parking zone will just move the issue of multi occupancy residents around the city. Either have a city wide scheme whereby all residents of Portsmouth have the same rights to park or leave well alone.

**185. Resident, Campbell Road**

May I start my correspondence by saying just how disappointed and underhand I feel Portsmouth City Council has been in relation to the above referenced proposal. Did you not think that your letter dated 30/08/2018 that was delivered to all residents within the proposed zone would also be beneficial to those residents who live in neighbouring streets who will be directly impacted?

As a resident of Campbell Road I write to point out how short sighted these new proposals appear and how by implicating the scheme as proposed will only lead to problems in other areas i.e Campbell Road and those roads further south towards Albert Road.

From my interpretation of your letter dated 30/08 which has now been shared amongst residents of Campbell Road who all strongly oppose the proposal I would like to make the following points;





1) Campbell Road is already an extremely busy road with HMO's and flats such as Campbell Mansions. We pay extremely high council tax rates and rely on the surrounding streets for parking in the evenings as the vast majority of our neighbours work all day and return at peak times.

2) Following on from point 1, where are you expecting residents of Campbell Road, Wilson Grove, Albert Grove and Chelsea Road etc to park when you are taking away / restricting so many options during the evenings? I can categorically advise that this will lead to problems slightly further afield such as Victoria Road South as for many of our residents alternative travel arrangements simply isn't an option due to working locations.

3) Campbell Road currently has four extremely large bus stops. Not only is four too many for one street (considering we have such an under active population), the sizes are ridiculous and a reduction could lead to the creation of more spaces.

4) These ill conceived plans will possibly open your enforcement officers up to unnecessary hostility from local residents who will have little option but to disobey the new scheme.

5) Campbell Road already contains many properties with private driveways. These dropped kerbs take away many parking opportunities for residents causing us to park in other areas. Additionally I can see these residents leaving their private vehicles on the road so that their guests can park on their driveways when what will surely become an even busier area.

I am not one for contacting my local council normally but surely there must be persons involved within this application who have the common sense to identify that you are simply going to move a problem a few streets along and need to start a new process all over again.

Thankyou for taking the time to read this objection letter, I respectfully request you acknowledge receipt of my email and I expect a response whilst awaiting the results later this month.

**186. Resident, Campbell Road**

This will make the parking in the roads that are south and west of Campbell Road very difficult after 6pm as you will not allow a parking scheme in these areas due to Albert Road shops and the Kings Theatre. This scheme was in place over 18 months ago and it was impossible some evenings to park our single car anywhere near our house. Once the scheme was removed you could usually park within one block of the house after 6pm. Many of the households will not be able to afford a second or third permit and will thus park in our areas, understandably as times are hard. I know students are told not to bring cars with them to University, but many do and of course they are going to park them in areas that do not have resident permits adding to the number of cars parking in our area. This also applies to those with Motor Homes, vans, etc that are not regularly used, people will not pay for permits they will use the area south of Campbell Road to park. I would think it fairer if you allowed houses south of Campbell Road to buy one permit in the MC area, allowing households to park within a couple blocks of their house if they cannot find space south of Campbell Road. Many was the evening that there would be spaces free in MC and nothing near our house when the last MC parking permit was in place.

**187. Resident, Campbell Road**

We understand that that the proposal is to introduce parking restrictions in the Bramble Road area which will operate from 5pm-7pm.

We are residents on the border but outside the proposed area. We feel this will mean for



us that at this prime parking time residents within the Bramble road area will be able to park in our road and surrounding area, but we will not be able to park in theirs. Already, there are a larger number of households in our road than available parking spaces and this will only make finding a parking space even more difficult for the residents in our road. Therefore we would to register our opposition to the scheme and would prefer the parking arrangements to stay as they are.

**188. Resident, Campbell Road**

When the zone was previously in force Campbell Road, and the surrounding non-permit zones were full to the brim, with no parking spaces, and the zone had tens of available spaces. So, the only option when returning home from work at 5.30-6pm was to park in the zone and sit in the car until 7pm when the restrictions ended!

It is unacceptable how these zones are used to let the 'well off' residents in the big houses know that they are more important than the rest of us, especially when you give the residents in the mentioned big houses (odd numbered houses IN CAMPBELL ROAD) permits for a zone that they do not live in.

The zones caused horrendous displacement parking in Campbell Road and there was NO WHERE to park. The bottom line is that there are more cars than spaces as it is and to section off whole roads that are inaccessible to all residents is a disgrace really. It doesn't help where there are HMO's, student lets and flat conversions in a small concentrated area. Of which, these are the residents deemed the lower class and it is coming across as class discrimination in my, and my neighbour's, opinion.

Please consider all residents as a whole, not small affluent areas, making the surrounding streets 100x worse off.

The residents parking zones should not be street by street but the island as a WHOLE – charging for second cars and commercial vehicles. All student's vehicles should be charged a fee to bring a car into the city, to discourage cars being left for weeks on end not moving and not being used.

Thank you so much for coming back to me. I still think that it is unfair for the north side of Campbell road to be given permits for the proposed zone. Why are they offered them? They do not appear have parking or have access to their properties to the rear so are in the same position as us on the south side.

If we get a zone of our own will the north side of Campbell road get permits for that too? Will I not be able to park on the north side of the street I actually live on...it's all a bit mad and very confusing.

The zone areas need to be wider in my opinion so you can still park in your own road and all immediately surrounding streets.

I'm pretty sure my opinion will not sway anything either way but thank you for reading.

**189. Resident, Campbell Road**

As a resident of Campbell Road I will once again be impacted by this introduction of a parking zone right on our doorstep and object to this proposal. The last time this was introduced, probably about 4 or 5 years ago it made parking in Campbell road impossible when returning from work due to the reduced number of spaces taken up by car migration. Why do you keep trying to introduce partial zones? Surely it would be better to have resident parking zones throughout the city instead of just in certain areas. Please make it all or nothing.

Thank you for your reply and the extra information.



Can you explain why the north side of Campbell Road residents will be able to apply for permits, why would you split a road and give an unfair advantage when it comes to finding a parking space, especially when there are more off road parking options for that side of the street.

Also, I still don't understand why you would make the changes in steps, why not do them all at once to stop the migration of parking.

Thanks for your reply. I still object to the introduction of zone parking as none of what is being proposed will help me to park when I return home. Please reconsider and not introduce zone parking in this area.

**190. Resident, Chelsea Road**

We are concerned about the proposal to reinstate the MC parking zone which when previously active had a major negative overspill impact on the existing difficulties we continue to have with parking in and close to Chelsea Road.

The existing congestion in our streets is particularly acute between 5pm-7pm and reinstating the proposed zone will greatly exacerbate the problems we also face in accommodating the needs of residents and users of Albert Road, and of the many commercial vehicles parked in Chelsea and adjoining roads, especially at weekends. This will be made worse by the timings for the proposed MC zone as this means existing resident and non-resident vehicles left on the road for long periods will be parked in the triangle we are part of north of Albert Road.

We appreciate other adjoining areas have problems, but the proposed MC zone already stretches to Victoria Road, and down to Albert Road, exposing the triangle of adjoining roads north of Albert Road, of which we are part, to the full overspill parking from the proposed zone.

In the circumstances we think it is fair and reasonable to request that you do not proceed with reinstating the proposed zone until satisfactory parking arrangements/restrictions have been agreed for our area – preferably by the inclusion of our area in the MC zonal restriction area.

**191. Resident, Chelsea Road**

I am concerned that displacement parking from these zones will severely reduce the availability of parking in Chelsea Road and the surrounding area (MD zone?). Parking in the MD zone is already difficult due to the proximity to Albert Road businesses and The King's Theatre. This situation will likely become worse when MB & MC zones become permit areas.

I have seen articles regarding the parking consultation which implied the MD area will become a permit zone together with the MB & MC zones. I remember imagery on Portsmouth News & Facebook articles showing a new MD permit zone but nothing concrete on the matter has been received from or mentioned by PCC.

Should MB & MC be introduced I urge you to also introduce the MD permit zone. This would need to be balanced against the needs of businesses in the area, so my thoughts would be to introduce a zone which allows 2 hours parking (no return within 4 hours) with MD permit holders being exempt. Such a restriction would allow a reasonable time period of free parking for visitors to businesses on Albert Road, whilst addressing the impact of the King's Theatre and those who travel to the area for a night out and leave their car overnight for collection the following day. This would encourage theatre goers to use the Waitrose car park (which the theatre themselves promote as available parking but visitors to the theatre rarely use), and also encourage the overnight revellers to use public



transport or taxis for travel rather than leave their vehicles.

Solving the parking problems in Portsmouth & Southsea is a complex issue, and the introduction of individual parking zones should not be in isolation and instead considered as a whole. The impacts of one zone on another need to be evaluated and appropriate mitigations put in place to address the problems caused.

**192. Resident, Chelsea Road**

The proposal to reinstate these zones is going to result in displaced parking in local streets. When the zones were implemented previously, roads such as Outram Road and Lorne Road were half empty and adjoining roads such as Wilson Grove, Inglis Road and Chelsea Road were full to capacity with parking on pavements, corners, dropped kerbs etc. There was absolutely no sense in this. A city wide parking zone, or the abolition of all zones is the most sensible resolution. When the MB and MC zone operated from 5pm to 7pm, we witnessed residents living in neighbouring roads outside that zone arriving home at 6:45pm and waiting in their car until 7pm and then walking home. All that was happening was that residents cars were being parked in different roads where there were spaces rather than fixing the problem. Please consider how you implement these zones, as making one zone residents parking just moves the problem to neighbouring roads as we saw last time. Please also look at previous surveys and take on board what residents have repeatedly asked for. Chelsea Road and neighbouring roads were surveyed and the majority of residents wanted a parking zone but the zone was not implemented.

**193. Resident, Dunbar Road**

I am not a resident within the parking zone however, I am concerned about how this will push parking out into other areas, like Milton especially on football match days and once all the zones are in operation.

Could there be parking offerings outside of the city that you can get to via a park and ride type service for residents instead of bringing their car into the city, also can a congestion charge be introduced into the city.

Football match days are already a nightmare so with added pressure on parking I wouldn't be able to move my car on those days or just not come home till after the game.

A crazy idea but I am a cyclist so only use my car at weekends really. so if there was a car park outside the city with easy regular cheap ways to get to it. I would consider that if a parking zone was brought in.

**194. Resident, Exeter Road**

I live in an nearby road and the proposed parking zone will displace a lot of parking from the MC zone to roads just outside the MC zone that are unrestricted. This does not solve any problem; it just shifts it and makes for less efficient use of roads within the zone.

Last time there was a similar resident's parking scheme; roads within the MC zone had many unused spaces (and there were not even enough permits applied for to utilise the space) while roads outside the zone experienced extreme congestion and problems such as parking on corners and overhanging or obstructing driveways. There were also problems for workers and businesses whose employees had to park a long way from Albert road in the unrestricted roads

Please use common sense. You must realise that favouring one set of residents over another for parking does not overall improve anything but makes it worse.

**195. Resident, Goodwood Road**

Reference the above proposal, I live in Goodwood Road and did back when MC was last in place. It caused so much issue for our area that the council itself saw that it was best to



remove it until a better idea was in place.

Would it not be beneficial to sort that issue before reinstating it rather than just putting it back and recreating the problems again? Problems which I'd like to point out again that were identified by the council before.

Goodwood, Oxford, Chelsea Rd etc is such a small area, wouldn't it just be better for all involved to include that area in MC?

Personally, I see bigger and less separate zones is a fairer way to deal with our major parking issues.

**196. Resident, Goodwood Road**

I write to strongly object to the reintroduction of the MC and MB residents parking zones. The chaos that this causes in the surrounding roads just outside the parking zones due to displacement parking is well documented. This will occur again.

Some extracts in blue below from the council's own document -

Displacement of vehicles into adjacent areas -

'Reinstating the MB and/or MC parking zones would cause the impact of displaced vehicles on the surrounding area to occur again'.

'In 2012, the action below was taken via subsequent TROs to increase the usage of spaces within the MB zone and to reduce the impact on the roads south of MB zone. The number of permits issued (864) compared to the number of parking spaces available (1148) resulted in nearly 300 empty spaces on the public highway, which were unusable by non-permit holders'. Measures were taken but 'Unfortunately these measures did not reduce (to the extent anticipated) the number of unused spaces within the MB zone or the parking congestion in the area adjacent, and residents continued to express their concerns over severe parking difficulties'.

'However, in MB zone and other parts of Southsea, any restriction on parking, including measures such as "Permit Holders Only 4pm-6pm" to restrict commuter parking in Orchard Road, for example, will cause the significant student population and those living in Houses of Multiple Occupancy (HMOs) to seek long-term parking in alternative nearby roads that cannot cater for them'.

'Following implementation of MC zone in April 2014, residents living in the adjacent areas began to report increased pressure on parking, exacerbating the parking congestion that already existed in those roads. However, residents of Boulton Road, Campbell Road, Oxford Road and Chelsea Road in particular reported extreme parking congestion caused by the additional vehicles displaced from MC zone'.

Recommends:

'That no new parking zones are considered in isolation within Southsea or Eastney.

Should the necessary funding, resources and support be identified, that the remaining Southsea and

Eastney area is considered as a whole via a single 2-3 year Programme'.

These zones cannot be reintroduced without the introduction of the proposed MD zone covering the adjacent roads. It simply isn't fair.

Further the residents of the adjacent roads should have been consulted not just those within the proposed MB and MC zones. We are strongly impacted so why are we not consulted?

**197. Resident, Granada Road**

I am writing to object to the MC Zone Parking proposal. I object to the parking scheme being reintroduced to the proposed MC area because of displaced parking, I have family that live in the proposed MC zone area and I visit regularly, when this parking scheme was



originally introduced in April 2014 it became very costly to visit the family and use parking permits each time and I would have to displace park in other local roads outside the zone such as Campbell road and Inglis road etc where I parked became more overcrowded with cars. This scheme has already proved that it is not successful and it should not be allowed to be re-implemented.

I am expected to pay £1.10 for a twelve hour pass in a two hour banned time zone between 5pm-7pm when at this time we would usually be dining together as a family. I will be forced to displace park in other local roads outside of the zone again and walk further late at night to my car as I cannot afford to pay. Other members of our family visit in cars too for dinner etc, this scheme isn't practical in daily life. I do not feel this scheme is a fair one and has already proved that it doesn't work when it was stopped in 2014. It makes residents pay for expensive parking permits each year but doesn't guarantee them a space and in this case with the banned parking window between 5-7pm with non residents having to move their cars from the area, it is at the expense of other roads not in the parking scheme being filled with cars at this time. And with the over flow of cars moving into areas outside the MC zone, will only make problems worse and make more areas want one. It's a money making scheme for the council at the expense of permanent tax paying residents, a scheme that wants to penalise, cap and control permanent residents cars, but still allow any student or multiple occupied house any amount of cars they please.

**198. Resident, Inglis Road**

I object in the strongest possible terms and I did the last time this was introduced and then removed. We are subject to significant overspill from the residents parking area. And cannot park when we return from work and then spend a long time trying to find a space - and if this is late at night after I have attended an evening meeting I do not feel safe walking home some distance from my home. Together with the parking we get as a result of the Kings Theatre and possibly more parking problems as a result of the residential development on Goldsmiths avenue which has no allocated parking. To summarise I would either like the residents parking area to be extended to include Inglis Rd and down to Albert Rd. If not I think the whole plan should be scrapped- all or nothing. I attach for your information a picture taken on Tuesday 28th August at 2pm showing no parking spaces in both directions, this is typical of the parking situation in our road.

**199. Resident, Inglis Road**

We wish to express our objection to the proposed residents' parking zone (No.87) Order 2018. We feel that not enough considerations have been given to the impact on the parking availability and quality of amenities for residents in the street immediately outside this zone.

The parking on the Eastern side of the proposed zone is already congested with many using this area already for its close proximity to Albert Road and the Kings Theatre. The introduction of this parking restriction in the Bramble Road area will have a detrimental effect on the lives of residents outside the parking zone area. This is due to the increased number of additional cars and vans which will park in the adjacent streets to avoid paying additional parking fees or from multiple occupancy homes.

We would like to have access to the impact studies on the adjacent streets that Portsmouth Council have carried out on this proposed parking zone.

We are disappointed and feel that our views have not been represented as this parking zone restriction is the second time within the last five years when we have been made to feel like second class residents due to the detrimental impact of not being able to use our



car for daily life.

The former MC zone was not effective for residents immediately outside this area. It made our life very stressful and impossible to park. On average the time spent on looking for a space for our single car was over 40 minutes even in the middle of the day. The reason for this was due to residents within the zone parking additional cars and vans in our street to avoid extra parking costs. These vehicles were often left there for days.

I contacted my liberal councillor (Hugh Mason) by email every time I could not park. We felt like prisoners in our home and cannot understand why some residents have more privileges than others.

No communication regarding the impact of this proposed permit parking zone close to our home was provided to us and I am the sure the council will provide adequate funds to allow this consultation. An impact study of the surrounding areas in close proximity to this proposed parking zone should be done.

It is completely unfair that some residents have this parking option and others do not. The only fair thing to do if make all Portsmouth parking or have none for anyone.

**200. Resident, Inglis Road**

I am writing to object most strongly to the re-introduction of the seriously flawed residents parking scheme in Southsea as described in a letter dated 30 August 2018 from the City Council which has been circulated to residents within the proposed MC zone.

I understand from one of our local councillors that only the views of those within the proposed MC Zone are being actively canvassed, and of course the majority within the zone will be in favour because they will benefit. It beggars belief that a "consultation" is being undertaken that deliberately excludes those who will be most adversely affected by the proposals.

As we all know from the previous implementation of residents' parking, the major issue is displacement parking where those in the chosen area are unwilling, or unable to pay for the permits and therefore park in the unrestricted areas outside the zone, often on a near permanent basis. Overnight and long-term visitors to people within the parking zone also park in the unrestricted areas to avoid paying the daily charge. This has a major knock-on effect throughout the affected area and seriously impacts a large number of people in the surrounding streets. Thus we have some benefit for the minority in the chosen parking zone and a significant detrimental effect on many more people outside the zone.

The parking situation in Southsea as it currently stands is obviously not perfect, but it never will be. At least at the moment I can be reasonably sure of finding a space somewhere within about a 250 metre radius of my house in Inglis Road, but if the MC scheme is implemented this will not be the case and I may well end up routinely parking south of Albert Road to the inconvenience of the residents there.

The Council has previously promised that a comprehensive review of parking within the whole city will undertaken, yet we are now facing a piecemeal, ill thought out rehash of what has previously been shown to be a cause of major disruption for large numbers of Southsea residents.

