



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 24 JANUARY 2019 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith, Democratic Services Tel: 9283 4057

Email: 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.)

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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.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Chaucer Avenue, Third Avenue, Netley Road: Parking Proposals under TRO 96B/2018 (Pages 3 - 28)**

The purpose of the report by the Director of Regeneration is to consider the public responses to proposed parking restrictions in a number of locations in Portsmouth. Objections were received to 3 proposals within TRO 96/2018, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

It is RECOMMENDED that:

- (1) The proposed 5-metre KC zone residents' parking bay is not installed in place of double yellow lines outside Nos.1-2 Nettle Road;**
- (2) The proposed DYL at the northern end of Third Avenue are installed on the east side only, outside No.18;**
- (3) The DYL are removed from the north side of Chaucer Avenue and replaced on the south side, with white line markings applied in front of the steps on the north side.**

4 Electric Vehicles on- street residential chargepoint scheme - Proposals under TRO 120/2018 (Pages 29 - 82)

The report by the Director of Regeneration is to consider the public responses to proposed electric vehicle parking bays in 41 locations across 33 roads. Objections were received to proposals within TRO 120/2018, and therefore a report to the Cabinet Member is required, for decision at a public meeting.

RECOMMENDED that TRO 120/2018 is taken forward with the following exceptions:

- a) Outside 50 Laburnum Grove should not proceed**
- b) Outside 30 Priory Crescent should not proceed**
- c) Outside 80 St Ronans Road should not proceed**

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	24 January 2019
Subject:	Chaucer Avenue, Third Avenue, Netley Road: parking proposals under TRO 96B/2018
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Paulsgrove, Cosham, St Jude
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the public responses to proposed parking restrictions in a number of locations in Portsmouth. Objections were received to 3 proposals within TRO 96/2018, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 96/2018 (pages 8-9)

Appendix B: Public views submitted (pages 10-26)

In this report, DYL means double yellow lines.

2. Recommendations

It is recommended that:

- 2.1. The proposed 5-metre KC zone residents' parking bay is not installed in place of double yellow lines outside Nos.1-2 Netley Road;
- 2.2. The proposed DYL at the northern end of Third Avenue are installed on the east side only, outside No.18;
- 2.3 The DYL are removed from the north side of Chaucer Avenue and replaced on the south side, with white line markings applied in front of the steps on the north side.

3. Background

- 3.1 Parking restrictions are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, or to accommodate an identified need.

3.2 A number of traffic regulation orders are put forward each year in response to such concerns and requests relating to various locations across the city. Should objections be received, a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

3.3 Netley Road: The 3 metres of unrestricted road between Nos. 1 and 2 Netley Road, meant vehicles parking there either overhung the double yellow lines or the dropped kerb outside No.1 (see images below). This short length of unrestricted road is within the KC West Southsea Residents' Parking Zone, but with no marked bay or accompanying sign, vehicles could park without a permit for unlimited time.



When the road was resurfaced, the DYL were marked up to the entrance marking. This subsequently led to a request to reduce the DYL to accommodate a legitimate 5-metre parking bay. As vehicles had been unofficially using the location for parking for a number of years, but without bay markings for guidance, a proposal was put forward as part of TRO 96/2018, to create a formal parking bay to be marked out and signed.

3.4 Third Avenue: A concern was received from a resident at the northern end of Third Avenue about vehicles parking in the corners opposite the parking bays, obstructing access. A proposal was put forward for 2 lengths of DYL to help maintain access at the dead end. There are also 2 dropped kerb access points to driveways on either side.



- 3.5** Chaucer Avenue: Parking is only possible on one side of the road, and historically has taken place on the south side adjacent to the pavement. An issue arose in 2015/2016 whereby vehicles started parking on the north side halfway along the road, opposite the driveways. Insufficient space was sometimes left so that traffic was unable to pass, particularly larger vehicles such as for waste collection. A petition signed by 8 residents was received, and DYL proposed and implemented on the north side (right hand side on the image below) to maintain parking on the south side only.



Within the last 2 years, a large number of dropped kerbs for driveways have been installed on the south side of Chaucer Avenue, significantly reducing the on-street

parking available. There are 24 properties and currently 11 dropped kerbs, with a further 2 applications in progress. It has therefore been requested that the parking is relocated to the north side, to improve on-street parking provision. The properties on the north side of the road are largely unable to apply for dropped kerbs / driveways due to the grass verge (of fairly steep gradient), steps and trees. A proposal to relocate the double yellow lines from the north side to the south side was therefore put forward for consultation.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 96/2018 took place 3rd - 24th October 2018.
- 4.2** Netley Road: 2 x objections, 1 x support (if space allows)
Third Avenue: 2 x objections, 2 x support
Chaucer Avenue: 12 x objections, 14 x support
- 4.3** Traffic Regulation Orders can be made in part. Therefore, the remaining proposals under TRO 96/2018 which received no objections will be brought into operation under TRO 96A/2018. Should the proposals within this report be approved, they would be brought into operation under TRO 96B/2018.

5. Reasons for the recommendations

- 5.1** The information and concerns received from residents have informed the recommendations. Responses are reproduced at Appendix B.
- 5.2** Netley Road: When the road was resurfaced and the DYL installed to meet the entrance marking, 1 phone call and an email were received asking for consideration to be given to installing a formal parking bay. No complaints had been received to the unofficial parking that took place previously, and therefore a proposal was put forward for a parking bay. However, the response to the public consultation indicates that residents would prefer the additional space for manoeuvring allowed by the DYLS, on the grounds of traffic management and road safety.
- 5.3** Third Avenue: As seen in the images, larger vehicles cause a particular problem when parking at 90 degrees to the kerb outside Nos. 17 and 18, and residents advise that the situation is worse when vehicles park on both sides opposite each other. Therefore, the recommendation to install double yellow lines on the east side only is a compromise between maintaining space for vehicles to manoeuvre but with less impact on parking capacity.



5.4 Chaucer Avenue: The street scene in Chaucer Avenue has changed significantly over the past 2 years, with a high number of dropped kerbs and driveways being installed on the south side and further applications in the pipeline. Colas, the Council's contractor, has criteria that must be met when applying for a dropped kerb (relating to dimensions, drainage etc.). Provided applicants meet the criteria, dropped kerbs will be approved for installation. The existing dropped kerbs set the precedent.

5.4.1 Advantages to parking on the north side of Chaucer Avenue:

- The north side can accommodate parking for around 30 vehicles, and the south side can currently accommodate parking for around 12 vehicles. This is likely to be reduced as further applications for dropped kerbs are submitted;

More vehicles can be accommodated when residents or their visitors park in front of their driveways/dropped kerbs, but these spaces are not available for general use (due to obstructing the driveways) and the majority of residents' vehicles are parked on the driveways as intended.

- Unrestricted view of approaching traffic when exiting driveways. The view can be restricted due to vehicles parking either side of the dropped kerbs;

This is less of a concern where driveways are adjacent to each other and residents only park on their driveways and not on the road.

- Residents currently have to negotiate passage between parked vehicles either side of dropped kerbs and are unable to start turning until the vehicles are cleared.

This is also less of a concern where driveways are adjacent to each other and residents only park on their driveways and not on the road.

5.4.2 Disadvantages to parking on the north side of Chaucer Avenue:

- There is no footway and drivers/passengers may alight onto the grass verge;
- The grass verge can become muddy and slippery in Winter, and car doors may catch on the verge due to its gradient;
- If the north side is fully parked on there will be no space for vehicles to pull in and give way to traffic travelling in the opposite direction. However, the vehicle crossovers (dropped kerbs) could be used, which are constructed to take vehicles and require drivers to be aware of any pedestrians before entering or exiting driveways across the footway;
- Some residents are concerned they will have less room to manoeuvre onto and off driveways with vehicles parked opposite, and may have to use part of the footway. See above point. Those with larger vehicles may not be able to access the drive with another vehicle already parked off-road or without several tight manoeuvres.

6. Equality Impact Assessment

- 6.1** A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010.

7. Legal Implications

- 7.1** It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 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 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 costs of these works is unlikely to be greater than £1,000, the cost of which will be met from the On Street Parking budget.

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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
33 emails	Transport Planning team, PCC

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 96/2018

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (WAITING RESTRICTIONS, AND AMENDMENTS) (NO.96) ORDER 2018

3 October 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1 – 4 and 45 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act, to effect:

A) NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)

- | | |
|--------------------------------|--|
| 1. Beaconsfield Avenue | Both sides, 3m eastwards from its junction with Salisbury Road |
| 2. Church View | South side, 104m alongside the footway and garages, leaving 5m unrestricted at the eastern end |
| 3. Kilmiston Close | Southeast side, a 5m length on the corner by the Estate Office and No.43 |
| 4. The Ridings | Northeast side, a 10m extension to the existing double yellow lines side of No.69 (Malcolm House) to protect the bend and improve visibility |
| 5. Salisbury Road | East side, 1m northwards and 1m southwards of Beaconsfield Avenue |
| 6. Station Road, Copnor | North side, a 7m length on the corner by No.2 (from the white line marking) |
| 7. Sword Sands Road | Both sides of the access road leading to the public footpath / new car park |
| 8. Third Avenue | South side opposite the parking bays at the northern dead end, 4m each side to the front of Nos. 17 & 18 |

B) RELOCATE DOUBLE YELLOW LINES FROM NORTH SIDE TO SOUTH SIDE

- | | |
|--------------------------|---|
| 1. Chaucer Avenue | To remove the double yellow lines currently on the north side outside even numbered properties 2-48 and install double yellow lines on the south side outside odd numbered properties 1-47
(Parking would then take place on the north side alongside the grass verge) |
|--------------------------|---|

C) CHANGE FROM DOUBLE YELLOW LINES TO: RESIDENTS' PARKING BAY (KC WEST SOUTHSEA ZONE)

- | | |
|-----------------------|---|
| 1. Netley Road | East side, a 5m parking bay midway in front of Nos. 1 & 2, leaving 4 metres of double yellow lines in place from Netley Terrace |
|-----------------------|---|

D) REDUCTION OF DOUBLE YELLOW LINES

- | | |
|--------------------------|---|
| 1. Hayling Avenue | North side, a 2.5m length west of Neville Road, outside No.81 (to make a full parking space after the new dropped kerb outside No.79) |
|--------------------------|---|

E) EXTENSION OF RESIDENTS' PARKING BAY (BD WINDSOR ROAD ZONE)

- | | |
|------------------------|--|
| 1. Windsor Road | North side, extend parking bay eastwards by 11m, to the rear of No.11 Portsmouth Road (where new properties have been constructed) |
|------------------------|--|

F) REDUCTION OF RESIDENTS' PARKING BAY (LB SOMERSTOWN ZONE)

- | | |
|---------------------------|---|
| 1. St David's Road | West side, a 6m length outside No.15 to accommodate a vehicle crossover |
|---------------------------|---|

G) CHANGE FROM 1-HOUR LIMITED WAITING TO: LOADING ONLY 8AM-6PM

- | | |
|-----------------------|--|
| 1. Winter Road | West side, an 8m length northwards from the double yellow lines outside No.105 (funeral directors' premises) |
|-----------------------|--|

H) REDUCTION AND EXTENSION TO SCHOOL ZIG ZAGS (NO STOPPING ON SCHOOL ENTRANCE MARKINGS)

- | | |
|------------------------|---|
| 1. Doyle Avenue | (a) South side, reduce from the western end by 41m and extend from the eastern end by 11m (shorter restriction required due to closing western pedestrian gate and opening new eastern pedestrian entrance) |
|------------------------|---|



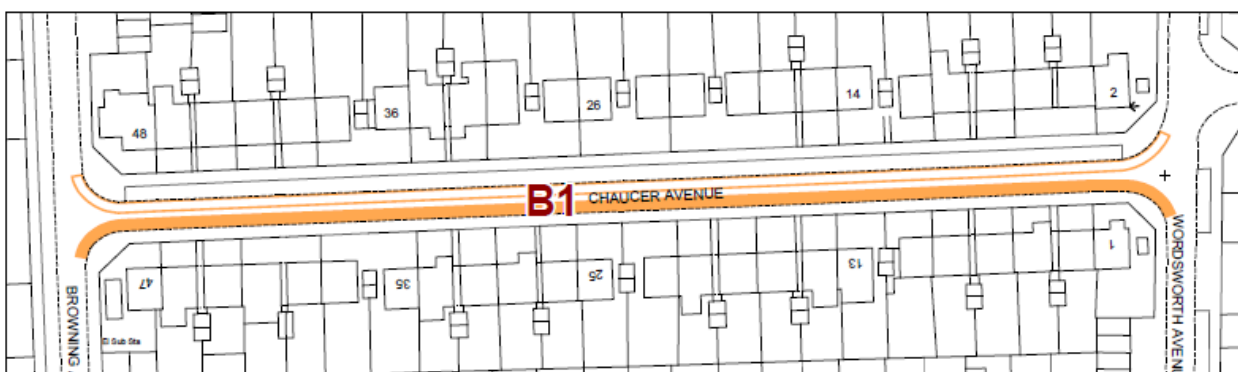
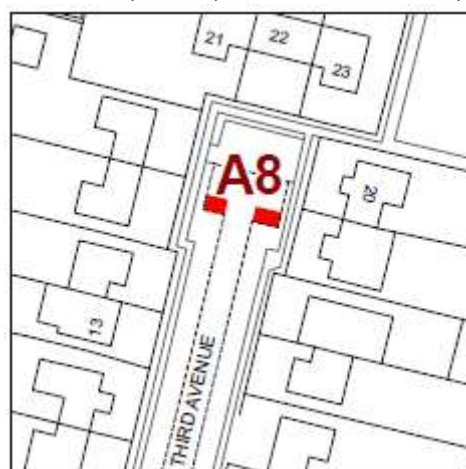
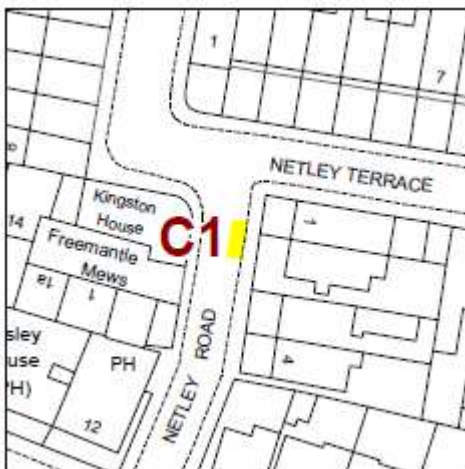
To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. The draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 96/2018** by **24 October 2018** stating the grounds of objection, and name and address details.

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

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

PLANS: C1 (Netley Road), A8 (Third Avenue), B1 (Chaucer Avenue)



Appendix B: Public views

1. NETLEY ROAD OBJECTIONS (KC RESIDENTS' PARKING BAY INSTEAD OF DYLS)

a) Resident, Netley Road

I'm contacting you in regards to the proposed change to double yellow lines in front on no.1 & 2 Netley Road. Until earlier this year the proposed bay was in place only being removed when the road was resurfaced. Since the space has been removed the number of near misses on the junction has reduced. The junction with Netley Terrace is often used to turn and as such cars come from all directions, putting this space back will reduce line sights and reduce the space at the junction by narrowing the road increasing the risk of incident. Also no.2 has a parking space that requires them to reverse in to the space, pulling out with a bay either side of their drop kerb will again increase risk. As such I request that this proposed change is not made.

b) Resident, Netley Road

Please accept this email and attachment as confirmation of our objection to TRO 96/2018 Netley Road. Creation of the said parking space in this location is a safety concern for road users for the following reasons. Traffic travelling from Osborne Road towards Netley Road (westerly) are forced onto the wrong side of the road due to vehicles parked (legally) in Netley Terrace (Please see attached diagram - B). These vehicles are already travelling in the centre of the road due to vehicles parked legally in Netley Road (Please see attached diagram - C) This results in traffic cutting the corner at Netley Terrace / Netley Road (Please see attached Diagram - A) and thereby driving on the wrong side of the road into head on traffic. This corner "A" is "blind to traffic from both directions.

Therefore, if a vehicle is traveling easterly, whilst another vehicle is travelling westerly neither vehicle is aware of the other and has no "passing space" to retreat to. At present, what tends to happen is that the westerly travelling vehicle pulls over to the left of the road ie to "Position D" (please see attached diagram). The driver of a vehicle travelling westerly usually has to react quickly by retreating to Position D. This space allows vehicles to allow alternate vehicles to pass. However, if this space becomes a parking bay there will not be sufficient space for vehicles to manoeuvre which is of particular concern as the corner, as stated, is blind.

I strongly object to the creation of a parking bay in this location as it will inevitably lead to accidents occurring.



NETLEY ROAD SUPPORT / COMMENT
c) Resident, Netley Road

I would add my name to the list of residents who would welcome another 'bay' being created if space allows.