I urge the Council to abandon the proposed scheme until such time as an effective solution that is fair to all residents can be implemented

**201. Business, Victoria Road North**

I am writing to object to the residents parking zone proposals affecting Outram Road, Southsea. I operate a day nursery and have done so for 35 years. As per our current planning permissions, our hours of opening are 8am to 6pm. Furthermore, it was a



condition of our planning that parents would not park in Victoria Road North and therefore, their only option of parking to drop off and collect their children is on Outram Road. Please can you advise me what my parents are supposed to do, between the hours of 5pm and 6pm when they are collecting their children and the proposed parking restrictions would apply. It is not possible for those who do drive, to park further away from the premises with young children. This concern has been raised with me by a number of parents and I would like to be able to reassure them, that discretion will be granted to those parked for short periods of time (circa 5 minutes) when collecting their children. Provisions need to be made in this instance to support a long standing business and provider of childcare. As I am sure you are aware, these restrictions were brought in previously and quickly reversed and it caused us a huge inconvenience on that occasion.

Thank you very much for getting back to me, it is appreciated.

My only concern is that when parents do pick their children up, their car will be unattended for short periods. The handover is really only 5 minutes, but it will cause undue problems if parents start receiving parking tickets for this.

I hope this will be taken into consideration.

**202. Resident, Victoria Road South**

Although this would not appear to effect Victoria rd south where I live there is every likelihood that the introduction of permit parking in southsea will lead to people parking in other areas of southsea. In addition it will discourage shoppers from coming into southsea from outside the city which could significantly effect businesses in the area.

Whilst it is appropriate to look at alternatives to car use I do not believe this plan will achieve the desired aim of reducing car use but rather frustrate and annoy increasing numbers of residents in the area who commute to work outside the city.

Portsmouth city council need to develop a city parking strategy in consultation with residents which takes into account residents, businesses and the environment. May I therefore suggest that a consultation process is undertaken at the earliest opportunity in order to move this issue forward.

**203. Doctor's Surgery Representative, Waverley Road**

I hope the GP practice on Heyward Road and the patients visiting it have been considered in these proposals. I understand when this was last introduced it inconvenienced staff there who had to move their vehicles at 5pm (when the zone will come into force) and as such it is likely to disrupt the smooth running of this much needed service. There is also no enforceable space for the GPs which is provided in other RPZ areas such as Osborne Road Surgery so this may also risk doctors working at this site (who may be based at other practices in the Portsdown Group but visit Heyward Road) being penalised for parking near their workplace. Has this been considered?

I am also concerned about the displacement parking that will be created by these zones.





**OBJECTIONS TO PROPOSED MC PARKING ZONE (Address not given)**

**204. Business**

As a Landlord with houses in Southsea for the past 14 years we are totally opposed to the introduction of a parking zone and charges in this area.

The Council have done it before in Lawson Road, it didn't work and after a few years they cancelled it.

As far as we are concerned it doesn't help residents, it doesn't help visitors and the only reason for introducing it is for the Council to make money and no other reason!

**205. Labour Party Group Spokesperson**

Thank you for this comment about the current residential parking proposals.

The Labour Party is opposing the new residential parking schemes which, we agree with you, will have serious knock on effects on surrounding areas.

Our policy is about developing, in consultation with residents and businesses, a whole city parking strategy and policy.

Our parking policy is being developed in the context of improving public transport and the pedestrian experience to ensure safe and easy access to local shops, stations and other places. We want to negotiate with the owners/ leaseholders of premises with larger car parks for their off-street parking to be used by registered heavy goods vehicles and other large vehicles overnight. We will also be considering marked car parking spaces across the city to prevent people from parking over two spaces - as is happening outside my house at the moment! We will consider a single residents parking permit for all residential parking in the city and a scheme for their personal visitors. In addition we will consider a charge for certain visitors to the city, for people who own multiple vehicles and perhaps for university students, to park.

The Labour group are formally opposing this proposal. We feel strongly that there should be a full review of all parking restrictions and zones and that there should be (following public consultation) a whole city strategy for parking. This might for example include a resident pass for all residents to use everywhere in the city, visitors tickets for family visitors, clearly marked parking spaces to prevent people accidentally taking two spaces, a range of charges for non-residents, including perhaps a charge for students and people living in households with more than two cars. We would also want to develop a policy for large vehicles (HGVs) so that they would park in designated overnight car parks such as retail parks and perhaps schools.

In particular we object to these proposed zones because

1. we do not think they will work
2. we feel that the consultation should have included the residents of surrounding streets. In this part of Southsea it is not uncommon for people to park a considerable distance from home and walk back - the overspill from the streets where restrictions will apply will drastically affect the congestion in surrounding streets and more people will be unable to park a reasonable walk from home
3. we feel that the fairest and most practical approach is to issue parking permits to all residents (subject to a per household cap) and for restrictions to apply to non residents where needed. Such a scheme should take into account the need of businesses and venues such as the Kings theatre.
4. If parking spaces were marked then fewer people would park across two spaces - which frequently happens at the moment. This would increase the capacity considerably. This objection is supported by a considerable number of e mails and on street



conversations with residents in St Jude ward and I believe in Central Southsea. Many people are very upset by these proposals.

**206. Resident**

I as a Portsmouth resident, am totally against this proposal.

1. I am a commercial vehicle driver with a company vehicle which I use from home to my place at work, you would be placing more financial stress on me by means of paying for a permit.
2. do parking zones guarantee a parking space outside my house. NO SO WHAT IS THE POINT!!! I'm happy to park in the roads around my house within walking distance its the fact that society has become lazy and unless there directly outside there house its not good enough.
3. Multi occupancy flats and houses The majority of these types of homes are student rented places, and this the main reason our streets are busier. look at all the student accommodation Portsmouth university are building and renovating which hopefully take the problem away from our residential zones. also your plan is to issue no more than two permits to each postal address which is ludicrous for example : house A 1 POSTAL ADDRESS = 2 PERMIT house B next door 5 flat conversion 5 POSTAL ADDRESS = 10 PERMITS it doesn't change anything.
4. Why do visitors have to pay for 12 or 24 hours of parking when its only a two hour period of restricted parking.
5. This parking enforcement was not wanted last time as it is also not wanted now. This is just a money making scheme to further tax the people of Portsmouth.

**207. Resident**

The charge for a permit seems to me to be an underhand extra taxation. Of course there'll be some administrative cost involved but £30 per car- owning household should raise a considerable amount

**208. Resident**

The costs for permits seem excessive. In my opinion the first permit should be free of charge and only subsequent permits should incur a charge. An £80 charge for the second permit seems reasonable.

**209. Resident**

I hereby object to the Council's proposal to create the MC Parking Zone. My reasons are as follows:

- Residents should not have pay to park their cars in their own road.
- Residents already pay tax on their cars.
- The charges are too high and unreasonable.
- Residents should not have to pay a fee when friends & relatives visit.
- Non-permit holders will park in other areas creating problems in these areas.
- This scheme will do nothing for the residents.
- This scheme is purely a taxation on the residents.
- Visitors to Fratton Park will have difficulty in attending matches.
- There is no alternative park & ride scheme for Fratton Park.
- There will be more traffic congestion with visitors searching to park.
- There will be more traffic pollution from visitors searching to park.
- Families with two or more vehicles could be forced to park further afield thus causing more congestion and pollution.
- This scheme will result in more parking zones being created.



- The Lib-Dem Council is not representing the residents and I will not vote for the Lib-Dems at the next election.

**210. Resident**

I hereby object to the Council's proposal to create the MC Parking Zone. My reasons are as follows:

- Residents should not have pay to park their cars in their own road.
- Residents already pay tax on their cars.
- The charges are too high and unreasonable.
- Residents should not have to pay a fee when friends & relatives visit.
- Non-permit holders will park in other areas creating problems in these areas.
- This scheme will do nothing for the residents.
- This scheme is purely a taxation on the residents.
- Visitors to Fratton Park will have difficulty in attending matches.
- There is no alternative park & ride scheme for Fratton Park.
- There will be more traffic congestion with visitors searching to park.
- There will be more traffic pollution from visitors searching to park.
- Families with two or more vehicles could be forced to park further afield thus causing more congestion and pollution.
- This scheme will result in more parking zones being created.
- The Lib-Dem Council is not representing the residents and I will not vote for the Lib-Dems at the next election.

**211. Resident**

I am emailing to express my objections to the proposal of making the Bramble Rd area parking permit only. As you know, a lot of this area is rented by students and previously, as a student, I found it increasingly difficult to get hold of a parking permit. In order to obtain a permit, students are required to change their address. However, this not only takes up to 6 weeks (providing it all runs smoothly) but this process has to occur every time there is a change of address. Whilst I was attending Portsmouth as a student I moved 5 or 6 times. This is not only a massive inconvenience on time but adds to the stress levels faced by students during this time.

In addition to this, changes on driving licences charge £14 which, again, is a loss that most students can't afford as most keep their parents' address as their licence until they find permanent residence. Many students to move to this area as it is an area close enough they can still attend the uni and but still park their car to get off the island. There is already a lack of student parking in Portsmouth due to residential permits and this would just increase the parking issue elsewhere.

In regards to improving parking, I suggest using marked bays on these streets to prevent people taking up more space than necessary.

**212. Resident**

What a ridiculous proposal. Charging us to park outside our own house is not going to alleviate the parking problem in the area. I totally oppose this suggestion. Its yet another money making scheme by a poorly run council

**213. Resident**

We wish to object to the introduction of parking permits proposed for the MC zone. The reasons are as follows:

As we only have one car at our address we object to having to pay £30 to park in our

street especially as there are no guarantees that we would be able to park in the street. As you are not going to issue paper permits we take it that there is no way that residents can check vehicles in their street. How will we know if they are eligible to park there and what can we do about it?

You say the records will be electronically registered which appears to suggest the PA will have to check every vehicle registration electronically - so does this mean they will be walking up and down the street every day checking each car individually?

If we have our family stay over for a week this means we will have to pay another £14.70 on top of what we have already paid for our permit.

What happens to the garages in this area that constantly leave cars parked out on the road for many days at a time. Will this stop them parking on the roads to free up more parking for the residents.

Unless you are prepared to police this properly the scheme will not work as people will gamble on not being fined.

**214. Resident**

Yet again Portsmouth City Council/Government wish to impose another stealth tax to the local residents of the area who live and work hard in Portsmouth & who already contribute enough monies to the economy/taxes, & with everything else that's going on this messed up country, re Brexit etc. and the cost of living for everyone going up so much at the moment with no sign of levelling out, It makes every penny count & this just makes it harder again.

By imposing a Parking Tax,

To which in all area of Portsmouth that I have lived in this has had no effect on the amount of cars parked in these areas,

Perhaps they should inforce peoples bad parking too!!!! Or make precise courteous Parking part of the DVLA test.

Maybe tax non-residents/visitors to the city via ANPR system which automatically charges the registered owner £1, I'm sure the council work make more monies.

**215. 9 Named Residents**

Disagree with parking permits

**216. Resident**

I am emailing to strongly object to parking permits, we have 3 cars in our household and object to having to pay over £700 to park in my area, what am I actually paying for as I am still not guaranteed a space, my partner works shifts and comes home at 11.30 pm and doesn't have trouble parking, my daughter is uni midwifery student and has to have a car for her community placement and she is expected to pay nearly £600 , I am disgusted, I would like to know exactly what benefit to my family this is going to give us, it seems to me this is a money maker for the council and probably put more local shops and pubs out of business, which will be very bad for our local economy and put even more strain on our local council

**217. Resident**

£100 is too much it was £50 before, penalising residents who need their car for work, what happens if you have 3 working adults living at residence, they can not afford to leave home?

We can park when there are no students, they should be banned from bringing cars, other cities do ! It is ironic when they have permits from their homes !!!

It should be from 5-8pm with no returns in 4hrs like other areas in Portsmouth, don't forget



the Pompey supporters who park, people returning home can not park. There are too many tipper trucks parked, too wide for residential roads. Garages who park several vehicles around the streets.

Obviously the high cost will pay the wages of the traffic wardens?

**218. Resident**

Dear Transport Planning Team,

I am writing to share my view on the recent proposals to reinstate the MC parking zone.

I am against this from happening, as I was 4yrs ago when it was introduced and then removed.

Has a survey been done on the cars that park in these roads? Would it not find that the majority of cars parked in these roads are owned by people that live in these roads?

I agree some cars are parked here to use the nearby shops.

I appreciate the proposed scheme is only for two hours a day though I still believe this is an infringement. I oppose to paying £100 (as I am a secondary person living in a shared house.) I am on a low income as it is and I already pay my taxes to keep my car on the road. I don't believe I should pay to have to park it nor pay for friends or family to visit me. The time and expense it would cost the council to put this in place and the upkeep of enforcing the restrictions seems to me a waste of tax payers money when the government are recommending cutbacks in spending.

**219. Resident**

I would like to make an objection to proposed parking zone MC. This would cause me great inconvenience as a student as I rely heavily on a car during term time, and to get back to my other residence.

It is of great difficulty to register a car to your student address even though you spend the majority of time here.

**220. Resident**

Please do not bring in parking permits for this area. Local businesses are dependent on street parking for their customers. My daughter's business is open from 10 a.m. to 10 p.m. and they are very worried about the impact that this being brought in would have on their livelihood.

**221. Business**

I am writing regarding the proposed resident's parking zone in Bramble Road area. I own two HMO properties in the designated area and I am strongly against the proposed scheme as I do not think it is fair. The lack of parking spaces is not only caused by the people living in the houses but also by people who do not live in the immediate area and park business vans and trucks which take up valuable space.

Limiting the maximum number of parking permits to two per household (even if there are up to three in theory, the cost of the third one is prohibitive) is unfair towards houses with multiple occupants (not just HMOs but also families with young adults) who would see their rights as neighbours taken away.

In my opinion, if such a parking permit scheme was to be proposed, the number of available licences per house should match the number of lawful occupants in each household. This way, nobody would be penalised and we would avoid people who park business vans and trucks without living in the area, considerably improving the availability of parking spaces.

I would be grateful if you could please take this feedback into consideration.



**222. Business**

I am writing regarding the proposed resident's parking zone in Bramble Road area. I am co-owner of two properties in the perimeter of the designated area and would like to confirm that I am in objection of the proposed scheme as I don't think it wouldn't solve the current parking issues.

The main problem is caused by people who do not live in the immediate area and park business vans and trucks which take up the space allowed for the people living in the houses.

The proposal for only two parking permits allowed by house, is in contradiction with the fact that there are houses in multiple occupation which are by law licensed and whose households should have the same rights. On the other hand, this scheme is not fair for the families with young adults which will also see their rights as neighbours taken away.

Please I would appreciate if this feedback was taken into consideration.

**223. Resident**

No point of permit between 5-7 as it didnt wrk before, also there is no issue of parking between those hours, issue of parking occur after 8pm

**224. Resident**

I would like to register my opinion that this should not go ahead. It didn't work last time. It will affect local businesses. Real pain

**225. Resident**

I am a student at the University of Portsmouth, and I do not support this proposed parking zones around the Southsea area as many students have spent a lot of time and money to learn to drive, furthermore cars are the most essential and economic form of travel, whether it is commuting to University or returning home. Thus the parking is very essential to us students.

**Support for Residents' Parking Zones (within MC)**

**226. Resident, Bath Road**

I support the proposed MC residents parking zone.

**227. Resident, Bath Road**

I am contacting you to state that I support the reintroduction of the MC Bramble Road Area parking zone in it's new proposed form. I am glad that my road will be included in the above zone if it goes ahead.

Parking in Bath Road is an utter nightmare in the evenings once the University students have returned from their holidays, and at times I have had one or two very large vans parked opposite my house on a frequent basis.

I welcome anything which can be done to ease the difficult parking situation in Portsmouth.

**228. Resident, Bramble Road**

We find it a nightmare to park in the evening and due to this, we avoid travelling via car in the evening.

**229. Resident, Bramble Road**

Yes we desperately need this zone back. It worked very well when it was in place and gave residents a chance of parking at least once a day!!



**230. Resident, Bramble Road**

We are in favour of the reinstatement of the above parking zones for the following reasons:

1) Parking in our area especially at night has been an increasing problem over the years. It has become worse since van drivers have used our road to park overnight.

2) The new student accommodation in Fawcett Road that may have up to 40 students and the refurbishment of a property on Bramble Road that will have 7 students will cause additional pressure for parking spaces even if a small proportion of the students bring cars with them.

3) When MB zone was originally installed it created vehicle displacement into our area caused by some commuters parking their vehicles and then commuting from Fratton Railway Station. One of the reasons MC zone was created was to prevent this displacement and this worked well with the 5-7pm restriction as commuters could not guarantee getting back to their vehicle in time. I understand that there was some resentment from residents who lived close to NC zone but I believe that this will not be an issue as the proposed increase in the MC area will prevent this displacement.

I believe that the creation of MB and MC zones resolved most of the parking problems and should never have been scrapped by the last council. I sincerely hope the reintroduction of these zones can go ahead without delay.

**231. Resident, Campbell Road (north side)**

I do support the parking permit for my area and I strongly believe this is a good idea as I struggle to find a parking space when I finish work as I am a taxi driver. I am 100% agreed with this idea

**232. Resident, Campbell Road (north side)**

Although I do not have any objection in principal to the re-introduction of the MC Zone, I was curious to know whether one of the situations that instigated the zone in the first place reoccurred at all after the zone was removed.

I recall that the residents of Havelock, Livingstone, Lorne and Outram Roads had an understandable problem with long term parking of cars from out of the immediate area, principally from the west of Victoria Road, which prevented local parking. The residents' zone only lasted a few months, so did the anti-social parking resume after the zone was removed?

**233. Resident, Chetwynd Road**

Having read through the information posted at various points near my property, I would like to voice my support for the proposed MC permit zone. I have lived here with my family since July 2014 and was able to benefit from when the zone was first in place and have, at times, felt like I cannot leave my property after 6pm since it was rescinded due to the severe lack of parking.

Whilst I feel that the price of a second permit is fairly high, I understand the reasons and purpose behind it. There are a number of multiple occupancy properties in the vicinity and I hope this permit zone will go some way to curtail the use of cars in the street

**234. Resident, Chetwynd Road**

Just received a letter regarding proposal to make our road, Chetwynd Road, PO4 into a parking zone. (MC) . I'm all in favour although the last time we had this, it was well policed initially but soon it was not policed effectively at all. So my question is, how well do you intend to monitor parking in the Zone?? After all, it's only 2 hours a day.

**235. Resident, Chetwynd Road**

Hello, iam in full support of the proposed residents parking zone, it worked for my family



before and we were all very happy with the restrictions, i was very upset when it was taken away without any consultation, if they had sent out a survey they would have got the response of a lot of residents that they didn't want to see it go, my family and i hope it goes through and that we get our parking zones back.

**236. Resident, Chetwynd Road**

I am fully in support of reinstating the MC Parking zones, which worked very well in our road, particularly for residents between 5 and 7 pm, to enable us to actually park in our road.

The only issue we have is the multiple occupancy, or 3-4 car ownership per household, which hopefully would improve if this was reinstated.

I don't see why Motorcyclists should be exempt from residents' parking zones charges - as for example a Motorbike has been parked partially across our house and my neighbours, and has not been moved at all for 2 months now. It is very very frustrating, and the person lives on opposite side of street and uses his car. It is virtually blocking one car space for residents, so although the person is a resident, why should they be excused from purchasing a permit

Thank you for your response. It is not actually my neighbour .....it is a resident in Chetwynd Road and it is not just myself that has noticed this issue . . . . .we do also have problems in Chetwynd Road with residents company vans .....again taking up space for residents. ....the list goes on and I am sure other residents have raised similar issues. Perhaps the 1999 rule for motorcyclists anywhere should be revisited!