2. THIRD AVENUE OBJECTIONS (DYLS AT NORTHERN END)
a) Resident, Third Avenue

I would like to make comment as follows:-

In theory this may seem practical as this is a turning point in the road - but in reality if drivers can no longer park in this area they will park further down the road on the grass verges - if they can find a space as these are now being taken up by drivers who do not live in the area but work nearby - in the daytime at least. At weekends and evenings the road is taken up with residents, there simply is nowhere left to park in this road - it is long overdue re-planning of this road.

b) Visitor to residents, Third Avenue

Putting double yellow lines at top of Third Avenue will cause an already impossible parking situation for residents to park outside their houses. The top 9 houses have 17 cars, some park in their drives or on the grass verges taking away these 2 parking areas will put additional strain on this situation as you can see from photos cars have to park both sides where the proposed yellow lines are to be painted and the van to the right has to park on the pavement, I am a visitor to friends who live at top of third avenue and i have to park in surrounding roads as do some of residents causing parking problems in other roads with limited parking, second avenue had the grass verges removed which added more parking areas, at present Third Avenue is too narrow to park on road as would be a hazard to emergency services this is why people park on verges, they need more parking areas, the top three houses in Third Avenue can't have off street parking because of road and pavement levels, also when you put parking areas at top of road you made 3 of the 4 spaces too narrow so the car in the centre space gets blocked in and can't access their vehicle. I think you need to reassess the situation in this road and speak with residents before you take any action regarding double yellow lines.


THIRD AVENUE SUPPORT (DYLS AT NORTHERN END)
a) Resident, Third Avenue

I am fully in support of the double yellow lines that are to be painted in the turning circle at the top of Third Avenue Cosham. It is not a car park and people need to be reminded of that fact by using double yellow lines.

Time and time again I see people struggling to turn around when there is a car parked on one side or the other, it is even worse when there is a car parked on both sides! People also have trouble getting out of the parking spaces at the top and out

b) Resident, Third Avenue

I am writing to you to inform you of my support of double yellow lines at the top of Third Avenue, as it is a turning circle which quite often cannot be used as one. I am a resident in the Avenue and find it frustrating that drivers do not have any respect, however, the double yellow lines are going put more pressure for parking space and I would like to see hardening of the verges so people can park properly.

**3. CHAUCER AVENUE SUPPORT
(RELOCATING DYL FROM NORTH SIDE TO SOUTH SIDE)**
a) Resident, Chaucer Avenue

Regarding location of double yellow lines from north to south side. Great news! At least parking will be fair, first come first serve, really happy that this is happening. Thank you so much.

b) Resident, Chaucer Avenue

In reply to your letter about removing the double yellow lines and putting them on the opposite side of the road, allowing parking on the North side by the grass verges, this is a good idea, we have had five dropped kerbs this year. The verge is an angled one, which may be a problem for opening the car doors, maybe digging it back a little bit would help? Although im sure people would be so pleased to be able to park in their own road they wont mind....I support the proposal its a very good idea

c) Resident, Chaucer Avenue

I am writing in response to a letter I recently received in regard to moving double yellow lines to the South side of the road. I am supportive of this suggestion. Over the years the parking has got increasingly worse and I believe this would make a positive effect on the situation.

I would also like to take this opportunity to make a suggestion of a one way system along Chaucer Avenue and possibly the surrounding roads within the Poets Corner area.

(Officer's comment: the suggestion of a one-way system in this area will be passed to the Network Management team for consideration)

d) Resident, Chaucer Avenue

I live on the odd numbered door side, and agree with the fact that parking has always been a sticking point in this road. However I have a few points to make:

1) I recently paid to have a driveway done and I must admit that I don't have any issue with the yellow line idea, however 2 weeks ago I had to have a line installed across my drive, now you're telling me that it's possible I just wasted that money as the yellow lines will now be there. Would I get a rebate on my line?

2) is the road going to be re tarmacked before the lines get moved? The roads specifically around here are awful for potholes and the tarmac just not being there, to the point it shows the pink underside that sits under he tarmac.

Again I don't mind the yellow line idea however our issue is the cost we paid for the line, when this was clearly already an idea when we paid for it.

(Officer's comment: it's worth keeping the white line in front of the driveway to highlight access is needed: there is no requirement to remove it)

e) Resident, Chaucer Avenue

I am very well in favour of the double yellow lines being removed from the North side of Chaucer avenue and being put on the south side. I live on the North side opposite two wide drop kerbs. I don't care about parking right outside of my house but most of the time I'm parked in a completely different road!
So my vote is YES. MOVE THEM.

f) Resident, Chaucer Avenue

As a car user and resident who has live in Chaucer Avenue for many years I have noticed the increasing volume of car and van ownership and the pressure that has been exerted on residential parking within the road which has been intensified in recent years with the on-going expansion of drop kerb off-road parking. Indeed we are now at the point where action is needed to alleviate the pressure on decreasing availability for required residential parking which is essential.

In recent years more drop kerbs have been installed along the south side of Chaucer Avenue with pavement markings for more proposed drop kerbs yet to be installed with the effect of parking provision within the road being constantly diminished. This situation is adding to the continuous growing pressure on restricted resident parking which is now a major issue and in pressing need of a resolution.

Therefor I am very much in agreement of the proposal to relocate double yellow lines from the North side to the South side of Chaucer Avenue as it would significantly increase the provision needed for residential parking along the length of the North side of the road, also it would insure that the entire length of Chaucer Avenue remained unobstructed on the south side of the road and maintain access to residents' off- road parking and enforce that these ways of access remain unobstructed in accordance with what they were intended for. I also believe relocating the yellow lines is the most logical and practical solution which is cost effective and can be installed in a relatively short time frame to relieve pressure on parking that exists as of now.

I understand that there is a grass verge on the North side of the road but with common sense and consideration being initiated by both residents and road users I see this as a viable and workable remedy to improve the deteriorating parking situation. Also I cannot see any realistic objection to this proposal as ultimately it is fair and beneficial to all residents and car users living in Chaucer Avenue now and in the future.

I sincerely hope the relocation of yellow lines from the North side to the South side of Chaucer Avenue is motioned as regrettably I fear no action would result in the ever increasing building of pressure on residential parking combined with the burden residents are experiencing.

An older resident also lives at this address, who is a car owner and needs to have access to her car from the road and is in agreement of the proposal to move the double yellow lines to the south side of the road would create essential parking space along the north side of Chaucer Avenue.

Also I need to add that work is about to commence on another drop kerb in Chaucer Avenue which in effect will result in another two parking spaces being lost along the south side of the road, provision in the road will then be reduced to a very limited number of parking spaces and indeed add to the growing burden to residents also I must add that there is a growing number of large trade commercial vans being parked in the road which take up a lot of parking space which is adding to the problem. And also it appears that many of these off-road parking bays within the this and adjacent roads are shallow in area of depth with the

result of cars and vans being half parked across the pavement which in some cases are blocking the whole pavement, this must be against the regulations and ask is parking enforcement being applied?

A parking solution is now imperative and cannot emphasise strongly enough that action needs to be taken so that parking provision is improved and that the situation is fair for all residents and that the relocation of yellow lines to the south side of Chaucer Avenue remains the most logical and practical solution

(Officer's comment: the concern regarding the depth of permitted driveways has been referred to Colas for investigation)

g) Resident, Chaucer Avenue

I have lived in Chaucer Avenue for many years. Parking has never been so bad as it is now. There are lot of parking issues around Poets Corner exacerbated by works vans being parked up here.

Your solution to move the double yellow lines from the north side of the road to the south side is supported with reservations.

Your solution is the cheap option. My main reservation is that the grass bank on the north side of the road will prevent people alighting from their vehicles and the elderly or disabled and families with children will put at risk when alighting on the roadside. Speed ramps should be installed along the road (at least 4) to slow vehicles down (the current 20MPH limit is ignored by most).

I still believe the best solution to be as follows. The grass bank on the north side of the road should be removed and the area turned into a parking area for residents. I do realise there is a massive cost involved but this solution should remain on the planning list for when funding becomes available.

Secondly, The double yellow ones should remain in place on the north side on each corner of the road to prevent inconsiderate parking by some (it happens now and is a hindrance to emergency vehicles).

There has been a significant increase in works vans that park in the area. There is an old abandoned playground at the eastern end of Browning Ave (use to be for the naval families) which could be turned into a car park for vans and trucks. Hope this all helps the cause.

h) Resident, Chaucer Avenue

I live on the north side of this road. At the moment there are 9 driveways installed in the road, with another 3 in the planning on the south side. When you include the white line, these are each taking up approx' 1.5 road side parking spaces, if not more.

I feel as north side residents we are penalised for where we live, as we do not have the chance to get off road parking.

This road now feels as if it is a private parking area for those on the south side only.

If we go out in the car (we only have 1), we come home to no parking and end up 3 or 4 roads away. If I am on my own it means trying to get my children, shopping etc into the house safely, which is difficult.

We had questioned having the bank taken away and parking put in, but this was too expensive however, this would solve a lot of problems. If you could have the yellow lines moved to the south side, this would allow more spaces for residents to park.

Some nights people are parking on the corners of the road, as there is literally nowhere to park which is stopping access for emergency vehicles. Despite installing 3 or 4 wooden bollards on the north side/west end of the road, people still park on the pavement behind these, blocking access for prams and wheelchair users. Something has to be done before there is an accident or someone is killed

i) Resident, Chaucer Avenue

Whilst living in this road the number of residents living on the south side, who has turned their front garden into off-road parking, has increased to about 9 or 10, with 3 more neighbours planning to have these installed.

This has caused the parking issue in the area to become ridiculous. As we can't park in our road, we are having to park in adjacent roads causing disruption to those residents. People are parking on corners which is becoming a danger, you can't see clearly to exit the road and should there be an emergency an Ambulance or Fire Engine would never get through. We watched a Police van take approximately 5 minutes to exit the road, as they could not turn and had to make several manoeuvres to get out.

Members of our older community who use mobility scooters, wheelchairs and walking frames find it very difficult to leave their homes as they can't use the drop kerbs or see clearly to cross a road.

Before the yellow lines were installed on the north side of the road, residents did park there. I appreciate not everyone wishes to exit their car onto a grass verge or into the road however, I would say when there are two people in the front of a car and you park on Browning or Wordsworth Avenue (adjacent roads) one person will always have to get out on to the road and one onto a grass verge.

I understand some residents will object to having the yellow lines moved, as they feel people parking opposite their drop kerb would block it. There is plenty of room for people to manoeuvre in and out of their drives as is evident in the road above and below Chaucer Avenue. It would just mean they would need to drive at a reasonable speed for the road and not swing wildly in and out of their drive. Also they would no longer be able to use their white lines as a 2nd or 3rd parking space.

We have two young children and if I take them out on my own, I dread getting back too late. It is extremely difficult to get two children, their belongings, our shopping etc all out of the car and home. You can't leave them indoors alone and walk 2 or 3 roads back to your car for things, nor can you leave them in the car whilst you take your belongings in.

Moving the yellow lines to the south side of the road would still allow the south side residents access to their off-road parking and others could have it if they wanted, whilst allowing north and south side residents access to parking in the road

j) Resident, Chaucer Avenue

I would like the yellow lines relocated to the other side of the road. I live on the north side of the road and find it increasingly difficult to park my car, and as a family we only have the one.

The drop kerbs in the road are at a maximum, some residents who have dropped kerbs still park on the road taking up the limited spaces left. This is causing us to park in other roads on a daily basis. This is a frustrating situation for all the residents but unfortunately is steadily getting worse. Thank you for looking in to the matter.

Another drop kerb has been granted today in Chaucer Avenue. Please can you look in to getting the yellow lines moved to the other side of the road. The situation is really bad there is just nowhere to park for the residents without off road parking.

k) Resident, Chaucer Avenue

I'm sending this email, as to back the request to move the yellow from the north side to the south side of Chaucer Avenue, to improve parking, this will increase the parking, as parking is very difficult at this moment.

l) Resident, Chaucer Avenue

Just replying about the yellow lines in Chaucer Avenue being moved to the other side and think it would be a good idea to move them as of today ive just seen colas marking another drop kerb on the other side of the road thanks. I think it would be better for everyone if you moved them to the other side to increase the chance of people being able to park in the road thank you

m) Resident, Chaucer Avenue

As a resident for many years I have seen the problem of parking escalate. Most household have two cars, But what has made things worse is the amount of hard standings and drop curbs on the south side of the street. The double yellow lines that appeared in the street in 2016 were actually put in place without any notification or correspondence and of course a surprise also the only street in the area to get them.

As a cheap alternative it would make sense to remove the lines from the north side to the south side allowing more cars to park on the north side. However this is not the solution and would be better to take the north side bank away which of course would be very expensive. Another area of great concern is the amount of commercial vehicle park in the Chaucer area with nowhere to park. Possibly the old playground area at the end of Browning Avenue May be suitable. Or to stop commercial vehicle being park in the area by introducing resident parking which personally I would support.

(Officer's comment: The same process was applied in 2016 prior to the double yellow lines being introduced - see background paragraph 3.5. Browning Avenue, north of Chaucer Avenue, had DYL installed on the south side of the road in 2015.

n) Resident, Chaucer Avenue

I believe parking on the north side of the road will become more beneficial as it will allow more parking spaces however, as mentioned in the letter this may become a problem as you have the green verge, which will become slippery and muddy and possibly could lead to doors becoming wedged into the grass. It would be an idea to remove the grass and put in parking bays.

**CHAUCER AVENUE OBJECTIONS
(RELOCATING DYL FROM NORTH SIDE TO SOUTH SIDE)**

a) Residents, Chaucer Avenue

My husband and I explicitly object to these proposals on the following grounds:

1. If vehicles are permitted to park opposite our driveway, we will not be able to use it as there will be insufficient road width for us to get in and out of it; this may be easier for some of the single driveways in the street but not for the double drives where especially in our case we would risk hitting the wall and lamp column to the side of our property or each others car/van to get sufficient swing in and out. Our neighbour opposite has a very large work van, which would in no doubt make it even more impossible to park in our drive if he was to park opposite us. This is a point that has been proven in the past as prior to the double yellow lines being installed vehicles would park opposite our drive and prevent us from getting in and out. This is one of the reasons I requested the double yellow lines in the first place in conjunction with the safety issues it was causing. It is obvious that prior to making these proposals for parking that no consideration has been given to this or measurements taken as it would be clear that there is insufficient road width for us to be able to use our driveway. I am more than happy for someone to come out to see me and witness how it would be if vehicles parked opposite our driveway.

2. The gradient of the verge on the north side of the road would in places make it difficult for people to fully open their car doors to get in and out of their vehicles and so they will end up parking further out into the road so they can open their doors fully, thus further reducing

what is already a narrow road. Again, this would make it impossible for us to use our drive. It is interesting that when I spoke to the engineer, Harvey Cable, upon visiting the street with Cllr Hooper a couple of months ago, he said that this is one of the reasons why parking could not take place on that side of the road, but now this technical advice seems to have been ignored to suit the residents that the Cllr has obviously decided to support in detriment to others such as us. Harvey Cable also agreed that it would not be possible to use our driveway and others in the street if parking were to be moved to the north side of the street.

3. By moving the parking to the north side of the road, there will be no passing points in the street as there are now, which will result in people either having to reverse all the way back to the end of the street and round a blind corner to let cars through - a very dangerous action when you look at how many cars use Wordsworth and Browning Avenues, or they will try mounting the pavement to pass, endangering pedestrians and the children who play in the road.

4. You mention in your letter that previously residents reported concerns about parking on the north side as the grass verge can get muddy and slippery, why is this now not the case? The grass still gets wet and with the increased footfall it will become very muddy, creating a slip hazard, increasing the risk of accident and injury and resulting in claims against the council which will be paid out through tax payers money. In addition to this it will destroy the grass verge, making it unsightly and also requiring extra council tax payers money to be spent maintaining it.

We feel very strongly about this and are prepared to take it to the highest level to object to these proposals, which have been made with no due consideration to anyone except the residents on the north side of the street. Some of these residents have multi car households and are as much to blame for the parking issues in this area as the houses with driveways. My neighbour opposite me has 2 cars and a very large work van! Parking has always been an issue in the Poets Corner and people buying houses on the north sides of the roads have done so knowing that they cannot have off street parking and that parking is limited in the area, if this is an issue for them then perhaps they shouldn't have chosen to do this. We did our homework when buying a property in this area and brought a house where off street parking could be installed. We did not pay out £5000 to have a driveway installed that we cannot use, which will be the case if the parking is changed.

Thank you for your time in reading this and I hope you can understand our frustrations and concerns in this matter as it is causing us a great deal of worry and stress at the thought of not being able to use our off street parking, which again I will point out will be the case if this proposal is allowed to go ahead.

b) Resident, Chaucer Avenue

Firstly let me start by saying I will be fighting this all the way, I live on the south side of the street and have a drive way which cost thousands to have done.

It wasn't long ago we had the issue of people parking opposite our driveway blocking our access and exit until common sense prevailed and they finally laid the double yellow line meaning we could now access and get off the drive without risking damage to my vehicle and others parked opposite so why this is now being raised again is beyond me.

People who buy/rent houses on the north side do so knowing that there is no off street parking so why should we on the south side who bought/rent these properties for the reason we can have the driveways now be impeded from being able to use them?

If you have been to Chaucer you will know there is a fairly steep verge on the north side meaning any vehicles that did park there have to park a fair distance away from the kerb in order to be able to open their doors so that is going to further narrow a already narrow road, there will be no pull in space meaning if two cars are coming along the street in opposite



directions one vehicle will have to use the pavement where pedestrians are walking and children play, it will be a matter of time before someone is injured or god forbid worse!!

The only option for this to be done safely is for the verge to be removed allowing cars to park there, but would those north side houses be willing to fork out thousands for their parking space like we have for our drive ways??

Another issue with this is the number of cars some of the north side houses own, the property opposite me has 3 cars and the one to the left of that has two cars with a large work van it will be near impossible to get on and off the driveways that we have paid thousands for not to mention the white lines we have paid hundreds to the council for which I presume will be refunded should this ridiculous and dangerous idea go ahead??