**237. Resident, Chetwynd Road**

I'd just like to voice my support for the MC parking zone.

**238. Resident, Chetwynd Road**

My heart sinks at the beginning of each academic year because the parking in our road and the area surrounding it becomes impossible, there is just nowhere to park once the students return, even in the summer when they are not here, it is difficult to park, but when they return it is even worse.

I visit my daughter once a week to help with the grand children and sometimes don't get back until about 10pm as she lives some way away. This means that I have to circle the area looking for somewhere to park and this sometimes takes about three quarters of an hour or more, and it often means I have to park some distance away from my home and walk back in the dark.

When we had residents parking previously this seemed to solve the problem, parking became possible again, which improved life in the area considerably, for everyone. I therefore ask you to re-instate our parking zone and make life bearable again.

**239. Resident, Chetwynd Road**

I have lived here for decades and for quite a lot of these years the parking has been bad apart from a short spell of permit parking a few years ago that unfortunately ended suddenly. I felt at the time the permit parking wouldnt be any good ( 2hours between 5 - 7pm , but i couldn't have been more wrong . There was always a parking space close to the house whereas at the moment I would be lucky to park in the road .

I am therefore in favour of residents parking zones for chetwynd road and surrounding areas.

**240. Resident, Chetwynd Road**

While supporting the proposed parking scheme for the above area, I would have preferred



<p>no charge for the 1st car as in the original scheme. However I whole heartedly support the re-introduction of the scheme in the area. Particularly covering houses of multi occupancy as in Chetwynd Road. Thank you for the opportunity to comment</p>
<p><b>241. Resident, Chetwynd Road</b> I agree to having the MC Parking zone.</p>
<p><b>242. Resident, Chetwynd Road</b> I wish to inform you that I support the proposed MC Zone: Bramble Road area residents' parking scheme proposal.</p>
<p><b>243. Resident, Chetwynd Road</b> Please accept this as my contribution to the parking consultation. I feel quite ambivalent about the proposal - I am very keen to have parking permits, having experienced first hand the significant improvement when it was implemented 4 years ago. However, I am displeased at the thought of paying £30. I see this as additional road taxation, particularly as it doesn't guarantee a parking space. My biggest bug bear with the £30 charge are the thousands of pounds that were wasted implementing this previously, and then withdrawing the system one month later. I, and many of my neighbours and family, were very angry at the waste of time, money and effort to have a service taken from us - it felt that we were being disadvantaged in the local area compared to our neighbouring areas who had the permits, and now we are being charged to cover the costs of disbanding a system we had removed without our consent. Personally I would prefer a free first car, and perhaps an increased charge for a subsequent 2nd permit.</p>
<p><b>244. Resident, Chetwynd Road</b> As a resident of one of the streets within the proposed parking scheme. I hope we can go ahead with these plans although I would have preferred not to have to pay for the first car. Doesn't Road Tax cover this? A particular problem are the houses of multi occupancy in our road which I hope this scheme will deal with.</p>
<p><b>245. Resident, Darlington Road</b> I am delighted to know of the plan to reinstate residents parking. This has my full support. Several years ago residents parking was introduced and it made an immediate improvement to the parking situation. It was inexplicable that this was later removed, without any consultation. I would further suggest that a successful residents parking scheme is essential for the regeneration of this area, which has suffered degeneration linked to the disproportionate number of student houses.</p>
<p><b>246. Resident, Darlington Road</b> I am in favour of the re-introduction of these zones. In my opinion the previous trial was abandoned prematurely and should have been for 12 months to get a fairer result. I live in Darlington Road and find it impossible to park in this road and the surrounding roads in the later evenings should I have an evening appointment.</p>
<p><b>247. Resident, Darlington Road</b> This email is to show my support for the MC parking to go ahead as soon as possible. Please hurry and bring back the permits the students are back and the parking is terrible. They seem to have just arrived parked up and left their cars. Working hard all day only to</p>



arrive home between 5/5.30 and having to park streets away !!!

**248. Resident, Darlington Road**

I am writing to you with regards to the proposed parking Zone to be introduced into the Bramble Road area (MC).

I have lived in the Southsea area for a couple of years now, with previously parting with my cash in order for my vehicle to be parked safely without suffering the consequences of being fined for wrongful parking.

I have no issue with this system, as I know how annoying it can be not to park outside of your own front door. Heaven forbid someone may have to walk 100 meters to their front door! In my opinion the occasional walk is good. Whatever my opinion my gripe is with the cost. Please may you inform me how £30 is the annual charge for only 2 hours of permitted parking, when other areas are £30 for 24 hours?

For myself who more often than not will return home until after 7pm most days and I must note my objections to this proposed parking.

**249. Resident, Darlington Road**

We are writing to state our support for the reinstating of the MC parking zone

When the scheme was originally in operation parking for residents was much easier and visitors and deliveries were not inconvenienced

We accept the need to pay for the first permit

**250. Resident, Darlington Road**

I show my support for the MC parking zone and would be happy if it was not just the 5-7pm but all day with a 2 hour wait.

**251. Resident, Darlington Road**

I am in favour of the MC Parking Zone

**252. Resident, Darlington Road**

I applaud the proposal to reinstate resident parking for the MB/MC areas however, I do object to the £30 charge on principle, for the first vehicle.

Paying council tax and road tax should entitle every household to one free parking space.

If no physical permits are to be issued, how will we as residents know that the council are carrying out the checks required to make this work?

Will there be a way for a resident to check if a vehicle is legally parked during the restriction time?

If not I anticipate that there could be cause for animosity between vehicle owners.

In the Bramble Road residents survey it states that there are 53 residents in Darlington Road when, as a resident of Darlington Road I know there are 64 properties. How is this possible?

You asked me to let you know which road I live. I did state that I was a resident of Darlington Road in my previous email. Having resided in Darlington Road for Forty years, I can assure you there have been no houses knocked

down nor any new ones built in that time. There has been 64 houses throughout that time. So am am still bewildered as to how the 2012 survey could get it so wrong. I accept there may be more postal addresses.

You state that any member of the public can report potentially unauthorised, or illegally parked vehicles to the Traffic Management Centre. Without physical Parking permits I do not understand how we are expected to know which vehicles are unauthorised or illegally parked. Will there be some way we can check?



**253. Resident, Darlington Road**

Having read and studied the proposals listed I consider it to be an excellent scheme, it will help to relieve some of the parking problems in this area.

A big problem are the number of commercial vans etc some left for weeks & weeks and not moving at all.

Also the on-going problem of students bringing cars to Portsmouth and leaving them unused for long periods, usually outside other peoples housing.

Yes, a good scheme indeed bring it in ASAP!

**254. Resident, Delamere Road**

For what it is worth, I think that the parking zones should be re-introduced due to the number of HMO's in the area meaning that the parking is nearly impossible at times.

**255. Resident, Delamere Road**

I am in support of the plan apart from the charges for permits. It used to be the case that the first permit was free and the second was £50. I am interested to know how the council are justifying a charge of £130 in total for two cars at one residence. A breakdown of why it is costing this much would reassure residents that this is not merely profiteering on the part of the council. Residents are essentially paying a lot of money to have two hours per day of protected parking, which is not guaranteed. This is an alarming amount of money for many households to have to find in the new year on top of rising council tax charges this year.

It should not be the case that anyone living in Portsmouth should have to pay any money at all to park only one car at their residence in an area where off street parking is simply not available in the majority of properties.

**256. Resident, Delamere Road**

I would like to say that I approve of the proposed parking zone in my area.

The only comment I wish to make is that I think that the time should be extended to 10pm. Parking in my road is a real issue with many large business vehicles belonging to people who do not even live in the road and people parking their second and third vehicles in my road again they do not live in the road.

**257. Resident, Delamere Road**

I fully support reinstating the residents' parking zone here.

Since the parking zone was abolished, it has led to several friends and neighbours (including many professionals who are good for the local economy) leaving the immediate area predominantly because of issues related to residents' parking. I am confident that restoring the zones will resolve these issues as we saw a reprieve when they were previously in force.

It is my view that it is currently untenable for part of the city to have parking zones in force and not others. Visitors to the Southsea zones will be less affected due to the suggested hours they will be implemented. This will also increase the flexibility of the local working population, who currently find it very difficult to return from work late and park anywhere near their home. This can be a risk to vulnerable people at times, which the parking zones will significantly reduce.

**258. Resident, Delamere Road**

I would like to register my support for the introduction of the residents MC parking zone . When this was introduced previously it was of great benefit to the residents and helped



<p>considerably with the parking congestion. It also removed numerous vehicles that were parked for the long term.</p>
<p><b>259. Resident, Delamere Road</b> I am writing further to the recent letter from the Council consulting about the reintroduction of the MC Parking Zone. Please note that I am strongly in favour of the parking zone being reintroduced on the terms set out in the consultation document.</p>
<p><b>260. Resident, Delamere Road</b> I am very much in support of the proposed parking scheme.</p>
<p><b>261. Resident, Delamere Road</b> I live in the Delamere Road area and are in full support of the proposed residents parking zone (MC Brambles Road area). I would just like to point out that it is important to make sure the current white dotted lines are correct and practical. The parking in this area is a premium, and all the available space should be utilized efficiently.</p>
<p><b>262. Resident, Delamere Road</b> I am writing today to offer my support for the proposed parking zone. I live on Delamere Road and find that parking is very difficult. As a woman, who takes part in local theatre, I often arrive home late and find it very uncomfortable and scary to walk what is sometimes 20minutes back to my house after parking. I would very much like to feel safe whilst I arrive home and the parking zone WILL help that. It did when we were given the zone a few years so it will again.</p>
<p><b>263. Resident, Delamere Road</b> I am in full support of the proposed parking scheme. If the scheme goes ahead could you please ensure the current white lining is used efficiently as parking in these areas is still a premium. Also somehow encourage drivers to park properly eg. parking up to the end of the bays.</p>
<p><b>264. Resident, Edmund Road</b> Just a short not so that my approval for the proposed parking scheme. Parking during term time with so many student cars as well as long wheel base commercial vehicles is terrible. The opinion of a vocal minority (northcote arms) should not put in jeopardy a scheme that benefits the vast majority of long term residents of the area. I have had friends who have felt compelled to move when starting a family due to the ability to park near the house. The scheme should also help clear a few of the abandoned vehicles in the area, and trucks used as storage for waste items. The published statistics that were highlighted in the Evening News on capacity are not representative of the area which is over capacity in the evening once people return from work and even more so during term time. Sending car counters round on a summers afternoon is not representative in any way of local peoples experience.</p>
<p><b>265. Resident, Edmund Road</b> I have resided here a long time. The only time I could guarantee to park outside my house, let alone in my road , was when the parking zone was voted for by local residents I congratulate the Liberal Democrats locally for giving this matter attention once more The removal of restrictions without consultation was undemocratic and showed how the votes of local residents were viewed. ( will this be a national view with Brexit ! ) I look forward to</p>

parking outside my home on a regular basis once more Even at a cost
<p><b>266. Resident, Edmund Road</b> I would like to make clear my support for the suggested parking zones in Southsea. It is often difficult to park on our street due to multiple student vehicles, commercial vehicles which are left for many days without being moved and derelict vehicles which seem to have been abandoned for months. The parking zone would make a significant difference to the ability to park close to the house when returning later from work or attending evening activities and wanting to drive. I am hopeful that other local residents will offer a similar opinion on the proposed plans.</p>
<p><b>267. Resident, Edmund Road</b> I would like to support having residents parking zones in our area, although I don't have a car I would need to buy Visitors Permits from time to time and would be glad to do that.</p>
<p><b>268. Resident, Edmund Road</b> Please may I register that I am supportive of the proposal to introduce permit parking to the Edmund Road area of Southsea and the surrounding roads.</p>
<p><b>269. Resident, Edmund Road</b> I welcome the proposed restrictions in this area.</p>
<p><b>270. Resident, Esslemont Road</b> wholeheartedly support</p>
<p><b>271. Resident, Esslemont Road</b> I am writing to confirm I am very much in favour of a Residents Parking Zone in my area. What does disappoints me though is that the zone will only be in place 5pm to 7pm daily and a at a cost of £30 per year. I am happy to pay £30 per year if it was the same time constraints for all Residents Parking Zones in Portsmouth. I have family in other parts of Portsmouth and they pay £30 for all day Residents parking. Please do not tell me that my area impacts on other roads and areas in Southsea, as we have had to endure for many years people using our road as a car park at evenings and weekends and what's more they not only come and park but then get picked up by someone or get a taxi to where they live. Also we have had to put up with the Garage in Delamere Road parking at least 6-7 transit vans in my road and Londesborough Road on a daily basis. If you are going to continue to go ahead with an MC Residents parking zone for only 2 hrs per day would it be possible that we pay a reduced sum of money? Say £15.00 per year? (although I would prefer all day Residents Parking for £30). I reiterate I am very much in favour of an MC Residents Parking Zone.</p>
<p><b>272. Resident, Esslemont Road</b> I am writing to support the proposed residents' parking zone in the Bramble Road area.</p>
<p><b>273. Resident, Esslemont Road</b> Please accept this email as support of the reintroduction of MC Parking zone. It was much easier to park when MC RPZ was there before and that it is always a lot worse when the students are in the city. I need my vehicle for work as a builder and that, because of needing to unload tools into my house from my vehicle, I have to do that whilst leaving the car in the middle of the road and this angers people.</p>
<p><b>274. Resident, Esslemont Road</b></p>



Both myself and my husband are in favour of the re-introduction of the parking zone. We are also willing to pay for the permits. This scheme seemed to work well when originally introduced.

**275. Resident, Esslemont Road**

Further to your letter of 30th of August 2018 I am writing to give my support to a residents parking zone in my area MC. I find evening parking very difficult. I just wish it could be 5pm til 7am.

**276. Resident, Esslemont Road**

The permits are a great idea as I do struggle to find parking in my street, especially when Portsmouth FC play home games. We have 2 cars and to charge us £30 for the 1st car is reasonable. However £100 for the 2nd is not a reasonable amount. If the fee for the 2nd car is reduced to an acceptable and reasonable amount then I am for the proposed permits.

**277. Resident, Esslemont Road**

I fully support the proposed parking zone in the Bramble Road area.

**278. Resident, Esslemont Road**

Yes we should have a parking zone for the area but not everybody like the old one will be coming home between 5 and 7 some people work shift work and some people have to go out to Portsmouth College when there is no bus service and have to travel back at night to try and find a space. I used to be a bus driver and finish shifts between 11 and 1 a.m. in the morning.....try finding a space then.

I used to be a community responder for the ambulance service working from home for calls... but had to give it up because my car was parked two or three streets away which took a long time to go and get and then travel at normal road speed to a incident.

It's not been bad for the last 8 weeks as most of the university and student have gone home.....this week now has been a real pain.

**279. Resident, Esslemont Road**

It appears that the right move to try and reinstate the MC zone is being discussed . The reasons that the Conservative council used left me and many other appalled due to a catalog of deceit and lies.

Reasons stated were not cost effective, which it turns out that the MB and MC zones were the only ones making money.

Displacement of cars to other areas, which was hard to see as less than an hour after the 2 hour RPZ period there were no spaces left, so where did all the other vehicles appear from.

No more zones would be introduced, but new zones have appeared.

I wholly support the reinstatement of the MC RPZ especially due to the nature of its removal. At the same time i feel that all of Portsmouths 24 hour RPZ's need looking into, as they probably fill the criteria that the lies and spin used to remove the MC RPZ, why does any area need a 24 hour zone, most if not all have abundant untaken spaces, cause displacement of vehicles and are costing council tax payers money.

**280. Resident, Fawcett Road**

I am for the proposed parking zone.

**281. Resident, Fawcett Road**

My husband and I are very much in favour of having residential parking in our area and are



<p>only too happy to pay for the privilege</p>
<p><b>282. Resident, Fawcett Road</b> I am in favour of proposed residents parking zone despite the £30 annual charge. I can see that will not happen until after 20th September 2018 to allow for all replies but urge speed thereafter as droves of rich university students will soon be upon us.</p>
<p><b>283. Resident, Fawcett Road</b> I support the residential parking proposal. I did so the first time, as I did the second time, after which we were told we would have it, Then at the last minute on a whim ken ellcome took it away, I was told that the cost of his debacle cost nearly a million pounds. When this is all over will we told the final cost and what you intend to do about that jackanapes?</p>
<p><b>284. Resident, Fawcett Road</b> I am contacting you concerning the proposed residents parking zone in Bramble Road area. Having lived in Fawcett Road for many years I am more than aware of the escalating parking difficulties for residents in this area. With the increase of landlords buying multiple properties in the area this is becoming even worse particularly for 9-6 workers and shift workers. The previous MB restrictions a couple of years ago appeared to work well for residents such as myself. There was no charge for the first permit and the time zones appeared to work for the area. Although in favour of having some parking restrictions and in having limited permits for houses. I do however, strongly object to having to pay £30 for the first permit just for being able to park somewhere hopefully vaguely close to my house. I am not a temporary resident, I pay a high amount of council tax and feel this fee is unfair. Yes, I understand there is always a cost but I don't believe that this is not an acceptable reason to charge for the first permit for non multi-occupancy house.</p>
<p><b>285. Resident, Fawcett Road</b> Please could you register my strong support for the reintroduction of this scheme. This would a) allow me to park during term time and b) go some way towards restoring the appalling and entirely belligerent damage wreaked upon my faith in democracy, on behalf of Commandant Ellcome.</p>
<p><b>286. Resident, Fawcett Road</b> I am totally in flavour of the proposed MC Parking Zone around Fawcett Road.</p>
<p><b>287. Resident, Fawcett Road</b> In response to the proposal of the MC Parking Zone, as a Fawcett Road resident I would like to say that I strongly support this scheme. The majority of parking issues on our road are caused by HMO properties which, especially at this time of year, sometimes make it impossible to park with 100m of our house. Whilst we would prefer the cost of the first permit to be free for long term residents, we do – overall – support the proposal.</p>
<p><b>288. Resident, Fawcett Road</b> I would like to register my support for the above proposed zone.</p>
<p><b>289. Resident, Fawcett Road</b> Yes please, hopefully as soon as possible. The students are back and it's awful again.</p>



<p>I do feel sorry for the residents of Boulton/ Inglis / Oxford roads who are not included in the scheme and will get all the 'dumped' vehicles. But as for the rest of the scheme; yes please, as soon as possible.</p>
<p><b>290. Resident, Fawcett Road</b> Please could you register my SUPPORT for this proposal. I cannot wait for its reintroduction.</p>
<p><b>291. Resident, Fawcett Road</b> We are in favour of the parking consultation go MC zone. However we would hope that for the second and third cars that the cost could be brought down as it seems a lot of money and may prevent residents from supporting the proposal. It does not affect us personally as we only have the one car.</p>
<p><b>292. Resident, Fawcett Road</b> I am writing to confirm that I agree with having permit parking in fawcett road and surrounding areas. I am a resident and it is impossible to park anywhere remotely near to our house. we hve to park far away and car ends up being vandalised. alas as there currently are no parking permits it means works vans, caravans and trucks full of rubbish get parked in the area so with the fact theat the student properties in the area regulary have 3 to 4 cars per property which many seem to require more room than the average parking spaces. ( many could park closer to car in front but don't so take up more space than required.) because there it currently isn't a parking permit area that is alot of illegal parking happening. many parking on double yellow lines right on corners of the side roads making it dangerous to drive and cross the roads. this is an accident witing to happen. Can I also suggest that traffic wardens attend each day in the area as council could make a fortune just in fawcett road, northcott road, wheatstone road from illegal parking. certain where we live we have loads of people parking to attend the pubs /clubs albert road which again is very unfair on residents.</p>
<p><b>293. Resident, Fawcett Road</b> I am writing in support of the reinstatement of the parking restrictions in the MB/MC zones in Southsea. The current situation is unacceptable with it often being necessary to park a considerable distance from our house having driven around and around to find a place. It is particularly difficult during term time when a number of student cars ( which are often used only occasionally) take up places. It was much better when the parking restrictions were in force formerly and I would welcome their reinstatement.</p>
<p><b>294. Resident, Francis Avenue</b> A definite vote for yes.about time it was reinstated</p>
<p><b>295. Resident, Francis Avenue</b> i wish to support the proposed plan</p>
<p><b>296. Resident, Francis Avenue</b> I definitely vote for mc parking permits. It is a must and should never have been withdrawn.</p>
<p><b>297. Resident, Francis Avenue</b> I welcome and strongly recommend the reintroduction of the residents parking zone</p>





MC after years of misery after its removal in 2014.