While I mention the danger side what about if there was need for a fire engine/ambulance etc the access would be impeded which is a huge safety issue.

The grass verge will become muddy and slippery again causing another safety issue which was a concern originally when the yellow lines were put down in the first place so why is it that this is now not a issue?? Not to mention the mess it will cause.

I understand you have to listen to the north sides concerns on their parking problems but they bought/rented those properties knowing they had no parking the same as I and my fellow south side residents bought/rented these properties knowing that we did!

Apart from the expense we have all paid out for the driveways I am very concerned about the safety issue as should you be and can assure you we will take this as high as is required to put a end to this nonsense.

The road is far to narrow there will be no passing room meaning that a car will need to use the pavement in order to pass each other! Regardless of what people want it is not a safe option, children play outside their houses on the pavement and it will be a accident or worse waiting to happen.

As I mentioned before the cars that would park against the verge will be so far out from the kerb to be able to open their doors that it would mean the road is even narrower.

With them parking so far from the kerb and opposite our drives it is going to hinder our exit from the drive, feel free to come up and park opposite my driveway and see how easy you find it to back off my drive, I know this because we had this issue before the yellow lines went in!

This has not been looked at sensibly or at all from a safety angle and should this go ahead any damage or accidents will be pointed immediately back in your direction as you have been warned about the potential for injury.

Just because someone wants it does not mean it is safe or feasible, if they wanted parking maybe they should have thought about it before buying/renting a house that has none unlike those of us this side that have bought/rented houses specifically because of the driveway option and who have paid out thousands for the privilege. Let's hope safety and common sense prevails.

c) Resident, Chaucer Avenue

I have a couple of concerns with this. Such as, we have just had a drive built onto our property and have concerns with reversing out off our drive, as it may result in us making multiple attempts at getting off our drive due to cars opposite or we may have to reverse out slightly and then possibly go onto the footpath to get out, which then becomes a safety issue with pedestrians using the footpath.

My next issue is that with the yellow line moved to the other side may result in cars almost in the middle of the road, due to the grass verge being quite steep people will have trouble getting out of there car due to not being able to open there doors properly as there doors will

dig into the grass verge. This will make the road very narrow for larger vehicles and emergency vehicles. Unless you plan to cut away at the grass verge I personally think that just moving the yellow line will cause more issues than there currently is.

d) Resident, Chaucer Avenue

If you do this then the people who have paid for drop kerbs to park vehicles on their drive and on their white line taking up only one space instead of two to three spaces will not be able to do so meaning even less parking, if you put a drop Kerb right the way along the south side then all the south side could park on their property's rather than just the few that already have drop kerbs, creating more spaces for the north side! Or dig the grass verge up on the north side and have parking on both sides but to just add yellows on the south from the north will only create less parking for the street NOT more!! This is my view

e) Daughter of resident, Chaucer Avenue

The proposal will only work if some of the grass verge, e.g. 1m is removed. If the road width stays as it is it is impossible to open a car door onto the sloping grass verge and also cars which now park on their front gardens i.e. those with dropped kerbs, will not be able to reverse out if cars are parked opposite their dropped kerb due to the road being so narrow. I would also like to suggest that the road be resurfaced and be made one way. Drivers should come up Browning Ave, turn right into either Keats, Chaucer, Shelley or Dryden and then down Wordsworth. In this case, with 1m of the grass verge removed it may even be possible to have chevron parking on the north sides of these roads.

f) Resident, Chaucer Avenue

The main problem is that some households own multiple cars (both partners & their children). I counted ten dropped kerbs on the south side of the street, enabling two vehicles to be parked in their former front gardens.

All this does is to free up space for other vehicles, some owners not being Chaucer Avenue residents & together with works vehicles, which are larger than the normal car.

The only way I can think to resolve this, would be to issue a permit to park for Chaucer Avenue residents, one per household & to charge for additional vehicles.

The problem moving parking to the north side of the street is as you state is parking on the green verge creating ruts & mess. I have seen a car parked on the raised green verge towards the west end of the street at a 40 degree angle.

The move would also encourage further parking on the pavements. The wooden pegs inserted in the verge outside my residence has not made an iota of difference, sometimes two vehicles at once are parked on the corner.

Myself & my wife sometimes had problem with wheelchair access, let alone having to walk around cars or large vans to enter our property.

Similarly my elderly neighbour who uses a mobility scooter had to drive all the way to the other end of the street as cars had blocked the dropped kerb outside.

I have witnessed arguments outside my house where one vehicle owner considered the pavement to be their parking space.

The only way around this, would be to put bollards on the corner of pavement that enables pushchairs & mobility scooters to go through but prevent cars parking.

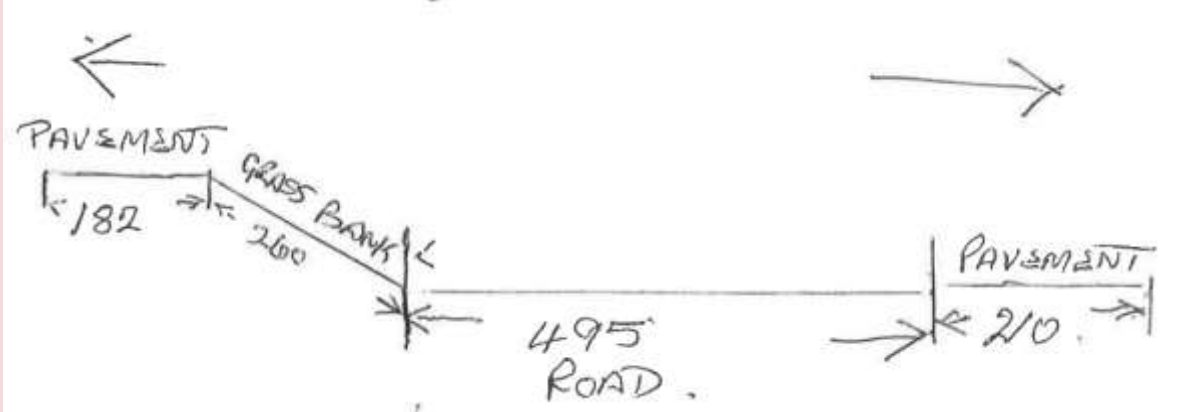
Another suggestion is that as I have a very back garden, does the council want to buy part of the land to build garages or parking spaces?

g) Resident, Chaucer Avenue

I would like to point out a few things. the Parking that you propose to do would cause a lot of problems for the police, because people would be causing obstructions, if they Park on the north side of the Road, the houses with Hardstands would not be able to swing out because



the Road is not wide enough, my wife Holds a Blue Badge, many years ago when we had our Hardstand built we paid for the dropped kerb and the white line, no if you put Double yellow lines on the north side we would lose our second parking place your letter 27/8/18 stated that the pavement was on the south side see drawing below



End view of Chaucer ave.

There are 11 houses that don't own a car in the street, 7 on north side and 4 on south side, there is 10 home on south side with off road parking on south side that have paid for this parking, the obvious conclusion is the road is not wide enough

h) Resident, Chaucer Avenue

I live on the south side of the street and I only purchased this property back in January 2018 knowing I could have off street parking put in place, I now have a drive way which cost me thousands to have done, Which in turn has removed my vehicles off the road.

The problem isn't where the double yellow lines are positioned, it's there just isn't enough space for all the cars! And when some properties have two or 3! Vehicles to a house there will always be a fight for spaces.

If you have been to Chaucer you will know there is a fairly steep verge on the north side meaning any vehicles that did park there have to park a fair distance away from the kerb in order to be able to open their doors so that is going to further narrow an already narrow road, there will be no pull in space meaning if two cars are coming along the street in opposite directions one vehicle will have to use the pavement where pedestrians are walking.

Also how do you expect services like bin men or delivery drivers to enter the north side of the pavement when you have cars parked bumper to bumper along the steep grass verge? An Even worse case scenario....what if an emergency vehicle needed to gain access to one of the middle properties along the north side but again the is no way up the grass verge because of the amount of cars parked bumper to bumper.

I recently walked my dog around the corner in Shelley avenue and I couldn't help but notice one of the middle properties on the north side has had a driveway installed over the grass verge!? why is this not a viable option for the properties willing to pay for it on the north side?

There could also be an option to alter the parking along Browning avenue and Wordsworth as you drive up the hill and down the hill to diagonal parking (picture attached). The grass verge is big enough to be reduced and diagonal spaces installed, also If all of poets corner was put to a one way system then cars don't have to try and pass each other.

I hope I have given you some more viable options then just moving the double yellow lines, which I feel isn't going to really make much of a difference to this growing problem and could also cause a potential safety issue.