The only concern i have is i do not think the two hour 5pm to 7pm permit holders only time limit is anywhere near enough. Many parking challenges occur during the evening and so any time from about 5pm to midnight or more appropriately a twelve hour exclusion is a better time to exclude non permit holders say for example 6pm to 6am.

My own experience has shown that parking early and late evening and early morning has proved difficult and on one occasion from 0100 am to 01-50am i spent driving through twenty eight streets trying to park before parking half on yellow lines requiring me to visit early at 08-00am the next morning to move the car.

**298. Resident, Francis Avenue**

We strongly support the proposed residents' parking zone in Bramble Road area.

**299. Resident, Francis Avenue**

I am totally in favour of a return of MC residents parking zone.

The short period that it was originally in place made a great deal of difference to the parking problems within the area.

The 2 Hour period between 5pm and 7pm does stop people not from the area, parking their vehicles for days or even weeks without moving them.

These people are usually Students, Business people taking the train to London or Holiday makers taking train to airports.

**300. Resident, Francis Avenue**

I am totally in favour of a return of MC residents parking zone.

The short period that it was originally in place made a great deal of difference to the parking problems within the area.

The 2 Hour period between 5pm and 7pm does stop people not from the area, parking their vehicles for days or even weeks without moving them.

These people are usually Students, Business people taking the train to London or Holiday makers taking train to airports.

**301. Resident, Francis Avenue**

As a resident within this zone, I would like to register my support of the proposed parking zone

**302. Resident, Francis Avenue**

I have no issue with the permit parking itself but do with the timing of the restricted times of 5pm - 7pm.

I would like it to be at least from 4pm - 7/8pm. The reason being is that it would stop the football supporters (mainly home) from taking all the parking spaces on matchdays. There have been times where i have had to park several blocks away including outside of the proposed MC zone.

This would in effect if the proposed parking zone went ahead put me at risk of getting a fine for parking in a different area if they have a permit zone.

The letter that i received from the council states that the 5-7pm times is when the highest demand is. That however is wrong, because on matchdays the demand goes through the roof as they look to park for free and as close to Fratton Park as possible, on a weekend or weekday night.

**303. Resident, Francis Avenue**

I have no chance of parking after work because I am a nurse at QAH, often on 12hr sifts. I am either trying to parking at 5pm or 7pm or 9pm, my only chance is at 5pm, sometimes.



This is due to people driving to drink at the local pub, I am against drink driving, or going to the wedgewood rooms or in Albert Rd where there is parking.  
We have a lot of vans parked near me, I live at the Albert Rd end, and we have a lot of multi-let houses and student let houses. Some houses have 3 or 4 cars each! What is the point of a 2hr zone? I don't agree with having to pay £30 for the first car to park for 2 hrs it's a rip off.  
If it is going to be enforced then any parking zone is better than nothing, but it does not last long enough.

**304. Resident, Francis Avenue**

These proposals are needed. As we now have to pay to park as the last time this was brought in. We were promised 24hr a day 7 days a week patrol which did not happen. The weight restriction for commercial vehicles along Francis ave was quietly removed with no consultation.  
As we are close to sea front we would expect to have this enforced for 7 days.

**305. Resident, Francis Avenue**

I am writing to show my support for the parking zone for Francis Avenue. Having been very angry when the parking zone was taken away, I am delighted that there is a proposal to re-instate it. I only hope that it goes through without too much opposition from those who are not permanent residents in the area!

**306. Resident, Francis Avenue**

I am writing in support of the re-introduction of the MC parking zone TRO 87/2018. For too long the wishes of the residents of the area have been overlooked / ignored. Attempts by the previous administration to liaise with local employers to reduce the instances of commercial vans being parked in the streets overnight achieved nothing. The MC zone was very successful during its initial introduction and I fully support its re-introduction.

**307. Resident, Francis Avenue**

I support the parking zone in principle but would like to see the following amendments:

1. Motorcycles should also have to apply for a parking permit. Often motorcycles park in such a way that they take up a parking space and should therefore have to have a permit.
2. The permit holders only hours should be extended to 4.30 - 8pm.
3. The worst times for parking are on Saturdays when the football is on therefore I think it should also be residents only parking on Saturday's from 1-3pm.

**308. Resident, Francis Avenue**

I would like to offer my comments on the MC parking zone being proposed. Firstly, I am in complete support of a parking zone for the area, however I do not agree with the current proposals being put forward.

I believe the purpose of the zone should be to target those properties where there are multiple vehicles, HMO's for example.

- I do not agree with being charged a fee for the first residents permit, I believe this should be free.
  - o I have no objections to the second, third etc. fees.
- I don't believe the restrictions go far enough, essentially 5-7pm still allows non-residents to park for 22 hours within a 24 hour period.



<ul style="list-style-type: none"><li>I would like to see the restriction also enforced in the mornings so vehicles cannot just be left for 22 hours.</li></ul>
<p><b>309. Resident, Francis Avenue</b> I think the proposed parking plans for MC zone are really good and will have a positive impact on the parking problems experienced by residents in this area.</p>
<p><b>310. Resident, Francis Avenue</b> I am emailing in support of the proposed residents parking zone in the Bramble Road area. I would be very pleased to see this implemented.</p>
<p><b>311. Resident, Francis Avenue</b> I would support this – we have 2 young kids and a baby on the way, and parking two roads away with shopping as we often have to do, and a buggy is going to be a nightmare!</p>
<p><b>312. Resident, Francis Avenue</b> i very much welcome the reintroduction of RPZ MC which is very much needed and we have noticed the difficulty in parking the last week with the return of the students and i have had a car parked outside my house without moving for over a week. I would like to say i would like to see the 5pm to 7pm voucher only parking extended longer into the evening or next morning because parking is a real problem not just early evening but much later into the night and early morning.</p>
<p><b>313. Resident, Francis Avenue</b> Whilst I am in support of a parking zone in this area the times proposed are of no use. From 5 to 7 is really of no use at all. When you come home from work after 8 p.m or go out for the evening when you need to go by car it is really depressing to spend the next hour driving round and round looking for somewhere to park. I find it quite scary at 60+ years of age to come home late in the evening after an event and have to drive round and round looking for a space and then having a long walk back on my own through the dark quiet streets to get home. May it be noted that all through the summer when the students were away we have had no problems parking at all. This last week with all the students arriving with at least 2 cars to each house some of which have been parked up and not moved since, the parking has once again become horrendous with no spaces available come the early evening. Perhaps a car park should be provided that students that bring cars with them should have to park their cars in and then use the uni bus which is provided for them. Or better still stop them from bringing cars into the city full stop. Also MB zone is very small in comparison, where do they park if their area is full up? If it was just the residents parking in these areas we would just park in each other's roads if ours were full especially those of us that are near the boundary of both zones.</p>
<p><b>314. Resident, Francis Avenue</b> I live in Francis Avenue and am pleased that the parking zone is going to be reinstated as there is a definite need for it. I am regularly unable to park near my house when I return home from work and also sometimes during the weekend. However I object at having to pay £30 for this. When we had the parking zone before, it was free for the first car. Why is this not the case this time? What is the £30 used for? I agree with charges being made for second or third cars registered to a property.</p>
<p><b>315. Resident, Francis Avenue</b></p>



As a resident of Francis Avenue, I am in favour of the re-introduction of the parking restrictions. I am however disappointed that there is fee for the 1st car. I would however like it if you could look to tax HMO's to raise the tax. Rather than tax one car households face in your proposals. If the transport links and cycle routes were upto scratch we wouldn't have to have a car.

Thank you for taking the time to respond to my email. My wife and I witness large work vehicles parking on our road and just left over long weekends which at times take three spaces. I have suggested on Portsmouth Politics FB page that perhaps the council could approach B&Q or Tesco's at Fratton to allow work vehicles to be parked up over night. Local businesses could sign up to a scheme which could pay for a couple security to patrol the area where the vans are parked up.

Secondly would it be possible to paint bays on the road as some people are very inconsiderate when parking. Most cars have reversing sensors or cameras and power steering so it is possible to park closer to other cars. This may increase the number able to park.

Thank you for your reply. I appreciate the time you have spent formulating the arguments for and against. It would seem that perhaps that permit parking may be the solution. Maybe it would be an idea to run a social media campaign on parking considerately whenever possible. Possibly you could also tax work vans. It might be unpopular but it could be an extra revenue stream.

**316. Resident, Francis Avenue**

We are all three in favour of a residents' parking zone in our area. However, we feel that the hours proposed are insufficient to alleviate the problems currently experienced. We are of the opinion that the hours for residents only parking should be from 5pm until midnight. There are those who return home after 7pm either from work or from an evening out. Considering the proposed price will cover more than the running costs for the scheme and generate a surplus for the council, we feel it reasonable to expect significant benefits.

**317. Resident, Francis Avenue**

I agree with implementing parking zones in Francis avenue. Thank you

**318. Resident, Grenville Road**

I am in favour of the parking permits because there is a lot of students living in this road now. Far more than there was in 2012 when I moved into this road. There are also a number of vans and vehicles down this street (some belonging to the same house) which makes it very difficult to park here especially on the weekends).

**319. Resident, Grenville Road**

I notice that the proposal says between 5pm-7pm. Would the permits be for this time period only? If so, the prices of the visitor parking permits don't really make any sense (having to pay for 12 hours if the permit time is for only 2 hours a day?) Personally, I think the parking permit is a good idea but I don't agree with having to pay for the privilege of being able to park outside your own house for £30.00 a year. If the first parking permit was free then I think I would be in favour of this.

**320. Resident, Grenville Road**

As a permanent resident, I'd like to air my view on the matter. I believe that, when the parking zone was working previously, it made a big difference to the situation. I am completely in favour of reinstalling the scheme.



**321. Resident, Harold Road**

While I support the parking permits proposal for my street in general I would question the high cost of them and the limited time they are enforced. We are a two car household and previously the first permit was free while the second incurred a cost of fifty pounds if I recall correctly.

I would like to know what this income would be spent on considering we also pay council tax and road tax. It seems the council is exploiting us residents who have taken the brunt of the parking problems but only giving restrictions between the hours of 5pm and 7pm. Albert Road causes a huge amount of issues for us. At night I cannot find parking and due to finishing work later than 7pm this will not be alleviated. 5-7pm is completely ineffective. Please restrict these areas for later periods of time considering the amount of money you will earn from this scheme.

**322. Resident, Harold Road**

With the current parking situation in and around our area I think it's about time residents parking zones were re-introduced. Anyone can walk around our local roads and can count dozens of commercial vehicles parked, many of which the drivers don't actually live in our roads, also these vehicles are not registered to these addresses. Also many of the houses rented out to students often bring three and in some cases four cars per household which sometimes don't move for days on end, if they wish to bring their cars to Portsmouth whilst on their courses why can they not be parked on college car parks thus easing the problem they are helping to cause. WITHOUT QUESTION THESE ZONES SHOULD RETURN

**323. Resident, Havelock Road**

I fully support the proposed parking zone implementation. I feel this is needed to ensure appropriate parking for all residents.

**324. Resident, Havelock Road**

I am very much in favour of this proposal

**325. Resident, Havelock Road**

These parking zones should never have been removed. I hope they are reinstated soon. It makes such a difference to know that there is a chance of parking with a couple of streets of my house - often very close - when I return in an evening. At present returning after 6 pm often means parking a great distance away. I seldom use my car in an evening because of the difficulty of parking on my return.

**326. Resident, Havelock Road**

I am writing to inform of my full support for the proposed scheme as above.

I have lived here for many years and parking has become difficult to virtually impossible at times.

During the brief period of restricted parking a few years ago, we all appreciated the relative ease with which we could park close to home - I can't wait for it to return!

I can see the need for the charges - I am a one car household but many houses have 2 or 3 cars and this adds to the pressure on parking for everyone. Unfortunately I think anyone with 3 cars will vote against the scheme due to the charge for the third car.

In summary, please bring restricted parking back!

**327. Resident, Havelock Road**

Regarding parking zone MC. Thank you for asking for comments. I would make the following points:



1) I am strongly in favour of the re-instatement of the parking zone MC.  
2) Road markings and posts for the support of the zone notices are already in place as, presumably, are the original notices so this zone could be speedily re-instated at minimal cost and could immediately generate income for the Council.  
3) The current inequality of life for residents in the roads that would be included by MC compared with residents in the adjacent existing parking zone is striking.  
For large parts of the year, residents in the roads covered by MC struggle greatly to find parking within half a dozen roads of where they live because of:  
- local students using MC as a long term car park.  
- second vehicles without permits, owned by residents in adjacent parking zones.  
- rail commuters using the roads in MC as a free car park.  
4) Accepting that living within a parking zone with a permit does not guarantee a parking space, why not consider issuing permits that cover an adjacent zone as well as the one in which a resident lives?  
I think it is a good idea to have less restrictive conditions for parking in some zones - (as per MC). Such regimes should allay the concerns of commercial businesses in the Albert Road area, for example.

**328. Resident, Havelock Road**

With reference to the proposed reinstatement of MB and MC parking zones in my ward, I would like to say that I wholeheartedly agree with the proposals and it has my approval.

**329. Resident, Havelock Road**

We fully support the proposed reinstatement of the MC Zone along with the extension as far as Bath Road for the following reasons.

1. MC zone worked well before with limited hours which allowed trade lorries and the Dentist in Outram road to operate easily.
2. It would stop students parking in these roads particularly from IB zone and the Halls in the city centre. The proposal to take the zone away from mainly student roads in LB Zone was a good idea. In those roads Playfair, Margate etc (mainly student) houses have access to a permit when on the whole the student cars are not registered there or else they choose not to pay the annual charge. In one road alone the officers confirmed that there were over 50 student houses! Not heeding this sensible suggestion was a mistake on behalf of the previous Chair 3. It would stop commercial vehicles parking in these roads if there are not registered to the address or not on a callout. One business with more than 2 vans leaves them in Havelock road although their drivers do not live here.
4. We also think that Chelsea and other roads down to Albert Road ought to have a similar 2 hour zone

**330. Resident, Havelock Road**

Please register my support for the proposed MC residents parking zone.  
It will remove long term parking of non-resident vehicles.  
It will prevent, or reduce the number of commercial and utility vehicles parking all weekend.  
It will force residents to use their existing off-road parking of which there is quite a lot.

**331. Resident, Havelock Road**

I am writing in support of the proposed parking zone MC. As it is very limited restrictions it is difficult to see who is inconvenienced by the proposal. It prevents long term parking by cars not registered to the area...largely students...whose cars remain in the road for months.

<p><b>332. Resident, Havelock Road</b> I am writing to support the proposed residents parking for the MC zone.</p>
<p><b>333. Resident, Havelock Road</b> I would be grateful if you could reinstate the MC Parking Zone, please. It would be much appreciated.</p>
<p><b>334. Resident, Havelock Road</b> I am writing in support of the introduction of parking zones in the Bramble Road Area.</p>
<p><b>335. Resident, Havelock Road</b> I support the re-introduction of MC parking zone and was incredibly disappointed when the conservative council removed it with somewhat flawed reasoning whilst leaving LB zone in place... My concern is the proposed hours of operation : 5pm - 7pm. Can you extend the hours to operate 5pm - 8pm? I work in and drive to Crawley Monday-Friday and return home between 7:30-8pm : Parking within a 15min walk ( or sometimes anywhere ) let alone near my house is challenging and has become tiresome after a long day. Driving around on some days for 1/2 an hour without finding a space is very frustrating. Extending the zone until 8pm will give me a much better chance of finding a space. LB zone adjacent to where i live has a large over spill of vehicles into the area and ironically usually has lots of free space. Have you considered allowing permit holders to use adjacent zones - so rather than issue single zone permits , they are valid in the zones next door. This would surely make best use of available space - it's almost criminal to have certain areas bulging at the seams when acres of space are out of bounds.and unused .. So To Summarise</p> <ul style="list-style-type: none"> <li>• Support MC zone</li> <li>• Extend hours : 5pm - 8pm</li> <li>• Adjacent / multi-Zone Permits - i,e MC can use LB &amp; MB ( and visa versa )</li> </ul>
<p><b>336. Resident, Havelock Road</b> I support the introduction of parking permits for this road but would like to see restrictions applying from 5-9pm as I return from work late. Furthermore, I would like to see parking by non-permit holders restricted to 1 hour.</p>
<p><b>337. Resident, Havelock Road</b> I would like to register my support for the re introduction of the parking zone for my area, our road becomes a Car Park for students and others who feel its okay to leave their cars parked in our road for days on end....the 5 to 7pm "permit holders Only" worked well last time and hopefully will do so again.</p>
<p><b>338. Resident, Havelock Road</b> I support the proposition in principle as it is really difficult to park in our road. However 5-7pm is not enough. 5pm to 9pm would be better as I come back from work after 7pm.</p>
<p><b>339. Resident, Havelock Road</b> I support the re-introduction of MC parking zone and was incredibly disappointed when the conservative council removed it with somewhat flawed reasoning whilst leaving LB zone in place... My concern is the proposed hours of operation : 5pm - 7pm Can you extend the hours to operate 5pm - 8pm?</p>



My husband works in and drive to Crawley Monday-Friday and returns home between 7:30-8pm : Parking within a 15min walk ( or sometimes anywhere ) let alone near our house is challenging and has become tiresome for him after a long day. Driving around on some days for 1/2 an hour without finding a space is very frustrating. I am often left waiting while his dinner goes cold! Also, when I am doing evening training for my job I struggle to find a space and this also hampers any plans to take the children to see the stars for example or anything that requires the car. I have even considered moving but soon both my children will be in senior schools which are all close by. Extending the zone until 8pm will give us a much better chance of finding a space. LB zone adjacent to where we live (Havelock Road) has a large over spill of vehicles into the area and ironically usually has lots of free space. Crazy I know & very annoying! Have you considered allowing permit holders to use adjacent zones - so rather than issue single zone permits, they are valid in the zones next door. This would surely make best use of available space - it's almost criminal to have certain areas bulging at the seams when acres of space are out of bounds. And unused. So, To Summarise

- Support MC zone
- Extend hours: 5pm - 8pm
- Adjacent / multi-Zone Permits - i,e MC can use LB & MB ( and vice versa

**340. Resident, Henley Road**

I have two views. First, I think we shouldn't have to pay, since we already pay Council tax. However, I do understand that parking areas are limited in Portsmouth and more and more families have more than one car. We find lots of people, who don't live in the area that park here all the time, with the exception of occasional visitors. Therefore, I support the proposed parking zone and I am relieved we have only one car.