I understand there is going to be a cost attached to any changes but with the growing amount of vehicle's to a household maybe a permit to park more than one vehicle should be implemented to help with implementing a more viable solution.

I do not think moving the double yellow lines will improve the parking issues around poets corner.

i) Resident, Chaucer Avenue

I'm writing to voice my concerns in regards to the planning application to remove the double yellows on the North Side of the road and relocate the parking. I appreciate the parking situation has become very difficult down the road and I'm also keen to find a solution, but I don't feel this is it.

My first concern would be as you stated in the letter, accidents that may happen to people getting out of our cars onto the verge, this could be a serious health and safety concern with people falling over as they are getting out onto a steep and very awkward angle. This would also be an accident potentially waiting to happen if there are any car users or passengers with reduced mobility or disabilities. It is also dangerous to the cars being opened onto a grass verge, ruining the vehicles. I believe this is a very dangerous idea, which is why it was never put into action.

My second concern would be that due to people not wanting to get out onto the kerb for these reasons, I'm worried that it will cause people to park too far away from the kerb, making it more difficult for oncoming traffic, emergency vehicles and for people reversing or coming out of their drives. As there will be less gaps (and none guaranteed) also on what is a narrow road and can only hold one vehicle, vehicles will have to reverse the length of the road to make room for another driver, which means reversing out onto what can be a very busy road (either on Wordsworth or Browning) with cars also parked down these roads. This is also very dangerous as drivers will have reduced vision or nowhere to move at all, causing what could be gridlock.

Lastly, as also was rightly stated in the letter, the double yellows were put into place to stop traffic being obstructed, even if cars parked as far against the kerb as possible as there will not be enough turning room in the road for cars reversing/coming out of their drives. It was said that houses in the road would only be able to have a drive if they could prove they would be able to pull out at a 90 degree angle, with the relocation of parking onto the other side of the road, this will no longer be possible. Therefore this is increasing the risk of an accident happening and what was trying to be avoided to begin with.

Thank you for taking the time to read my email and listening to my concerns.

j) Resident, Chaucer Avenue

Thank you considering an alternative arrangement to the parking in Chaucer Ave which involves relocating the yellow lines to the other side of the road.

After some consideration, and my own review of some proposals, I have concluded that on balance there is better solution which would meet aspects of the Portsmouth parking standards and future needs of the residents.

Please refer to the proposals attached for my suggestions. My suggestions involve removal of the current grass verge to the north side and construction of brickwork retaining walls with railings to accommodate parking to the north side. This would still provide potential for parking to the south side and maintain a min 6m distance between south and north parking bays in accordance with the parking standards. This option would result in all houses within Chaucer Avenue having access to at least 1 space (1.5 for 3 bed houses in the standards) with a few remaining for visitor spaces.

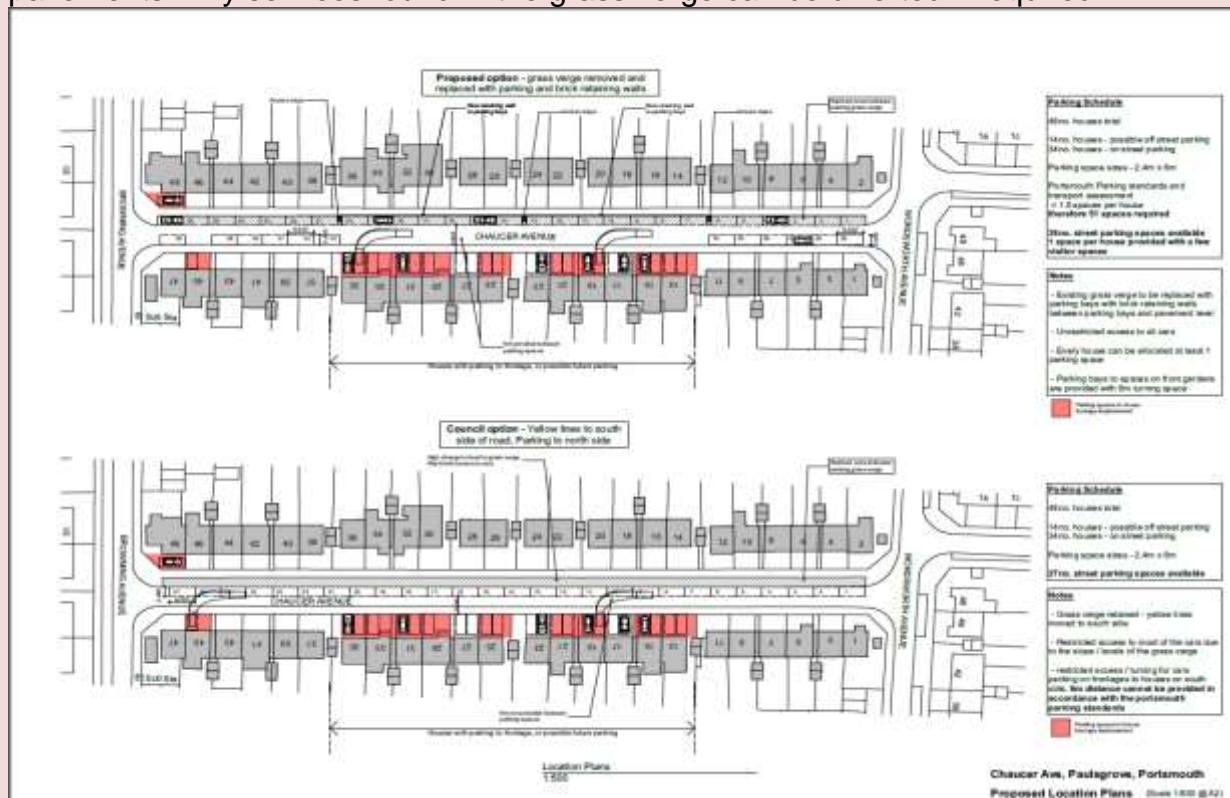
The option of relocating the parking to the north side will limit the potential no. of parking spaces that could be achieved, and would severely restrict cars moving out of the spaces to

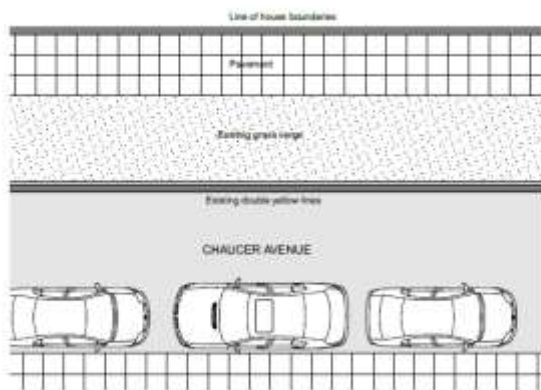


the house frontages to the south. The 6m clear distance required could not be provided. In time, more frontages could be converted to parking bays which would add cause parking issues to spill out to surrounding roads. At times, we have experienced parking happening on the street corners which results in dangerous visibility splays for vehicles and pedestrians.

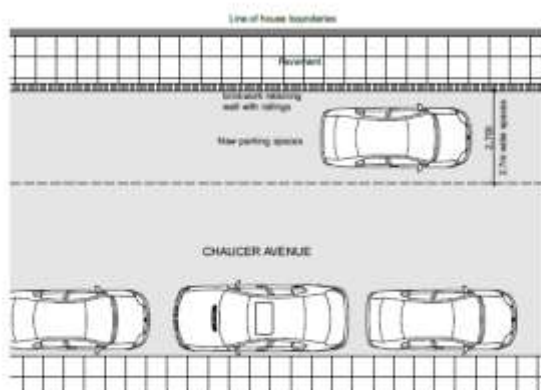
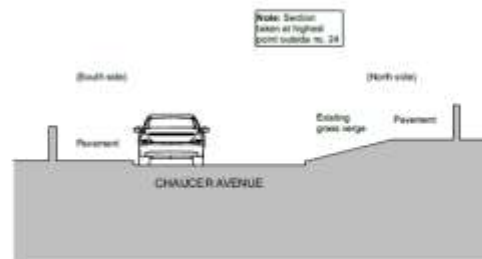
From the Sections I have provided, You will see that there will be a large number of spaces in the central portion of the road which would have restricted access and egress from cars especially in wet and muddy conditions due to the gradient of the grass verge. This would also restrict access into cars due to car doors opening into the verge.

I would ask you to consider the attached proposals to ensure a solution is achieved which meets the Portsmouth Parking Standards, and future needs for residents in the street. As I have noted on the attached location plans, any further proposals to convert frontages to parking to the south Side should be prohibited as these will apply to the houses which are set forward closer to the road which will not provide the depth for the car space resulting in cars overhanging the pavement, and restricting total no. of potential spaces for the street. The solution I have put forward would require 215mm thick brickwork retaining walls and railings which at worst case has a level difference of approx 750mm and making good of the pavements. Any services found in the grass verge can be diverted if required.