**341. Resident, Henley Road**

We support the proposal in the main.

However there are a few comments to make:

1. We are convinced that students park in our area during term times as when university term is over there is significantly more space available. So we hope the plans to register vehicles to a resident and a main home address should help this. Students have ample ways to get to university and home besides cars.
  2. We dislike the large lorries that are obviously trade vehicles (some from large national companies) who seem to be allowed to bring the lorries home overnight. So we welcome restrictions on weights of vehicles.
  3. We think the second permit costs are a bit steep. Could this be looked into please? Somewhere nearer double the first permit would be more sensible i.e. £60 (or at maximum £80).
  4. The time limit should extend from 5pm to 9pm or 9.30 pm to facilitate parking spaces being available for residents who may return late from work e.g. for shift workers
3. With the start time of 5pm is the idea to allow local shop workers or shoppers space to park during working hours? We would like to see if there are plans for bring forward the start time of the restrictions to 4pm

**342. Resident, Heyward Road**

I fully support the implementation of the MC parking zone. Part of the reason that it is necessary in my particular cul-de-sac is that a student residence building with, I believe, about 40 rooms, has been built in Heyward Road on the corner with Fawcett Road. For





some inexplicable reason no restrictions on vehicle use were imposed when planning permission was given. The last university year the building was only partially rented but the resulting extra vehicles caused parking chaos in a short street with only about 20 parking spaces. This month could see students bring up to 40 vehicles forcing elderly residents like myself to park streets away. This is deeply unfair to residents such as myself who have lived in the street for many years. Please ensure that the number of student permits are limited otherwise the entire scheme will be a complete waste of time.

Thank you for your feedback. I would just like you to understand very clearly that the main problems with parking in my immediate area are caused by university students bringing vehicles to local streets without capacity to hold them. When the university is closed then parking problems reduce to the point that the proposed parking zones are not really necessary. If these students take the decision to transfer registration addresses to Southsea to keep their cars then nothing is resolved.

My son attended Oxford Brookes University and students were given clear instructions that vehicles were not welcome and they were expected to walk, cycle or use public transport AT ALL TIMES. I simply do not see Portsmouth Council taking this firm stand. I see nothing wrong telling the students at the 40 room block at the corner of Heyward Road that there are only the five parking spaces in front of the building available to students and so only five permits will be issued for vehicles registered to that address. After all, they came here for study, not tourism.

I am sorry if I appear unhelpful but, since I moved here 16 years ago the quality of life in the area has deteriorated but, since I am retired, I am stuck here unless I win the lottery! The students are our guests and are welcome provided they show due consideration to permanent residents by not using our streets as long term car parks.

**343. Resident, Holland Road**

I fully support the proposed residents parking zone MC Hope it stays this time

**344. Resident, Holland Road**

I am writing in response to your proposal to reintroduce the MC parking zone. I am in full support of this proposal, especially with the growing number of students accommodation in this area. Students houses often have multiple cars and it can be impossible to park in our road late at night during term time.

**345. Resident, Holland Road**

I would very much like to see MB/MC permit parking restored .

**346. Resident, Holland Road**

I can confirm that I am in full support of the proposed MC parking zone.

**347. Resident, Jessie Road**

I received a letter today about the new MC zone asking for feedback. I think the new zone is a good idea but if you're going to implement permits the timeframe it's in force should be more like 5pm - 9pm as it's really from 6pm onwards where I live that the parking gets very short of spaces and often the peak time is people looking to park after 7pm which would make the permit less useful at only 5pm to 7pm

**348. Resident, Jessie Road**

I am writing to signal my support for the proposed residents parking zone in the Bramble Road area.



**349. Resident, Jessie Road**

I am writing to formally express SUPPORT for the proposed TRO re-introducing MC zone, within which I live.

The parking situation has become significantly worse since the MB and MC zones were deleted, with it being very difficult to find a space at times. This leads to congestion, and sometimes parking that is dangerous (e.g. on double yellows at junctions). It is hard to blame people for doing this when there is no other alternative, and also when there appears to be virtually zero enforcement since the zones were removed.

When I return home from work late, I will often end up having to park a fair distance from my home. Whilst this is fine for me, as I (probably naively) feel quite safe walking around after dark, I would worry for the more vulnerable members of our community who may not feel safe walking after dark alone.

The reasons I particularly support these proposals are:

1. Time zones: Good compromise: I feel that the proposed time restrictions represent a good compromise. This will deter long-term non-resident parking (e.g. commuters, students who may not need a car but choose to bring one just because parking is free), but will also make it easier for visitors. It will also, presumably make enforcement easier. I suspect that this change along will reduce the number of cars on the streets in Portsmouth, as some students may choose to leave their cars at home rather than pay the annual fee (which can be hefty in a multi-car household).

2. ETRO: The original removal was undemocratic. The original schemes were deleted via an 'experimental' TRO; however at the scrutiny management meeting I gave a deputation showing (via an FOI request) that the Cabinet member at the time had not:

- Sought any data from the council over the size/scale of the problem
- It was unlikely therefore that this could be considered an 'experiment' (to hold an experiment, you would need baseline data, and a falsifiable hypothesis).

Unfortunately, my deputation was not included in the formal minutes of the meeting. I wrote to the city solicitor, but this was not rectified. I therefore include a link to an audio recording of my original deputation here: <https://youtu.be/vUk8hWC5IsQ>

In closing, I would also draw the committee's attention to the deputation I gave at a meeting of TECS in September 2017, where I put across my view that whilst in the short term, the zones absolutely must be re-instated; there should also be attention paid to co-creating a long term strategy. A written version of my deputation was published along with the minutes of TECS.

<http://democracy.portsmouth.gov.uk/documents/s16509/TECS%2020%20Sep%2017%20deputation%20by%20A%20Reed.pdf>

So, in summary, I think parking will always be a 'hornets nest', but what the council proposes is a sensible compromise. I therefore formally and unconditionally SUPPORT the proposal as it stands, but also provide a view on a (separate) longer term idea as stated above.

**350. Resident, Jessie Road**

I wish to reply to the consultation regarding the reintroduction of the MC zone.

Since the MB and MC zones were democratically abolished parking in the area has continued to get worse with blocks of flats being built in both MB & MC areas along with more HMOs.

Also when the MC zone was abolished it had not been given a chance to 'bed in'. The council's own information stated that if the zone had been kept that the number of permit owners were expected to increase (not everyone can find the money to buy a permit on



day 1). Also emails the council had received show that when a zone is introduced 'mid-term' many students take their cars home at the end of term and don't bring them back (student's emailed the council to tell them this when MB was introduced)

It's the universities policy that student's don't bring their cars to Portsmouth, yet the dramatic change in parking over student holidays demonstrates that this is widely flaunted. If the re-introduction of the MC zone encourages some students to take their cars home permanently then this will benefit other resident's both inside and outside MC (as overnight when parking is at it's highest demand, any resident from MC or outside can park in the proposed MC zone). To confirm I am in support of the MC zone being reintroduced.

**351. Resident, Jubilee Road**

I wanted to take this opportunity to voice my support for the proposed parking zone in the Bramble Road area. I frequently come home from work late to no spaces at all (never mind any in front of my house) and regularly have to drive to other roads to find parking. Not to mention being so close to Fratton Park means we regularly have problems with football fans parking down our road on Saturdays, leaving no spaces for the residents. I look forward to seeing if the parking zone helps to solve these issues!

**352. Resident, Jubilee Road**

With reference to the letter dated 30/08/18 from transport planning I would like to say that I support the restrictions, however contest the £30/year fee for the first parking permit. I understand that these schemes take money to enforce but as a council tax payer believe that I am already providing funding. It is buildings with multiple vehicles, or businesses that seem to be consuming an unfair amount of parking space and believe that occupancies with a single car should not be charged for having one.

**353. Resident, Jubilee Road**

I have recently received the letter informing me of the proposed parking permit for my street. Whilst I agree that a permit in a particularly residential area is a good idea, the prices which you suggest are absurd.

I live in a household with 4 other professionals, 3 of us having our own car which we need for our own professional needs. If the parking permit is passed, we would each be forced to pay £326.67 to cover the cost for all 3 cars. That is assuming that you "allow" us to have 3 cars but I am unsure how you would enforce the removal of a car from our household if the "capacity doesn't allow".

The area is crowded and has always been crowded since I have been here, implementing a parking permit now would not reduce this but instead, in my opinion, is just a ploy for money. I doubt that many people in this area would want to/would be able to pay the ridiculous prices that you suggest and would consequently clog up the surrounding streets where a permit is not needed.

**354. Two Residents, Jubilee Road**

We are residents of Jubilee Road (x2) and we are in support of the proposed parking zone

**355. Resident, Jubilee Road**

I fully support the proposed Parking scheme. We are already over run with cars from student HMOS and are unable to use our cars at night, because on return home no spaces are available.

When the previous parking zone was introduced, which excluded Jubilee Rd, the situation was ridiculously bad. The road was full of vans, trucks and second vehicles from elsewhere within the zone. Many of these hardly ever moved.

The bad parking situation during University term times has caused several households to



move, causing an even bigger shifting community.

The problem with the validity of this survey is, with so many HMOS in this area, the responses are unlikely to support the views of individual house holders.

**356. Resident, Jubilee Road**

I do agree with permits for parking outside your own property but strongly disagree with having to pay for them when we pay council tax, £30 for a second car would be ok. I'm against paying for permits

**357. Resident, Jubilee Road**

We previously lived in Sutherland Road when the parking permit scheme was last introduced and found that it allowed us to park more easily during the evenings. This scheme was withdrawn without any consultation or refunds issued for resident and visitor permits purchased.

From memory, we think that the first permit was free and the second was around £30.

We would support the new parking permit scheme if it were to be introduced were it not for the cost of the permits. We have two cars which we require for our jobs since the public transport provision does not operate during the hours we require or in the areas we need.

We feel that, whilst we agree with a charge for a second permit, the first permit should be free and £100 for a second permit is far too expensive and far more than the previous scheme. We would be interested to hear what has lead to this increased cost and how the revenue will be spent. We would also like to take the opportunity to remind you that we already pay Council Tax, which has recently increased. Perhaps the higher parking permit charges could apply to households which are exempt from Council Tax, such as student properties, as they are using the roads if they require a parking permit and should contribute to their upkeep. Currently local residents already pay for council services to be provided to student properties.

We also feel that the two hour window during which the restrictions would apply does not take into account those who work further away or later shifts. Perhaps the hours could be extended.

We hope that these comments will be considered. Please do not hesitate to contact us should you require any further information.

**358. Resident, Livingstone Road**

I fully support the proposal to introduce the residents' parking zone (MC). I feel that the proposal times (1700-1900) are a sensible measure allowing day visitors to be able to park and therefore not adversely affect local business. As long as the enforcement is robust, the number of commercial vehicles left overnight will reduce. I think the proposed escalation in fees for the number permits is a great way to encourage the use of more sustainable means of transport.

**359. Resident, Livingstone Road**

Please can you record my 100% support of the proposed MC parking zone.

The MB 2 hour restriction parking zone worked well. It restored fair parking opportunities for residents within the zone and allowed for generous daily free parking for out of town shoppers and visitors both to the local area and to all of our city's many attractions. The proposed MC parking zone will provide the same and I hope it can be up and running at the earliest opportunity possible.

Portsmouth is a great city.

**360. Resident, Livingstone Road**

I am emailing to inform you that I support the proposed residents' parking scheme in

Southsea.
<p><b>361. Resident, Livingstone Road</b>          I am writing to confirm my firm approval for this proposal. We have suffered for a long time with students leaving cars in the road for the whole term whilst they live in the city centre, residents from neighbouring permitted areas leaving their second or third cars in the road and many households in the road having more than three cars.          Yours sincerely</p>
<p><b>362. Resident, Livingstone Road</b>          I fully support the parking proposals for permit holders only between the hours of 5-7pm. This worked well in the past and will ensure that the road is for residents only and not a parking spot for other people to park for days on end ( students, etc' ).          My main fear is that some residents will not support the motion, as they have 3,4,5 vehicles in the road, including camper vans etc' which I do not believe should be allowed full time parking at the expense of residents cars.          Is there any way, these type of vehicles can be excluded from the permits? as they take up so much space.</p>
<p><b>363. Resident, Livingstone Road</b>          I support the residential parking proposals</p>
<p><b>364. Resident, Livingstone Road</b>          I am totally in favour of the MC parking zone proposal. The zone was in place when i moved in to the area 4 years ago. Unfortunately it got taken away, which caused a large problem for parking. I know that people in other parking resident areas are parking their 3rd car's here to avoid the premium charge. In my opinion, reinstall the MC zone, or take them all away to make it fair.</p>
<p><b>365. Resident, Livingstone Road</b>          ]I am very supportive of the proposed Residents Parking scheme. It takes a long time every day to find a parking space, after a long day at work this is not ideal.          The situation has got alot worse since the LB parking zone started charging high rates for 3rd cars, so now they all park on our street leaving no space for residents when there are alot of spaces on their own streets.          This really has to be resolved, residents are moving out of the area this has become such a problem .... I would really rather not get driven out of southsea due an issue that can be resolved by residents parking.</p>
<p><b>366. Resident, Livingstone Road</b>          I fully support the parking proposals for permit holders only between the hours of 5-7pm. This worked very well in the past and will ensure that the road is for residents in the area MC only and not a parking spot for other people, who already park here for days &amp; weeks on end- basically just dumping their vehicles in this road.          I have lived here for decades find it very frustrating that this is now how it is.          My main fear is that some residents will not support the motion, as they have 3-5 vehicles in the road, some including camper vans (which are permanently parked until they go on holiday once or twice a year) and are using a space that a resident of the area cannot even get one car parked. I suggest that there ought to be a clause regarding these vehicles as well.</p>
<p><b>367. Resident, Livingstone Road</b>          This is just a short note to say that my partner and I support the proposed introduction of</p>



residents' parking in the Bramble Road area.
<b>368. Resident, Livingstone Road</b> We are in favour of the proposed parking scheme for our road
<b>369. Resident, Livingstone Road</b> Yes we are in agreement for the parking permits. We can never park anywhere near our house and it seems that people who own mobile homes also park on our street which takes up 2 or more places.
<b>370. Resident, Livingstone Road</b> With reference to the above parking zone & the proposal to reinstate. Firstly, I would like to say that I am in favour of it being reinstated as the area is still blighted by displaced vehicles from surrounding RPZs – most noticeably the LB zone. However, I do think that the nature of all of the surrounding K & L zones needs to be reviewed. Why are there 24 hour zones in these area with no return in 3 hours? What justification is there that the residents in these areas should have the luxury of guaranteed parking at any time night or day (you can find spaces in all of these zones even on a Friday or Saturday night) whilst the rest of Southsea has to struggle to find a parking space. Even the introduction of the 2 hour restriction in MC zone will not afford us this guarantee and it is inequitable. There should be the same residents' parking privileges city wide or there should be none. My suggestion would be that all zones have the 2 hour restriction to prevent cars being parked long term. Why should a resident in St Andrews road have guaranteed parking (and the opportunity to park a second or third vehicle in a neighbouring street to avoid purchasing a permits) when one in Outram or Livingstone Road does not.
<b>371. Resident, Londesborough Road</b> I would support the return to our resident parking ( MC )
<b>372. Resident, Londesborough Road</b> I have just received the note about the parking zone. While I support the principles of a parking zone I do not support having to pay extra for this right to park outside my house when it was free under the previous zone given I pay enough in council tax so object to this part of the proposal and will be informing my councillor of my views. This is an unjust tax.
<b>373. Resident, Londesborough Road</b> I would like to register my support for the return of the parking permit area MC Zone. I have read it is proposed to make the permit time 5pm to 7pm, I think this will not work and I think it should be 6pm to 6am this is a system I have seen in many cities I know people who have this system and it works well.
<b>374. Resident, Londesborough Road</b> I am in agreement with the councils decision to restore Residents Parking but I feel there should be no charge for the first car. My reasons for this is due to car owners pay car tax to the Government which gives them the right to drive on the highways, Due to the fact that the residents parking is for only two hours and not all the time like other areas in the city I feel this is totally wrong they pay the same, so why the charge for two hours of residents parking. I would like to know where people will park when the flats in Goldsmith Ave are completed, ? MB and MC Zone Another comment I would make is the Council said they would look into making other roads in the area for Residents Parking, nothing has been said regarding this. I have



concerns that these people will be affected for those two hours and maybe more, people will park in Roads adjacent to the MC Zone, all this needs to be looked at. I believe all Roads in the Southsea area should be for Residents Parking.

**375. Resident, Londesborough Road**

It will be great to have it back. It worked well when it was last in and parking has been a nightmare since it was taken out. There has been a huge growth in works vans and cars for the local garages being stored on our road

**376. Resident, Londesborough Road**

I am in support of parking zone MC being re-instated with its previous restriction for residents only parking between 5pm-7pm. As a resident in this zone I know how high the demand for parking is between these times.

I am also in support of the new parking restriction times in the neighbouring MB zone, which I believe will be more user friendly than the previous 24 hour restrictions.

I hope both of these schemes will be re-instated as we did not want them removed in the first place.

**377. Resident, Londesborough Road**

I fully support the proposal to bring in permitted parking around this area, my only question is why the only options for visitors permits will be 12 or 24 hours when the actual permitted time is only two hours. It would make sense to offer one or two hour visitors permits at a reduced rate, rather than as it appears try to use this as a manner to make money out of the residents, on top of the inevitable fines that will be able to claim.

Thank you for coming back to me, i live on Londesborough Road.

Im still at a bit of a loss why each permit would be a minimum of £1.10, is that the cost to produce these permit if so that seems very high?

I would also challenge the theory that offering less than 12 hours would risk people overstaying and requiring new permits, as the permitted window is only two hours long whether you have a 2, 5, 8 or 12 hour permit visitors will need to put in another permit anyway, and even in alot of cases for the 24 hour permits as well.

All the above aside, as stated I still am for the proposal for parking permits in the area.

**378. Resident, Londesborough Road**

In relation to the proposed residents parking zone in the Bramble Road area (MC zone) as a resident living within the proposed zone I am in favour of the zone being re introduced.

The previous zone worked and I was very disappointed that it was removed last time.

I look forwards to the MC zone being re introduced in the near future

**379. Resident, Londesborough Road**

As residents of MC parking zone my wife and I support the reinstatement of this parking zone as set out in TRO 87/2018.

**380. Resident, Londesborough Road**

YES I am in full favour and support proposed parking scheme TRO 87/2018.

In relation to the proposed residents parking zone in the Bramble Road area (MC zone)

To assist with your analysis my objective is to park in Londesborough Road, as far too many times have I had to park several roads out. I am certain many others experience the same difficulties.



**381. Resident, Lorne Road**

I am emailing my firm support for the MC parking zone to be reinstated. This should never have been taken away. Since it has been taken of operation without consulting the residents, the parking in the area has been difficult with non-residents cars left for weeks badly parked around our streets (as they probably do not care about the residents) It is particularly difficult for residents who work off the island. When we come back after working long hours, we find we cannot park. At weekends we do not dare take a car anywhere as we can't find a parking space on our return.

It has made matters worse that the decision to abandon the scheme was taken by Councillor(s) who do not live on the island and who do not experience the problem first hand. If the wishes of residents in the area had been listened to in the first place, there would not have been this waste of money in putting up and dismantling a perfectly good scheme.

Please reinstate the scheme ASAP. This email is representative of the views of three residents, all working away and two car owners of Lorne Road.

Please acknowledge receipt of this email. We are all wondering how democratic the PCC is as a result of this debacle around the parking.

I have copied in Suzy Horton & Steve Pitt of Portsmouth Liberals whose party have listened to local views and acted on them.

We are very concerned that other political parties are listening to transient university students point of views for a scheme affecting us for years to come.well after they have left Portsmouth.

**382. Resident, Lorne Road**

As a resident, I am fully supportive of the reinstatement of permit parking for the MC zone. I would also be supportive of an increase in permit charges if it helped discourage the number of vehicles in the city.

**383. Resident, Lorne Road**

I would like to say I am in support of the scheme

**384. Resident, Lorne Road**

I write to confirm my support for the Parking Permit Zone [MC].

Having lived here for decades, the 'Displaced Parking' from other zones has made it almost impossible to park, particularly in the evenings. The constant stream of vehicles looking for spaces is dangerous and polluting.

The clamour to provide onsite parking has also lead to the unsatisfactory conversions of front gardens and even small forecourts into undersized parking areas, which is having a very negative effect on the Conservation Area.

I therefore welcome the reintroduction of the Parking Zone but fear my neighbours to the east will now suffer a similar fate to us with the displaced vehicles from this area.

Thank you for your consideration in this matter.

**385. Resident, Lorne Road**

I would like to say I am in total agreement with the proposed MC zone, the parking at the moment is extremely difficult especially in the evening and having visitors is almost impossible. Hopefully the zone will make life easier for us all and not make us dread returning to the road and searching for a parking spot.

**386. Resident, Lorne Road**

We fully support the RE-introduction of a residents' parking zone in the Bramble Road area.





I am dismayed to have to write again on this subject. We have submitted a huge volume of evidence over several years, including photos, details of inappropriately parked vehicles and extensive analysis of how parking by non-residents adversely affects the normal functioning of Lorne Road.

I fully understand that this appalling perversion of the democratic process is not the fault of the Engineers Department. It was the reckless and glib way in which a previous political figure tore up the parking zone without any regard for residents expressed wishes - even more insultingly, whilst maintaining residents parking zones in nearby areas.

I strongly object to the abuse of the democratic process in this case and would just say that it's no wonder that a significant portion of our society feels that its a waste of time voting when the will of the people is so callously disregarded in the way that was shown by Cllr Ellcombe.

I will forward our previous emails.

[Forwarded email -

We would like to draw attention to the fact that the residents of Lorne Road have suffered a progressive worsening of the already desperate parking situation.

We have seen several examples of large commercial vehicles parked in Lorne Road, for days at a time and sometimes clearly not making best use of the scarce parking space available - for instance by parking several yards from the end of the double-yellow lines at the junction with Livingstone Road.

Whilst legal to do so (if they are properly road-taxed) we believe that large commercial vehicles are not appropriate to be parked in cramped residential streets. Our experience is that such vehicles could be left in Lorne Road for weeks at a time.

We also experience non-residents' vehicles parked for long periods of time in Lorne Road - for instance, while their owners go on holiday. Often these are foreign registered vehicles. We would like to strongly support the proposal for a Residents Parking Scheme in Lorne Road. The 16:00 to 18:00, 7 day/week option is a neat and unobtrusive way to prevent non residents blocking spaces for long periods.

We must ask for natural justice here. Given that spill-over from adjacent Residents' Parking Schemes is a well-recognised phenomenon, we propose that RPZs are either acceptable anywhere there is sufficient support, or else not available anywhere in the City.]

**387. Resident, Lorne Road**

Thank you for notice of the MC parking proposal I am in full support.

I live on Lorne Rd and I have a young family, I cannot go out in my car at night as I won't be able to park when I return. Therefore this will change my life.

I was recently shouted at by a neighbour for saving a space for a few minutes. It's stress that no one needs. We pay our road tax and council tax and should be able to park.

When we had the parking zones there was less traffic it made my road so much safer than it currently is without a parking zone.

We often return from a weekend away and cannot Park. Or have cars vans left outside our property whilst the owners take a train or ferry on holidays for weeks.

Please please reinstate this zone.

**388. Resident, Lorne Road**

I would like to express my support for the proposed parking zone covering Lorne Road.



**389. Resident, Lorne Road**

I am in favour of the reintroduction of these, which were previously successful in enabling us to regularly park on our road, while allowing flexible parking during the day.

**390. Resident, Lorne Road**

I am emailing firm support for the MC parking zone to be reinstated. This should never have been taken away. Since it has been out of operation (against residents wishes) the parking in the area has been terrible (as it was before the scheme). It is particularly difficult for those people who live in the area but have to work off the island. They then come back after working long hours to find they cannot park. At weekends we do not take a car anywhere as we can't find a parking space.

It has made matters worse that the decision to abandon the scheme was taken by a Councillor who does not live on the island and who does not experience the problem first hand. If the wishes of residents in the area had been listened to in the first place, there would not have been this waste of money in putting up and dismantling a perfectly good scheme.

Please reinstate the scheme asap. This email is representative of the views of three residents and drivers of Lorne Road.

**391. Resident, Lorne Road**

I am writing to confirm support for the parking zone proposed in the MC area. Your letter, however, does not explain why the proposed scheme does not operate like others in the adjacent parking zones where the restricted parking period is considerably longer.

While for me any scheme represents an improvement on the current situation, the proposals do not currently go far enough and many will be left dissatisfied with the proposal.

Parking is a major frustration for all local residents but becomes particularly so in situations where my wife and I have to go out in the evenings to take our children to clubs or other activities. Often we find that parking within a reasonable distance of home is impossible. Commercial and other vehicles move into the area to take up any remaining spaces. This then leads to people leaving their cars on yellow lines and on corners which creates a hazard to road users and pedestrians.

I urge you to lengthen the prohibited parking period to allow to cover the evening period.

**392. Resident, Lorne Road**

I am writing to confirm my support for the parking zone proposed in the MC area.

I would have preferred for the scheme to operate in the same way as other do in Southsea as I believe the way it is being suggested it will still mean that commercial vehicles, visitors and those avoiding paying for parking who work either at the university or in the centre of town will still be able to use the roads to park in during the day. Additionally I go out three evenings a week to collect my daughter from swimming club, at 9.00 pm from either Eastney or another swim centre after training and will still be in the same position of being unable to park any where near.

I am not sure why it is not being operated in the same way as other zones which generally have a two-three hour visitation right for non-permit holders. I have a preference for it being altered/different but am aware that people will want different things from it.

However, as I said at the beginning I am in favour of a scheme and if there is not a consensus from residents responding I would favour the proposals being outlined over none at all.



**393. Resident, Lorne Road**

We are writing to strongly support the introduction of parking zone restrictions for permit holders in the MC zone.

We understand the reasoning behind the 5pm to 7pm timing but would also support a longer restricted time zone (say 5pm to 6am) as parking after 7pm is also difficult  
The introduction of the 5pm to 7pm restriction will be an excellent start

**394. Resident, Lorne Road**

In response to your letter dated 30th August I have a couple of questions.

I currently have a small driveway with a "white line " on the road to prevent it being blocked. Please can you advise if this will remain under the new scheme or will be removed, and if so how do I prevent my driveway being blocked.

Also with regard to the charges, given that we live in a city and air pollution is not getting any better I strongly believe the difference in costs between the first and second cars should be considerably more. More like the differential between car 2 and Car 3 as would discourage multiple car usage.

It is all well and good introducing these schemes but what assurance can you give that it will be policed ? and what procedure I should follow if I find a car illegally parked?

**395. Resident, Lorne Road**

Although it is the case that parking is a significant issue in this area, and therefore something needs to be done, may I raise the following concerns:

1. The cost for visitors to park in the area. It seems excessive that they may need to pay £1.10 to park for only a short time - at best they will be paying 55p per hour to park if they visit within the 5-7pm period of restriction. This may have a particular impact on carers who have responsibilities towards relatives etc living in the area.
2. The size of housing and households is not taken into account. Recent social trends have forced adult children to continue living in the parental home - yet there is a restriction of 2 permits per household. This seems inequitable.
3. The second permit is expensive and effectively an additional tax on households with 2 cars.
4. One of the biggest issues in the area is students bringing cars into the city and parking them on the street. For example, the new JCL student hall in Fawcett Road does not seem to have restrictions on students parking their cars in the area - it just provides bike storage, which does not preclude occupants from bringing cars into the city and parking them in an already congested area. It might be helpful if the council finds out how many of its occupants do so and to work more proactively with the university to address this issue.
5. Will the previous policy of garage owners being able to park outside their garages without permits be implemented if residents' parking goes ahead (as these spaces are not in designated bays)?

I recognise that if residents' parking is not implemented in this area, the likelihood is that other areas will be residents' parking only, and therefore the area will suffer from displacement, therefore I feel I have no choice but to support the proposal, but I do so reluctantly.

**396. Resident, Lorne Road**

I am writing to express my support for reinstating the MC parking zone on my street. The only comments I would make are on some of the details of the proposal:

I think residents within the zone should be able to have at least 1 car permit for free. We



already pay very high council taxes in the city, and paying for a car permit is another tax on residents with little collective benefit - unless there is a way that you can guarantee the income from the car permits will be spend on improving roads and pavements in my area? The pavements in particular are appalling, dirty and a constant trip hazard.

Secondly, last time the zone was implemented we were unable to park a car on the white line marking the entrance to our driveway. This meant that a second car had to take up a space on the road (one less for the neighbours), rather than occupy a free parking space outside our house. As I now have an electric car I need to park on the drive to plug it in, and my husband often then blocks my car in with his by parking across the white line. Please can you make sure that dispensation is given for residents to park on the white line outside their own house?

Finally, the visitor parking vouchers sold were valid for a period of 12 hours. As the parking restriction would only apply for 2 hours, please can you make it possible to purchase visitor parking vouchers for 1 hour increments?

**397. Resident, Norland Road**

As a local resident, I support the idea of parking zone MC coming into operation. I see the sense in the hours of 5-7pm but also think that an hour or two in the middle of the day could be helpful to deter students and workers from parking in the zone and then walking into the city centre.

Please take these comments into consideration

**398. Resident, Norman Road**

With regards to your recent letter outlining details of the proposed parking zone in the Bramble road area, I would like to convey my support for the scheme and hope it is successful in alleviating parking problems in this area, especially with regards to commercial vehicles around the Norman and Harold road area.

**399. Resident, Norman Road**

In a word, yes, please re-instate the parking scheme for my area.

I think there should definitely be a sliding scale on pricing for additional cars per address, rising steeply after 2.

Happy to begin with the only between 5 and 7pm restriction, as long as this can be reviewed after time.

Re. permits for occasional visitors, will this be activated immediately via the online procedure or will we need to sort out in advance?

**400. Resident, Norman Road**

I live on Norman Road and am in support of the proposed scheme.

I would presume it will be actively patrolled by wardens during the 5pm to 7pm time zone?

I moved onto the road late June and this week have felt the hit of the HMO properties filling up for the start of University and can no longer find a space to park in any nearby road on my return from work.

The only thing I wish to add is a request that a small number of visitor scratch cards should be issued free annually to each property. This was the case when I previously lived in central Bristol within a residents parking zone.

**401. Resident, Northcote Road**

I have worked in London and lived here for decades. When I come home now during term time I can spend up to 45mins driving around trying to find somewhere to park, and call it 'the lets find a parking space game.' I often find myself having to park the other side of the Albert road, but even that is getting hard.



The students are not back yet and it remains possible to park on, or near Northcote Road but in a couple of weeks it will not and I will again, along with others find myself driving around looking for a space to park.

I recognise the financial advantage to Portsmouth of the universities steady growth and the vibrancy of living among a student population, but also the disadvantage of seeing the houses become multi occupancy (8 that I aware of on Northcote Road) with the attendant problems this presents of which parking, rubbish and run down houses are the worst.

This scheme is needed to control the burgeoning number of old cars that pour into our city during term time. In London we have the congestion charge and strict parking regulations. It is a fact that Portsmouth is the most densely populated city in this country with 15,336 inhabitants per square mile compared to London's 13,870 per square mile. It is odd that I have no problems in London but do here at home so I know it works.

**402. Resident, Northcote Road**

I am 100% in FAVOUR of the re instatement of our parking zone.

The first brief reason is : IT WORKED. The 5 - 7pm restrictions worked as it cleared all the cars from other roads "dumped" for weeks or months on end. Also student cars that are clearly not used or needed and, the dreaded "works van" where residents from other roads leave the van there on Friday afternoon and there it stays until Monday.

The way our roads are treated at the moment by others as Free car parks is simply not fair. No one expects to park outside their house , but somewhere near would be nice.

Also, my part of the road has a pub at one end and a garage at the other end, both responsible for customers cars being left on our road in numbers. If the pub has a darts or pool fixture on, forget going out in the car that night. And the garage regularly leaves 5/6 cars in the road overnight and over weekends.

But my personal main reason is fairness to all residents. I am ambulant disabled. I do not qualify for a Blue badge as I can walk 50 yards! I was turned down. That means that I need to use my car to go anywhere in the evening or weekend. As a result of other people's cars clogging up our streets, I never go out in the evening.

The last time I went out in the car to Chichester for the evening, when I got back I drove around for over an hour to eventually find a place 0.4 miles from my front door. I cannot walk that far, so I had to break the law and park on double yellows near my house and then set my alarm for 6am to go and move it before the wardens come round as I know well they do in the weekend. Luckily, there was a space to move it to.

I have not used my car in the evening since and that was over a year ago!

It is simply unfair and I want to be able to have an evening life again. And when we had this zone, I had one. Briefly.

I am concerned with the number of trade permits that will be allowed though. I know well that, last time, the owner of Staple Garage had 3/4 trade permits which he would give to Barry at The Northcote on a Friday afternoon so the pub had 7/8 permits to use all weekend, which they certainly did. I hope that can be limited this time as it was flagrantly abused and fraudulently used.

**403. Resident, Northcote Road**

I am fully supportive of the parking proposal as I live in this area and struggle to park at all times of the day and evening.

**404. Resident, Northcote Road**

I support the proposal for residents parking zone.



<p>405. <b>Resident, Northcote Road</b> Support for residents parking zone in Bramble Road area. We support the residents parking zone in Bramble Road area which includes Northcote Road.</p>
<p>406. <b>Resident, Northcote Road</b> I am writing in support of the proposed reintroduction of the MC Parking Zone. I find that the parking situation has got steadily worse and when we had our parking zone it was so much better. Please bring back our parking zone</p>
<p>407. <b>Resident, Northcote Road</b> I have lived here for decades and the parking problem for residents has got worse and worse. I now find that I rarely go out in the evenings because there will be nowhere to park when I get home. This consequently has an effect on the local economy as I would go to many more events at local venues if I could park when I got home. I know there are many parking schemes in other towns to assist residents which work very successfully and I definitely think we have got to the point where we need to take action. When we had the permit scheme before it was very effective so I fully support the reintroduction of the permit system again.</p>
<p>408. <b>Resident, Northcote Road</b> I support the proposal for a parking zone. Although this will not solve the problem we have of coming back late and then no space. Please note that parking at 10.00pm, can often take 15 mins to find a space. This year in our street, two cars were not moved in over 3 months, causing local annoyance. Hopefully the parking zone restrictions from 5-7pm, like before, will be a welcome improvement.</p>
<p>409. <b>Resident, Northcote Road</b> My opinion on the proposed parking scheme is that I'm in favour of the proposal.</p>
<p>410. <b>Resident, Northcote Road</b> I would like to express my support for the parking permits in Southsea, around Northcote Road. As a resident I find it extremely irritating and very inconvenient when I am unable to find a parking space near to my home at the end of the day. I often have to park many blocks from my home; the last thing I want to do at the end of a day at work.</p>
<p>411. <b>Resident, Outram Road</b> I heartily endorse the proposal to reinstate the resident's parking zone in this area. A number of vehicles, both commercial and private, park in our street which makes it difficult and sometimes impossible for residents to park near their homes.</p>
<p>412. <b>Resident, Outram Road</b> VERY much in favour. The sheer amount of cars parking for the night or weekend (private and commercial) means that residents often find it difficult to park when returning home in the evening or during events such as football or America's cup / Victorious. I would very much like to see this back in place.</p>
<p>413. <b>Resident, Outram Road</b> I support the proposal for a residents' parking zone. I was very disappointed when the previous scheme was removed without consultation. This road is often used for parking non resident's commercial vehicles, or cars from people living in nearby zones who don't want to buy permits. There are also some local residents who have multiple vehicles</p>



parked on the street - campervans etc), as well as students and people attending the Kings Theatre. My priority would be for parking to be restricted in the evenings and overnight, so people using the nursery or dentists surgery in the street during the daytime would not be affected.

**414. Resident, Outram Road**

I was fully supportive of this zone last time, and was disappointed when it was removed. The zone in question provides unrestricted parking during the day, which is supportive to local businesses. The 2 hour restriction during the evening is at a time when residents are returning home and therefore enables us to be able to park in our own streets without having to worry about trying to park several blocks away and carry shopping and walk children home etc.

During the time that the parking restriction has been removed, we have regularly had difficulty parking in our own street when returning home at the end of the day, and have needed to park several streets away. There are quite often cars parked illegally across the corners of pavements in the evenings.

We've found more and more commercial vehicles being parked here for lengthy periods at a time, or indeed camper vans and other private vehicles not belonging to local residents being parked in the street for lengthy time periods, making it difficult for the local residents. I would be grateful if you could register my support for this parking zone to be re-introduced.