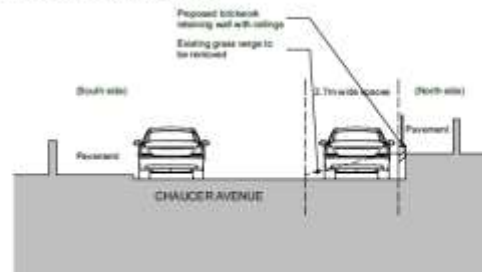




EXISTING ROAD LAYOUT



PROPOSED ROAD LAYOUT



Chaucer Ave, Paulsgrove, Portsmouth

Typical road layout

(Scale 1:100 @ A3)

k) Resident, Chaucer Avenue

I would like to submit my written and very strong objections to the proposal and it's consequent problems and major implications for many reasons, as will all be stated later below.

At the same time despite my endeavours because I continue to date not to have answers I would therefore also like to use this letter of objection as well to finally receive some answers to several questions and anomalies relating to this road, particularly Chaucer Avenue which is within all 5 of the paralleled avenues that run between Newbolt Road and the M27 motorway in this part of 'Poet's Corner' as you know the very western part of Paulsgrove and so just about within the very outer boundaries just east of the Fareham boundaries, so within Portsmouth City Council's jurisdiction.

Apart from the installation of dropped kerbs for possibly later installed drives to residential house boundaries which are not just those on the south side of Chaucer Avenue, but probably those in the near future also on north side, and of course the double yellow lines that were mysteriously laid down, and probably mistakenly installed in 2016, as only laid to Chaucer Avenue but other than that, all three of these council/private residential roads in this area have required no changes at all to the highway, particularly the road layout, parking configurations or sides, not throughout the last near on 70 years since construction of these roads that is.

The proposal and statements within your letter takes little real due regard at all to the many residents living along the north side of Chaucer Avenue. In comparison and as in several



cases now within the other two, lower roads of Shelly and Dryden Avenues, where those residents have already installed dropped kerbs and their own drives along also the north side of both these two lower roads, in fact one house on the north side in Shelly Avenue having just installed dropped kerbs and finished the council's highway construction within just this last month.

Hence in a similar manner, some are along the north side of Chaucer Avenue many may well later increase in numbers so soon possibly in the near future require to have dropped kerbs and associated construction for drives installed to their properties along with those in the south, odd numbered side to consequently allow more of them also the opportunity and right to obtain off road parking for their vehicles, so similar to their neighbours located both on the opposite, south side of Chaucer Avenue and as I say, as it currently actually is in fact, similarly to both the south and north sides of the two roads below Chaucer, comprising of Shelly and Dryden Avenues likewise.

After all these many decades, since the early 1950s it has had the proven time and experience with very little problem throughout all this time, so if now cars are for the very first time now subsequently only allowed to park on the north side of Chaucer Avenue in future, obviously a similar problem will present itself in possibly the not too distant future once more, when again these north side residents will require off street parking for all their vehicles as well, so this proposal is not only disruptive but impractical as well, which for the many other numerous reasons will be mentioned later, but at the same time as self opposing and defeating itself to just rende further unnecessary expenditure of council funds. In addition, not only do I object to the re-location of the street parking from the south, odd numbered side to the north, even numbered side of the road in Chaucer because of the obvious and so stated reasons within your own letter regarding all of the problems mentioned, but in regards to people and mainly children attempting to alight from their vehicles into the road as well as also attempting to exit out of their cars, often onto a generally steeply inclined grass bank running near enough along almost the entire north side of Chaucer Avenue, so especially throughout this majority length of Chaucer Avenue causing their door to be constantly difficult to both open as it will more often 'dig' and sometimes lock into the bank, let alone repeatedly gravity will tend to constantly be impose acting forces contrary and against them whilst attempting to be exiting from their vehicles. Additionally it will tempt drivers to then park at least half, if not all the car width onto the grass verge/bank particular up towards the very short two ends of the road where this verge has a much less slope or incline, but not only will the vehicles be dangling precariously at a somewhat acute but quite high pitched angle and as well after not too long of these cars will constantly be churning up all these, at present, nice and reasonably well council maintained grass verges. In fact it is both know and can be evidenced that once again, before the existing wooden stakes that are now in place were necessary and so previously installed by the council but if this proposal does go ahead, once more this will inevitably cause a massive dangerous, road long, muddy quagmire once again, especially as before, throughout all the winter months.

Without even the additional costs of effectively expending the unnecessary council funds required to re-instate the existing double yellow lines onto the south side, but I also question as to why were the existing double yellow lines installed over 2 years ago during 2016, in the first place?

Despite an almost identical situation with the below, other two very similar and parallel running roads of Shelly and Dryden Avenues, who neither have ever had double yellow line restrictions implemented, despite contrary to your letter, that there has not been traffic obstruction caused by cars parking on both sides of the road obstructing the road in



Chaucer Avenue but as well, unlike in Chaucer Avenue, due to the parking on the grassed sloped banks throughout these other two roads, sometimes precariously along on a particularly high gradient or inclined grass bank, where I note that in addition to sending traffic wardens up to the area often in vans to issue parking tickets to some of the many residents in these roads for parking on the grass bank or verges, but also as you know the council have in more recent years installed many wooden stakes within these grass verges in several of these roads where the incline is not so steep as well.

Therefore together with the parking that still continues on alternate sides along the length of the other two, lower roads as a consequence this presumably has also caused within both these two roads of Shelly and Dryden Avenues the stated obstructions, use of grass banks for parking and the constant churning up of these grass verges, all as stated within your letter. From experience, I know often into this thick slurry and quite often dangerously thick and very slippery slurry of mud. This as well is obviously along with this drastic permanent loss of these previously reasonably well maintained grass verges where other than maybe slightly at the very ends again generally unlike the lower two roads mentioned, not so much along Chaucer Avenue as nearly always these problems generally have not really existed within the highway boundaries of Chaucer Avenue, especially since those wooden stakes were installed. So why is it that it is only Chaucer Avenue that is selected for such things as the double yellow lines in the first place both previously and again once more now as not only this latest proposal, but possibly yet further restrictions and with this little concern for the north side resident's future off road parking?

I am sorry for my now lengthy but detailed letter of objection and also requiring a response as well finally to all of these issues so penultimately, I do not know that if either the council or many of the residents on the south side do realise but if this proposal was to be implemented, how their vehicle maneuverability would be much further reduced and restricted both with in and out, forward and reverse gear so all will be drastically decreased together with necessary turning circles inhibited. This will all contribute to making it much more difficult for these odd numbered side residents with their drives located in the south of Chaucer Avenue to both enter and leave their drives if this proposal does actually eventually go ahead, as unlike at present, obviously due to vehicles then in future being parked right opposite their drives instead so certainly in comparison to the current situation that exists along the entire length of Chaucer Avenue at present.

Finally, unlike the higher, more northern Keats and Browning Avenues which I know house service personnel and therefore owned by the MOD though I understand the highways are naturally still under Portsmouth City Council jurisdiction and again have never imposed any restrictions or double yellow parking lines, but despite both north side and particularly on the south side houses in all three of the lower mentioned roads, they all 3 do have almost identical numbers of off road parking drives installed, so once again can you tell me why only Chaucer Avenue has always been singled out for both the double yellow lines installed in the first place over 2 years ago now in 2016 and to not only continue now to maintain this 'doubled yellow lined' status still further, albeit on the north or proposed south side possibly after this proposal, but in comparison to all four of the other mentioned avenues between Newbolt Road and the M27, why now has this parking in Chaucer Avenue been deemed to be scrutinised, not once before, but again and unlike all four others, Chaucer is still to be 'controlled' further yet again, in fact now with this proposal, well beyond that of all 4 of the others, why? (*Officer's comment: see Background and Reasons for Recommendations paragraphs within this report*)

I) Resident, Chaucer Avenue

I live on the southside and recently had a dropped kerb. Reading this letter and the concerns regarding parking I am more interested in your views on safety .

1. Space allowed for vehicle access / egressing their drives . If a van was parked opposite then this would restrict the space and therefore encourage drivers to do shunts on the pavement for cars to be position on road or in parking area . Whilst all drivers are not the same some could cause congestion whilst trying these manoeuvres .

2. Whilst the above manoeuvre is being done and I am to take the eastly direction a car comes from the west , again this would mean one of the vehicles using the pavement to pass as the northern side could be full of parked vehicles and there is no space allocation for vehicles to pass.

3. Taken the scenario that a vehicles are travelling towards each other where is the passing point ? again the pavement .

4. If the northern side is full of parking where would a delivery vehicle stop without blocking the road?

Or am I reading the letter wrong and you are going to reduce the widths of pavements for ease of movement with motor vehicles. I fully understand the frustrations of the north bound residents and their parking concerns , hence why I recently purchased my property on the south and not north side of the Avenue.