**415. Resident, Outram Road**

Just to say I fully support the proposed parking zone being installed as soon as possible

**416. Resident, Outram Road**

We would jointly like to submit our comments on the proposed scheme. As a general point we would broadly support the establishment of a scheme but in its current proposed form it will not solve the parking problems that are very apparent in the roads of the defined zone. We would comment/suggest the following:-

1. A "permit holders only" period of two hours (5pm to 7pm) is not sufficient to provide sufficient parking needs for the residents in the zone. We would prefer to see a 24 hour period as in other zones of the city.
2. For effective controlled parking there is a need for effective enforcement which in turn depends on numbers of civil enforcement officers and their area visit schedules. We would therefore suggest that an enforcement plan is documented and implemented.
3. Parking of vans, lorries, caravans and motor-homes in the zone is a clear problem; very often the vehicles take a disproportionate amount of space, block the view/light to householders living on ground floors and often obstruct a clear view for vehicles traveling in an area. We would suggest that restrictions are reviewed and charges for clearly business related and oversized vehicles rigidly enforced plus banning in critical places.
4. Issue of permits electronically is a potential problem for enforcement. We understand that civil enforcement officers cannot always be visiting particular areas and residents cannot identify who is or is not permitted. We therefore urge a reconsideration of the need for a visible permit.

**417. Resident, Outram Road**

Whilst we would welcome the return of the Resident parking zone, I have the following observation to make in response to the proposal.

Timing of Permit 5pm - 7pm only - this only meets the needs of people who return from work between these hours - many people work non-standard hours. One of the chief



difficulties residents have in parking is during the evenings if they return later from work or have been out for the evening - trying to park near their home is often impossible up until midnight.

Perhaps the timings could be extended.

Also, we still have paid for Visitor Permits from the previous Residents Parking Scheme - will these still be valid - or can they be exchanged or new ones / credit given?

**418. Resident, Outram Road**

With regard the above Residents' Parking Zone, whilst generally in support of such a method to restrict parking to 22 hours of each day to stop long term parking by non residents, this will mean that adjacent areas to the south of this area will become over congested again by this long term parking.

Since the abandonment of the previous MC parking zone this area south of Campbell Road to Albert Road has not seen as much long term parking of non residents vehicles, and particularly vans and mobile homes which were such a nuisance and could be left for months. For example, one winter two mobile homes were left throughout a whole season, from autumn to spring, until holiday time came round again. Also there will be some overspill of vehicles from the MC Zone by extra vehicles or people not willing to pay for permits.

I would suggest that to overcome the problems of long term non resident parking the system suggested for the MC Area be extended throughout the whole city. This would mean that visitors and businesses requiring parking could do so for most of the time that they would need to do so. If longer time is needed then visitor vouchers could be purchased.

I hope these comments will be useful.

**419. Resident, Shanklin Road**

I am totally in favor of bringing back the parking zone, but I would like some considerations to the points below:

1. If you have visitors staying for more than a few days, will there be an option on Ringo to book (for example), a weeks parking permit in MC zone? You used to be able to purchase them as scratchcards for longer periods than 24 hours?
2. If you don't have someone patrolling regularly and keeping an eye on vehicles without permits, the zones won't make any difference.

**420. Resident, Shanklin Road**

Just a brief line to say that we would like to add our support for the reinstatement of MB & MC resident parking zones.

**421. Resident, Sutherland Road**

I am writing in support of the above proposed residents parking zone.

When we had the zone before it was much easier to find a space as it stopped a lot of the student parking, commuter parking and multiple works vans. It also stopped the local Volkswagen repair garage from taking up up to 16 spaces parking that residents could use. Some of his vans have moved for so long that there is grass growing up through the tarmac and its only the fact that they are MOT and tax exempt that stops them being towed away.

Thank you for trying to bring this parking zone back.

**422. Resident, Sutherland Road**

I am writing to confirm my support for the return of the Resident Parking Zone. We were blessed with this provision a couple of years ago and the ability to park in our road





improved greatly.

There are a number of difficulties that we experience when Residents

Parking is withdrawn;

We live in an area with many student lets and many properties are available to let for 4 students. Although this does not mean that every student has a car, parking becomes less of a problem during half term etc.

We have experienced a rise in commuter parking since roads nearer to Fratton station have retained residents parking permits.

A friend, living in Londesborough Road, returned home from work the other evening and was unable to park. The closest space that she could find was a space near Canoe Lake.

There is a V.W. garage in Delamare Road that takes up many spaces with numerous camper vans being worked on at any one time. Many appear to be stored in surrounding roads for months awaiting repair. We counted 24 the other day whilst walking the dog. These were parked in Francis Avenue, Londesborough, Sutherland, Esslemont, Talbot and Fawcett Roads. In addition to these W.V. vans there are also saloon cars awaiting attention.

It is for the above reasons that I fully support a return of Residents Parking,

**423. Resident, Sutherland Road**

1. My wife and I are in total agreement of re-instating our Residents Parking Zone.

2. How are the Residents going to know if there are vehicles illegally parked in our road if you are not going to provide visible permits to display in the vehicles?

3. If the decision to re-instate our Parking Zone is going to be judged on how many YES or NO vote returns that you receive then I feel that quite a lot of the Residents will probably not respond even though they do want the Parking Zone. Where as the Business Residents and other such like residents who are going to have to pay the much larger annual charge will probably definitely vote NO! as it is so much in their interest to make sure that they VOTE!!!

**424. Resident, Sutherland Road**

I have received a letter in regards to the MC zone in the area where I live.

I believe that that the proposed permit zone is beneficial for the area but the agreed window of 5pm-7pm should be amended. Not all residents work the conventional 9-5pm day and the proposed time zone would only benefit these individuals. I regularly have to work late and also visit friends and family, returning late. I have driven around the area on many occasions late at night, 10pm, 12am and even as early as 7.30pm, trying to find a space from anywhere between 10-20 mins. When the parking has been that bad I've had to park in Chelsea Road, Lorne Road and Albert Grove which is a good 10-15 mins away from where I live in Sutherland Road.

Multi person occupancy student housing does not help the situation and this is why the reintroduction of the permit zone will be a good idea. I believe the time zone should be reconsidered to either 5pm-12am or 6pm-12am.

**425. Resident, Talbot Road**

I wish to support the above proposal to reinstate residents' parking, MC zone.

**426. Resident, Talbot Road**

I have just received a leaflet from Lib Dems concerning the proposal of the MC Parking Zone. I would just like to say I support this move as it worked really well for the brief period of its original term. Parking can be a big problem, especially in the evening.

<p><b>427. Resident, Talbot Road</b> I would like to register my support for the reinstatement of the MC parking zone. At the moment non-residents are using the zone to leave their vehicles for long term periods. This means that it can be difficult for residents to get parking spaces. I hope the zone will be reinstated.</p>
<p><b>428. Resident, Talbot Road</b> I support the above proposed parking zone in Talbot road / mc zone</p>
<p><b>429. Resident, Talbot Road</b> I support the proposed MC RPZ Reasons: Every time the Students return to this area, the streets are swamped with their vehicles. Typically these vehicles are left for days on end without moving. Why should permanent residents have to struggle to find somewhere to park? Multi occupied houses result in multiple cars. The Council should stop approving HMO's, there are too many of them now and it seems too few or none of the applications get rejected.</p>
<p><b>430. Resident, Ventnor Road</b> I am in support of the imposed parking permits in the Bramble Road area. My concerns are: 1. For the staff that work at the school (Bramble infant and nursery school) as they very rarely leave by 5pm everyday, so would find it an issue as the school does not have any allocated parking. 2. We find parking difficult later than 7pm, so feel that the resident only time of 5pm-7pm to be unsatisfactory.</p>
<p><b>431. Resident, Ventnor Road</b> Just to confirm my support of the proposal.</p>
<p><b>432. Resident, Wheatstone Road</b> I am writing in response to your request for feedback on the proposed scheme in my neighbourhood. While, on one hand, I welcome it with open arms, on the other, as a state-pensioner I am unhappy about paying for parking which I have done without charge since 1984 when I bought this house. Yes, it would be marvellous if my immediate and close neighbours who are two households owning a minimum of eight cars had to pay for the privilege but thirty pounds a year is a significant amount on a state pension. As a non-retired person this is probably difficult to believe but, sadly, it is true. Obviously, I would rather be able to park than not, which is frequently the case, so I suppose I will accept the charge for the scheme, but I wish that you would consider an exemption for pensioners.</p>
<p><b>433. Resident, Wheatstone Road</b> I am keen for this proposal to go ahead. Parking can be difficult, particularly when people from other permit controlled areas leave their additional vehicles for prolonged periods in our road as they know there are currently no restrictions.</p>
<p><b>434. Resident, Wheatstone Road</b> I am writing to confirm my support of this proposal. There are currently 3 parked vehicles in my half of the road. These belong to the same person who leaves them where he does to avoid the residents' parking at his address. There are also a number of multiple</p>



occupancy dwellings and a neighbour who often marks his parking space by placing dining chairs in the road at the front of his house.

Permit parking will undoubtedly reduce tension and enable a fairer and appropriate parking opportunity for residents who live within the MC area.

**435. Resident, Wheatstone Road**

When we previously had the MC Residents parking zones it worked extremely well and it was a huge disappointment when it was removed, particularly as I was led to believe that this particular zone was profitable.

IN FAVOUR FOR THE FOLLOWING REASONS:

- An increase in the number of houses with multiple occupancy in this area with more cars.
- Students bringing cars and then not moving them for days.
- People bringing their cars in our road and parking for, in some cases, months (as we have presently, since before Easter) and never moving them.
- Area has been amended since original scheme so there will be less 'displacement' vehicles under the revised proposal.
- Will not impact on local businesses operating between 5.00 p.m., and 7.00 p.m.
- Between these hours if a car doesn't have a permit they can be fined on the spot so it doesn't necessitate a Warden returning to check if a vehicle has parked over its time limit.

**436. Resident, Wheatstone Road**

We would like to add our support to the re-introduction of the mc parking zone which was removed in 2015 after a successful 6 month introductory run.

We are afraid that the tro 87/2018 scheme's a little ill timed, since our area contains many m.H.Os that over the past two weeks have been gradually re-occupied, we have next door five new occupants with 3 vehicles and another HMO. Across the road has 3 new occupants with 2 more additional cars. We're sure that these sort of dwellings will give a negative response to this survey. We think the council are doing their utmost to resolve the problem

But with the selfishness of a few residents they're on a uphill struggle e.g. A jobber/builder (who doesn't even reside in this road) has 2 cars parked in this road that haven't moved since april this year, and also parks a 3500kg.

Ford truck overnight whenever possible, it is sort of conduct that proves this sort of scheme is definitely needed and long overdue

**437. Resident, Wheatstone Road**

Whilst agreeing that a parking scheme is required in the area, do not agree with the £30 charge for the first permit - just another further tax to park outside of my own house. Perhaps a £30 residents parking fee would be appropriate if it applied to all Portsmouth parking zones and council car parks.

Perhaps it is worth noting that parking is such a huge problem in this area because of the very high percentage of HMO's and student houses.

This needs addressing - I'm sure its way above the 10% that it should be. Three/four cars in a household is too much! Will two cars per house max be enforced????

**438. Resident, Wheatstone Road**

I am writing in favour of the proposal to introduce RPZ MC. I am a longstanding resident of Wheatstone Road and have experienced how the lack of parking near my home at key



times impacts on my family life, as I have young children.

I believe the introduction of this zone will lead to fairer parking distribution for those who are actually permanent residents in the proposed zone.

**439. Resident, Wheatstone Road**

I understand that the area around Wheatstone rd where we live is currently up for review to introduce a resident parking zone, which I am in favour of.

**440. Resident, Wheatstone Road**

I am writing to support the introduction of the MC parking zone. I often see cars in my street that are parked for days at a time, when I am unable to park in my street at all. It's a very positive step in the right direction. I hope it will be extended to 24 hours in future.

**441. Resident, Wheatstone Road**

I am writing to support the proposed MC parking zone. As a resident of Wheatstone Road and doctor at QA Hospital, I frequently find it difficult to park near my house especially during the university term times. After working 12 hour shifts during unsociable hours, finishing after 8pm, I then drive home and have to spend 20-30 minutes trying to find a parking space, which 9 times out of 10 means parking on a different road from my own. This is immensely frustrating and therefore why I fully support the implementation of the parking zone.

My only concern is the limited operating hours of the zone being 5pm-7pm, As i mentioned, healthcare workers at the QA usually end shifts at 8pm or later so I would prefer longer operating hours such as 4-8pm or 5-8pm which might ensure better parking availability later in the evening.

Also I feel it would be fairer for this consultation to be limited to those who pay council tax, and therefore not students who I imagine would be overwhelmingly opposed to the parking zone due to the extra cost and restriction on the number of cars per household, and could potentially bias the result.

**442. Resident, Wheatstone Road**

I am just writing to register my support in favour of the new parking zone plans for Southsea. My family and I live in the MC catchment and look forward to the new plans coming into force.

**443. Resident, Wyndcliffe Road**

I am emailing in support of the proposed residents permits in Bramble Road area. When our house offer was accepted in 2014 the permits were in place. By the time we completed and exchanged 3 months later they had been removed.

Due the proximity of our road to Albert Road shops our road is used for parking by shoppers. This isn't too problematic as it's short term parking. The problem we have lies with shop owners parking their vehicles for considerable lengths of time. However the biggest problem by far is trade vehicles. A house in our road has been undergoing renovations for 3 months (another HMO). The owner/builder has had at least one van parked in our road for the entire duration. He has 3 vehicles in total and on occasion has had all 3 parked here for days on end, reserving spaces for deliveries and rubbish removal etc. We see the same trades vans parking again and again.

The permits would stop lengthy parking. On the weekends we often feel we can't use our vehicle, knowing we won't be able to park on our return. When the weather is bad, with shopping and 2 small children it fills us with dread wondering if we'll be able to park near our home. The worst situation we've encountered was having to park in Craneswater Park, a ten minute walk away. We would be happy to pay knowing this would increase our



chance of parking.

Now the students have returned for the new term the problem will only increase as they tend to park and then not move their vehicle for months. That and we have a high percentage of HMOs with multiple cars. It really does impact on quality of life on times and we'd be really grateful if our points of view could be considered.

**444. Resident, Wyndcliffe Road**

I am completely in favour of the reintroduction of residents parking in the MC zone.

**445. Resident, Wyndcliffe Road**

I am writing in support of the parking permit scheme. We have had a number of trade vehicles parked in the road and this has had a huge impact on the parking availability. One house in particular has had up to 7 builders vans / builders cars at a time. With a young child and a disabled mother, this has been very hazardous when trying to park. Therefore I fully support the permit scheme.

**446. Resident, Wyndcliffe Road**

I am writing to express my strong support for this scheme.

When we had a trial of a similar scheme several years ago it was very successful and I found it much easier to park within a reasonable distance of my property. As a shift worker this is very important to me as I often arrive home late at night and, without a residents permit scheme in force, I often struggle to park in the area at all. I know this is also an issue for other residents of Wyndcliffe Road, particularly the elderly or those with children. Hopefully the proposed scheme will go some way to limiting the number of cars and vans left in the area for weeks on end. There had been a noticeable increase in the number of commercial vehicles, especially builders vans, left on the street for long periods of time which is putting pressure on an already difficult situation.

Many thanks for your consideration of these comments.

**SUPPORT FOR PROPOSED MC PARKING ZONE (from residents outside the zone)**

**447. Resident, Oliver Road**

My main concern is our area east of winter road has been ignored. We will of course get all the excess vehicles for owners unwilling to pay for parking or who have more cars per household.

Parking permits in this area should be looked at in the near future please as this area appears to be ignored. I am sadly in full agreement with proposals as the only way to focus on parking or possibly get households to think of alternatives.

**448. Resident, Pepys Close**

I am in favour of residents parking, but I think the MB & MC zones should not be implemented in isolation. I think MB & MC should be implemented at the same time as ME to minimise overspill issues. I found reference to a possible ME zone on this map:

<https://democracy.portsmouth.gov.uk/documents/s19482/RPZ%20Map.pdf>

My home address is in the possible ME zone, so I am concerned that we will suffer increased parking problems if MB & MC zones are implemented without the ME zone being implemented at the same time

**449. 3 Named Residents, Pretoria and Napier Road**

Living just on the border of the proposed schemes we are writing to support both TROs to bring in residents' parking for our neighbours in nearby streets.



From 4pm onwards residents must circle and compete with transient vehicles, dumped cars and vans, vehicles stored on the highway for business use for long periods and others for days and weeks whilst drivers commute - in other words a free car park but outside residents front doors and windows thereby preventing residents from parking. We can see the sensible staggering of the schemes one starting at 4pm for 2 hrs and the other at 5pm for two hours and how this will enable better enforcement with resources available.

Like other nearby schemes across Southsea and Portsmouth - there are 33, everyone should be treated fairly and if residents in these two areas want a scheme, like all those other areas for their own reasons - they should be treated in the same way.

The streets we live in Pretoria Road and Napier Road are already parked nose-to-tail approaching the proposed 'exclusion' times, so 'fears' being spread about displaced parking from MB and MC are misleading as the streets are already saturated. Anyone who argues this point claiming it will make matters worse also needs to argue at the same time for the deletion of surrounding schemes - and we don't see anyone arguing for that! Only then would such an argument be joined-up and equitable but residents there will NOT want their schemes in those places deleted and local councillors there won't argue for that nor would we want it; however those local councillors want to stop residents here having their own residents' parking scheme. That is clearly treating one community different to another.

We think if residents want a parking scheme and their area 'votes' for it by way of consultation and these TROs then they should get a residents' Parking scheme and understand it is costly to set schemes up all at the same time that many reasonably argue for.

As soon as possible we very much look forward to seeing residents being asked in this same way in the streets to the south and east of the above two areas where it has already been established by previous consultations that residents' parking schemes are wanted.

**450. Resident, Wimborne Road**

I have been looking at the proposed Residents Parking zones that are under consultation and whilst I support the proposal I have major concerns about the impact on surrounding streets, particularly on PFC match days. Parking is already a major issue on match days. With parking zones being implemented in the streets west of Winter Road this will undoubtedly mean that the streets to the east become blockaded by supporters trying to park.

I would also raise an additional concern about school staff parking. Wimborne Juniors and Infants staff park on the streets surrounding the school and the Resident Zones mean they will have to look for spaces east of Winter Road as well.

I've been a resident of Portsmouth for over 15 years and I have learnt that parking is more of a luxury than a given. However, as a parent of a toddler, my perspective has changed to want to ensure the safety of my family and parking within walking distance of our house is vital to that. This will be impossible on match days under the new proposal.

I feel that if you are going to introduce Residents' Parking it needs to be a whole city initiative - why stop at Winter Road?

**SUPPORT FOR PROPOSED MC PARKING ZONE (Address not given)**
**451. Resident**

We wish to support the proposal for a residents' parking zone in the Bramble Road area. Over the years parking has become more and more difficult and hopefully this could alleviate the problem.

**452. Resident**

I would like to register my support for the proposed residents' parking zone in the Bramble Road area.

The previous scheme worked brilliantly well. People were not able to park and leave their cars then walk with suitcases to Fratton Station. Students parking, sometimes for weeks and Vans, particularly camper vans. I could go on!

It's a shame the scheme was whisked away before the supposed trial period was completed, taking the signs and leaving empty poles!! Hopefully the scheme will be reintroduced.

**453. Resident**

whilst i support the idea of a permit area i am not too pleased that i would then be expected to pay to park outside my own house with no other places in my area to park if i choose not to pay for permits.

it feels like residents are being MADE to pay because if the scheme comes in you almost have no choice! surely at least the first permit should be free and the second for a resident should be a minimum fee. we already pay council tax for our streets.

how does it cost the council to have this scheme? how much profit will they make?

**454. Resident**

I would like to register my support for the proposed residents' parking zone in the Bramble Road area for the following reasons:

- the previous scheme worked well, was introduced following significant consultation, was popular with the majority of residents and was taken away for the wrong reasons.
- generally speaking it is quite difficult to park in this area and I believe that a residents' parking zone would help local residents in the area, as shown by the previous scheme.
- it would partially overcome the issue of people parking their cars, vans and motor homes for a significant period of time whilst going on holiday, or for other reasons, in the belief that this is a safe area to park.
- it may overcome the problems caused by some people owning or possessing several cars, vans which they park in the area for long periods, either for business or domestic reasons.

I look forward to this scheme being introduced at the earliest possible opportunity.

Please acknowledge receipt of this representation

**455. Resident**

In response you your letter for the proposed parking zone bramble road area, I approve of the proposal.

However it should be mentioned that although the proposed times are acceptable but should include no return with in 4 hours as it does in other area of the city. Otherwise what is to stop people from returning immediately meaning the permits become useless.

**456. Resident**

In regards to the proposed residents parking zone in the Bramble Road area (MC zone); I am in favour proposed parking scheme TRO 87/2018 and give it my full support.



**457. Resident**

Although I approve of any attempt to make parking easier for residents in this zone I object against being charged £30 to park my car in the area I live in, and pay an increasingly rising amount of council tax to do so. This is clearly a revenue generating exercise first and foremost with little consideration to the problem you are trying to solve.

When asked to elaborate on this charge the response seems to be along the lines of "it was introduced by the Conservative previous administration" to which I would argue that regardless of who introduced it, it is within your powers to remove it.

We are a one car family in tough economic times, it is grossly unfair that you are upholding a previous administration's decision which creates an inequality within the city penalising persons who live in the south of the Portsea Island.

**458. Resident**

In agreement to proposal

**459. Resident**

I am fully in support of the MC parking zone & would be even more so if it was 5 - 8pm so that I knew I could park when I get in from work as this is unlikely to be by 7. I have anxiety every night when I come home wondering where I will be able to park. When I am late due to not being able to park my husband is late for work as he looks after the children until I am home and then goes to work. Since the students were back I can't even park at the weekend.

**UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO THE PROPOSED RPZ (Within zone)**

**460. Resident, Bath Road**

We have mixed views about the proposal. On the one hand, it will improve the availability of parking between 5-7pm, but people can simply move the cars outside of these hours. It would make greater sense to run the parking restriction from 5pm until 7am. Parking is only problematic in the evening and night. In the day there is ample parking.

Our neighbour opposite is often selling cars from his home. He only sells one car at a time, but in addition to his personal car, this means that one person who actually needs a space is missing out. The permits shall resolve this. There are also home owners who have multiple vehicles which look abandoned, so it would be good to get rid of these. Some student houses have multiple vehicles, so this will address this.

My only concern is that 5-7pm shall have little effect other than generate money for the council. 5pm to 7am shall be much more effective at resolving the parking issues in which the parking zone sets out to achieve. I also feel it would be better if the first permit was free and the second permit was for a fee. If you only own one car, it is unfair to be penalised. Limiting 2 permits per house is fair.

**461. Resident, Campbell Road (north side)**

I have seen the signs for the new parking zone, I would like to clarify if I will have access to a permit. I have no other parking as the parking for the flats is not available to me.

I am concerned that without a permit there will be even more limited parking in the remaining streets. I am a social worker who works long hours, returns late and would be very concerned about my personal safety walking far across Southsea at night.

Following on from this my view is that I agree with permitting however you should permit





the whole city to prevent the above situation. Portsmouth is one of the only city's not be fully permitted to support their residents and reduce congestion/ pollution.

**462. Resident, Edmund Road**

I have reviewed the proposal for a residents' parking zone in Bramble Road area and would like to raise a number of concerns on the matter. I recently moved to the area and whilst I do on occasion have trouble finding a parking space on my road, I am always able to park within a minute's walk of my front door. Therefore whilst I am not wholly opposed to the idea of making it easier for residents to park near their homes, I currently do not believe it to be a substantial problem, and the benefits of the proposed solution far outweigh the drawbacks.

Firstly, it is important to note that this area is popular with students and young professionals who share houses, often with up to 10 individuals per household and sometimes more. While the effective 2 car per household limit may work for traditional families of 2 working adults, I believe that houses of multiple occupancy (HMOs) are being forgotten about and discriminated against by this proposal.

Each of the people in an HMO may have a job either in the city or outside, and this means that there may be some houses in the area which currently collectively own as many as 10 cars per household. Everyone in each of these houses should be equally entitled to car ownership and parking within their region of the city and yet under this proposal, 8 people in such a house would likely be forced to move out at the end of their tenancy since they can no longer park their car within a reasonable distance. This is likely to have the effect of driving young, affluent professionals out of the city, and attracting lower-paid local employees of retail and services in their place, leading to a decline in spending in the city. Even in the case where a 3rd permit is granted to a household, 7 people are left in this situation and one person is forced to spend a ludicrous amount of money on their permit when the first two in their household were able to acquire theirs for a much lower cost. Additionally, people in this type of HMO arrangement are likely to move from place to place more regularly due to issues with landlords (as in my case) or other changes in circumstances. With the majority of tenants being on 6 month assured shorthold contracts, some people may be forced to purchase up to 3 different parking permits per year for different zones if they live in 3 different places during a calendar year. It is unclear to me whether this may be covered by the "amendment of permit" £10 charge, but this still imposes a £20 annual fine on those people who want to stay in the city but move out of a household in which they may not feel safe.

Other minor drawbacks would include the increased difficulty for prospective tenants of HMOs in viewing properties - I moved here 2 months ago from Surrey and would have found it considerably more difficult to view houses if I needed to arrange purchase of a permit in advance with a landlord/letting agent, or if there were certain times of day that I couldn't view properties. This charge also disincentivises tourism to the city by imposing a fee on visiting friends and family living here - if a few of my friends wanted to come and visit from different places, I might be forced to spend £10 or more per day so that they can park nearby.

I hope you will take my concerns on board and consider ways in which people such as myself may be welcomed to the city and encouraged to stay and spend money here over a long term. I believe the proposal in its current state is bad for the city and will encourage a rapid decline in wealth and tourism over the next year if implemented. Local businesses will struggle due to a shift in the population demographic away from the educated young people who may otherwise spend their disposable income here and later purchase houses



and raise families locally, landlords will be unable to fill houses and they will be left partially unoccupied, with council tax collection decreasing as a result. Please reconsider this short-term boost to council finances in favour of a long-term plan of economic prosperity.

**463. Resident, Esslemont Road**

First of all I would to thank you for the information sheet received Thursday 30th August regarding the proposed residents parking zone in the Bramble Road area.

After reading the information sheet there are a couple of issues which I would like to voice. The payment of £30 a year for the first car in the household is my first issue , I pay my car tax every year which allows me to park on a road so why are you expecting me to pay a further £30 ????

When the system was set up in the same area a few years ago there was NO payment for the first car why has this been changed ???? and what is the permit money being used for ????

The information sheet also states that the parking permit is only between the hours of 5 -7 pm am I correct in thinking that anyone can park in the said area apart from between these 2 hours ????

If this is correct then I have to say the timings are absolutely ludicrous !!!!!!!! if a parking permit zone is to be set up then it has to be for a 24 hour period which will allow the residents living in the said area to be able to park at any time of the day or night.

Due to work and after work commitments I am rarely at home between the two hour period stated so when I do get home most days it is after 9pm I will more than likely NOT be able to park as the zone will have been lifted allowing everyone else to park.

I have also on occasions driven around the area after dark and for some time trying to find somewhere to park only to find a space some distance away, this could also be this day and age a safety issue .

I also know for a fact that there are residents who works shifts how will this affect them ????

The parking of large wide work trucks is also becoming a problem most of the roads in the said area are not very wide and when you have two work trucks parked opposite to one another it would make the passing of a fire engine impossible which at the end of the day is a safety issue ,I think this needs to be taken into consideration.

I am not against a residents parking zone being set up in the said area as to a certain extent it will assist residents in parking their vehicles close to home, but why is it not running the same as other parking zones in the Portsmouth and surrounding areas.

**464. Resident, Francis Avenue**

We are not opposed to the proposed zone, as it would address some of the parking issues in the area.

However, we DO OBJECT to the fact that that we have to pay for our own parking permit.

We already own our property and this was never part of living here. At the very least, there should be one FREE parking permit per household. Charging us to park in front of our own homes is not justifiable - it's a tax.

**465. Resident, Francis Avenue**

I live on Francis Avenue.

I understand the conditions that are being proposed but it is unfair to expect a student to change their registered car address when they are constantly commuting to and from home and don't live in Portsmouth all year round. I personally don't see a difference between whether you are a university student resident or a regular resident as we all have

the right to own a car and park it outside our house whether the university or council recommend it or not. Considering this fact it should be noted that a permit should take into consideration the needs of all residents whether they are students or not.

**466. Resident, Havelock Road**

I live in Havelock Road. The front of my house is in your proposed MC zone, but my garages open onto Stansted Road which is in your proposed MB zone. There are 4 other houses next door to us that are in the same situation of having garages backing onto Stansted Road but front is on Havelock.

Does this mean that we can only park / have permits for MB zone? We usually park at the back of the house (due to parking space issues at the front - where it is much worse than at the back)

I tend to use the garage but my husband parks over our garages in Stansted Road if there are no other spaces. Is this going to be an issue if it happens between 4pm & 6pm (the residents only parking zone time)? To be honest, when other people have parked over my garage and blocked me in, or out, no one has been interested in resolving this for me, so I hope the answer is that it won't be a problem if we are using the spaces across our garages. For my household we would probably prefer to have permits for the MB zone than the MC zone as it is more convenient to park at the back of the house.

If the scheme states residents only, then permits are allowed for visitors it is quite confusing?. Other zones across the city tend to be 1 hour or 3 hours so the permit scheme makes more sense....'residents only' for a 2 hour time slot but then being charged for a 12 hour or 24 hour permit seems a bit strange.

Are you reviewing all parking zones across the city at the same time, I think you need a holistic approach rather than doing areas one or two at a time as that just tends to move the problem into the next street.

Are you working with the university to actively discourage or prevent students from bringing their cars with them in the 1st place, the parking is much better when they are not around.

Not sure how I feel about the scheme at the moment so I might have some more comments later and dependent on the answers to my questions

**467. Resident, Londesborough Road**

Thanks for the reply, but I still don't see why the vehicle needs to be registered to my address.

I have no problems with the actual permit being locked to a vehicle so that they aren't passed around, but I don't see why allowing a single un-registered vehicle per residence wouldn't be viable, especially if you're already making exceptions for people with company cars.

**468. Resident, Norman Road**

I am writing to express my concern regarding the creation of the new residents parking zone TRO/87/2018.

The main cause of concern for me personally is that I live in a HMO with 3 other young working professionals and we all require a car in order to work. Given that you can only guarantee 2 spaces per household, this could mean that one or more of us is forced to park exceptionally far away or move, it is not the cost of a 3rd/4th permit that is the problem, just not having it guaranteed.

I am surprised that this scheme is being considered as I have never noticed any significant issues parking even late at night.



I would be eager to hear your response to the following:

I occasionally need to keep company and hire cars at my address instead of my own car, will I still be able to do this?

Will there be any discount or increase in availability for compact cars since they take up less parking space?

Locals who have lived here longer than me have said that a residents parking scheme was introduced here then disposed of shortly after, what exactly has changed since then that leads you to believe that this is worth doing now?

**469. Resident, Talbot Road**

I would like to add my views to the consultation regarding the permit system due to be in place in the PO4 Talbot Road area soon.

The proposed permit times will not benefit residents enough to justify the cost of this. Not to mention last time the area was permit parking (for less than 6 months) it was very poorly enforced. What has changed this time?

Please advise how I can discuss and add my concerns and questions.

Thank you for the clarification.

I think it should be a consideration in future to reward those who don't have cars/jam up the city, with at least one book of visitors permits. They could still be applied for but free of charge.

It is an extra cost for vehicle-free homes that are not part of the problem. They are forced to pay if they have visitors between those hours.

Another point to consider.

**UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO THE PROPOSED RPZ  
(outside zone)**

**470. Business and Residents, Albert Road**

We as residents are totally behind this parking zone but, there is a massive but!! I own a house and a business within this restriction we feel that some discount scheme should be instigated for people like ourselves! We feel that the business parking for or staff is so over priced it will cost an independent small business like our selves a huge amount of extra money where we already pay an over inflated business rate for this area.

As for being a resident this still doesn't mean after yet again having to pay for a permit that we will be able to park in our road or outside our home ! We feel that yes, £30 is not a lot of money to pay but when you pay a council tax and business rates we feel there should be looked at

What will the students do? Will they be allowed to bring their cars ? Will this stop the amount of student cars coming into the city? They do not pay council tax so this is a free service but will they pay the same as the residents who do?

What about the businesses who work after 5 pm! This means now we have to pay for a parking voucher? I understand that there is a cost involved in the producing of these tickets but how many tickets are we allowed? Is there also so many free for clients? What about the careers who come to residents houses after 5 pm? Will they need now to pay for these vouchers? Again more expense for my business going into the councils funding!!!



**471. Resident, Boulton Road**

I'm writing with concern regarding the proposed parking permit scheme MC ZONE. There is often no where to park on my road. I therefore park regularly on some of the roads in this zone.

If a parking zone is being introduced here we need one on Boulton Road otherwise there will be nowhere for residents to park.

Residents in the controlled areas will no doubt park their extra vehicles which they don't want to pay a permit for, in the roads with no permit so it just moves the problem on.

We need parking permits on Boulton Road and nearby roads as well if this permit scheme is to be introduced.

**472. Resident, Inglis Road**

I am a resident of Inglis Road, which is adjacent to this proposed residents' parking zone. I would like to express my concern regarding the impact this zone will have on my being able to park on my road in the vicinity of my home, which is already difficult. Please let me have your response to this concern.

Please also tell me:

1. Why residents of areas immediately adjacent to this proposed zone have not been directly consulted?
2. On what basis were the roads to be included in the proposed zone selected?
3. Are there plans for a residents' parking zone including Inglis Road?

Thank you in advance for your reply.

**473. Resident (outside Portsmouth)**

I am not a Portsmouth resident but visit from time to time so my comments are of a more general nature.

Residents need somewhere to park but so do visitors and you need to balance these two potentially conflicting requirements.

The residents are largely a captive audience but will include parking decisions in the their assessment of how they chose to vote and ultimately whether they want to continue to live in their current location.

Visitors chose to come and at least from my perspective for purely discretionary visits one of the most significant factors is the difficulty and cost of parking - which of course is why out of town shopping centres due so well although this connection always seems to elude local councillors.

*(End of report)*

This page is intentionally left blank

# Equality Impact Assessment

Preliminary assessment form 2018

[www.portsmouthccg.nhs.uk](http://www.portsmouthccg.nhs.uk)

[www.portsmouth.gov.uk](http://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
  - How are going to mitigate or remove any potential negative impacts
  - 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:

Regeneration

Service, function:

Transport Planning

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

TRO 87/2018: Proposed Residents' Parking Zone (MC)

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?**

Make it easier for residents to find a parking space when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them.

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

This will benefit residents of the MC zone by making it easier for residents to find a parking space when the demand for parking is highest.

This will benefit those who are uncomfortable parking some distance from their homes and walking in the dark as they will be able to park closer to home. This has been particularly noticed in young females and older people.

This benefits disabled residents as blue badge holders are exempt from the restricted times (5PM - 7PM), the parking zone allows them to park closer to their destination (home, visiting friends, services, etc), and the zone allows visitors and carers to park unrestricted for 22 hours a day.

It will have a minimal detrimental impact as the restricted parking is only in effect for 2 hours a day.

This will have a detrimental effect on students who may have difficulty registering their car to a valid address in the MC zone to be able to park in the 2 hour restricted period each day.

This will have a detrimental effect on businesses that rely on their customers parking within the MC zone during the 2 hour restricted period each day. Businesses and schools will also need to purchase business permits (classroom-based staff have access to a cheaper permit) to park in the zone during the restricted times, this is the same across all residents' parking zones.

This will have a detrimental effect on residents living in houses of multiple occupancy (HMOs) due to the permit limit of 2 per household (3 if capacity allows) and increased cost per car.

**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"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<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"/>



Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Note:**Other excluded groups examples includes,Homeless, rough sleeper and unpaid carers. Many forms of exclusion are linked to financial disadvantage. How will this change affect people on low incomes, in financial crisis or living in areas of greater deprivation?

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

**If there are any potential negative impacts on any of the protected characteristics, What have you put in place to mitigate or remove the negative impacts/barriers?**

No mitigation is required with the recommendation as Blue badge holders are exempt from the residents' parking zone restricted timings and this is the only protected characteristic where an impact could be identified.

**Q4 - Does, or could the policy, service, function, project or strategy help to promote equality for members of the equality groups?** e.g. A new service has been created for people with a disability to help them gain employment this would mean that this helps promote equality for the protected characteristic of disability only.

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"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<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"/>
Marriage & civil partnership	<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?**

Please add in the text boxes below what feedback / meetings you have attended for each specific protected characteristic

Group	Positive or negative feedback
Age	It is daunting to have to park some distance away from home and walk back in the dark. The residents' parking zone will make it more likely for residents to park closer to their homes.
Disability	
Race	
Sex	It is daunting to have to park some distance away from home and walk back in the dark. The residents' parking zone will make it more likely for residents to park closer to their homes.
Gender reassignment	
Sexual orientation	
Religion or belief	
Pregnancy and maternity	
Marriage & civil partnership	
Other excluded groups	

**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

**PCC staff**-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](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-If you have to complete a full EIA please email: [sehccg.equalityanddiveristy@nhs.net](mailto:sehccg.equalityanddiveristy@nhs.net) if you require help

**Q7 - How have you come to this decision? Summarise your findings and conclusion below**

The residents' parking zone does not impact negatively on protected characteristics. The impact on people is minimal as the restriction is for 2 hours daily, allowing unrestricted parking for 22 hours per day, and enables residents to park when returning from work. Blue badge holders are exempt from the restricted times (5PM-7PM) and can park all day unrestricted. For residents who may be at home during the day and/or receive regular visitors the 2 hour restriction is more flexible than an all day restriction. Parking is unrestricted in the area for 22 hours which would allow for carers and visitors to park in the area during these times.

**Page 218**

In total 473 people responded to the public consultation and the results showed a higher number of

responses favoring the implementation of the zone.

Pricing is universal across all current residents' parking zones to ensure overall fairness towards both residents and businesses.

**Q8 - Who was involved in the EIA?**

Tululah Gordon-Hall

**This EIA has been approved by:** Felicity Tidbury

**Contact number:** 023 9268 8261

**Date:** 15/10/2018

**PCC staff-**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](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff-**Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary . Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)

This page is intentionally left blank