Has any thoughts been given to part removal of the grass verge to create parking spaces as at present parking on this side would create a difficulty for drivers / passengers open their doors on the verge side and then again be forced to walk up the grass which would create an H&S issue in wet weather.

Whilst addressing the issue of parking the council need to deal with the vehicles parked on the corners which blocks vehicle users views when turn in and out of the roads , but more importantly would prevent quick access for emergency vehicles .

The Avenue is only wide enough for 2 vehicles width at one time don't know how the council expects vehicles to pass each other unless you are going to make all the road in the area one way or reduce remove payment on south side . Has any consideration been given to introduce parking permits as in the evening there are plenty of work vehicles parking in Chaucer Avenue and surrounding areas which create additional problems.

(Officer's comment: Vehicles can currently only pull in on the south side when residents are not parked in front of their dropped kerbs, wherever they are free along the length of Chaucer Avenue. Vehicle crossovers (dropped kerbs) can be used to pull onto, as they are constructed to take vehicles and require drivers to be aware of any pedestrians before entering or exiting driveways across the footway. Delivery vehicles commonly obstruct the carriageway within the streets of terraced housing within the city, where parking takes place on both sides of the roads, leaving a single lane for either one- or two-way traffic.

(End of report)

Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	24 January 2019
Subject:	Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 120/2018
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Baffins, Central Southsea, Copnor, Drayton & Farlington, Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson, St Jude, St Thomas.
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the public responses to proposed electric vehicle parking bays in 41 locations across 33 roads. Objections were received to proposals within TRO 120/2018, and therefore a report to the Cabinet Member is required, for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 120/2018

Appendix B: Public views submitted

2. Recommendations

- 2.1. It is recommended that TRO 120/2018 is taken forward with the following exceptions;

- a) Outside 50 Laburnum Grove does not proceed.
- b) Outside 30 Priory Crescent does not proceed.
- c) Outside 80 St Ronans Road does not proceed.

3. Background

- 3.1.** The provision of electric vehicle charging infrastructure is a part of a local and national strategy for the improvement of air quality issues.
- 3.2.** In July 2018 the government published the Road to Zero Strategy. This strategy outlined the ambition to end the sale of new conventional petrol and diesel cars and vans by 2040, and by 2030 at least 50% and as many as 70% of new car sales and up to 40% of new van sales being ultra-low emission.
- 3.3.** Over recent years there has been a rise in the number of electric vehicles in Portsmouth and with government's ambition the rate of increase is expected to increase;
- Of 102.2k cars and 17.5k light goods vehicles licensed in Portsmouth at the end of 2017, 1,033 of which were plug-in cars, LGVs and quadricycles - this is an increase from 602 at the end of 2016, and 347 at the end of 2015.
 - The comparative figure for 2018 has not been released at the time of writing this report but at the end of quarter 3 2018, it was 1,561, an increase of 407% from quarter 3 in 2015.
 - By comparison Southampton had 231 plug-in cars, LGVs and quadricycles licensed at the end of quarter 3, 2018 (of a total of 96.4k cars and 10.5k vans end of 2017).
- 3.4.** To meet and facilitate the expected growth of plug-in vehicles in Portsmouth charging infrastructure is required. As a densely populated island city with narrow streets and terraced housing many areas of Portsmouth do not benefit from off-street parking and suffer subsequent parking congestion posing a real challenge in providing electric vehicle charging infrastructure for residents.
- 3.5.** The Office for Low Emission Vehicles (OLEV) released funding to enable local authorities to provide chargepoints specifically for residential areas which do not benefit from off-street parking so residents can charge at home overnight. Portsmouth City Council bid to this fund and were successful in receiving £100k towards 75% of the costs for installation and infrastructure for these chargepoints. The chargepoints are required to remain in place for a period of three years. This grant must be spent by 31 March 2019. These timescales do not allow for new locations to be considered in this funding round. Chargepoints not delivered through this phase will be added to phase 2 of the project for which further funding will need to be sought.
- 3.6.** Off-street chargepoints in PCC owned locations which attract visitors for a significant period of time are being considered in a separate scheme. PCC has no control over privately owned off-street car parks.
- 3.7.** The locations in the bid were identified based on;

- Previous ad-hoc resident requests for on-street chargepoints
- Identifying residential areas with terraced housing and no off-street parking and mapping this against demographics of residents likely to purchase electric vehicles but not likely to have off-street parking
- Officer local knowledge

3.8. The technical solution being taken forward which best meets the needs of the city is lamp column chargepoints. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a slim line (approx. 18.5cm diameter), self-righting satellite bollard will be installed at the front of pavement. The electricity supply from the lamp column to the bollard will be fed under the pavement to prevent any trailing cables across the pavement. The satellite chargepoints do not need to be located directly adjacent to the lamp column, nor do chargepoints need to be central to the parking bay (the charging point on each car varies by make/model). Installation will follow best practice ensuring the gap between the lamp column or satellite bollard and the kerb edge is minimal to reduce any tripping hazard of charging cables. During the charging process, the cable is locked into both the vehicle and the socket, and thus, it is not possible to remove the cable without unlocking the vehicle and ending the charging process. The chargepoints will require planned maintenance annually.



Examples of chargepoints retrofitted into existing lamp columns



Example of satellite bollard using a Smart Cable (the bollard can also be used with a standard cable)

3.9. The benefits of this solution include:

- Lower purchase and installation costs than free standing charge points
- Minimal street clutter and more aesthetically pleasing than other solutions
- No noise emission from the chargepoint
- Lamp column charge points are easily removed and relocated, should the demand change within the existing area.
- Lamp column retrofits can be completed within the hour and bollards within 2 hours.

3.10. The spare capacity within the lamp column electricity supply allows for the chargepoints to provide approximately 5.5kwh of electricity for which an average charge cycle for a battery electric vehicle could be expected in six hours (compared to three to four hours for fast or 30 minutes for rapid chargers). Charging times for plugin hybrid vehicles will be less, as the battery size is smaller. With this lower power output the chargepoints are ideal for residential overnight charging.

3.11. The lamp column solution with a lower power output and its current amperage only allows for single chargepoints. It is not currently possible for two vehicles to be plugged in at any one time and dynamic or distribution of charging to be applied.

3.12. ubitricity was selected as the supplier for this project through a competitive tender process, and the company has successfully delivered schemes elsewhere in the UK and abroad.

- 3.13.** ubitricity will be offering residents several tariff options for the payment of electricity. The chargepoints will be accessible via both 'Pay As You Go' or using a SmartCable which can purchased in advance. The SmartCable enables the user to benefit from preferential electricity rates via a contract with various tariff options. Alternatively, the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions will be attached to the chargepoint.



Example of QR code access

- 3.14.** During development the proposed scheme was planned not to mark designated electric vehicle charging bays for the chargepoints, but due to feedback received regarding accessing the chargepoints in areas of parking congestion the provision of designated bays was approved by the Cabinet Member for Traffic and Transport at the meeting of 23 November 2017.
- 3.15.** The proposed bays will not be subject to any time restrictions and will be enforceable by the council's Civil Enforcement Officers for use only by any vehicle which is plugged in and charging. Marked bays can also drive the cost of electricity down for the user as they are more attractive to the supplier through guaranteed accessibility.
- 3.16.** Signage for the electric vehicle parking bays will where possible be located on existing lamp columns or other street furniture to minimise the need for any additional posts.

- 3.17.** The locations proposed are based on requests from residents who already own an electric vehicle or they require the charging infrastructure to be in place to enable them to convert to an electric vehicle. In most instances this involves the chargepoint being located in the vicinity of the nearest suitable lamp column to the resident's address. The locations are based on known interest, reducing impact on parking congestion as the space would be used by residents currently parking in the area i.e. not an additional burden on capacity.
- 3.18.** The final position of the chargepoints has been considered alongside many other factors including suitability of lamp columns (not all lamp columns are able to serve electric vehicle chargepoints), pavement widths, and conservation areas.
- 3.19.** If in the future a resident who has an electric vehicle charging bay outside of their property requests a disabled parking bay it will be considered following the usual procedure. This is to site it in the nearest suitable space (this is not always outside the requesting property) to best meet the resident's needs whilst enabling access to the chargepoint.
- 3.20.** There are a number of reasons that some roads originally proposed are not now being taken forward in Phase 1 of the electric vehicle chargepoint roll out including:
- No longer interest from existing residents
 - Investigations ascertaining that requesting resident benefits from off-street parking
 - No suitable lamp column available within the area
- 3.21.** Those sites which have been requested by residents and are eligible for a chargepoint but have not been able to be delivered in the timescales for Phase 1 will be carried forward to Phase 2. This future phase will look to deliver all outstanding resident requests for chargepoints overcoming any issues which prevented delivery in Phase 1.

4. Engagement and Consultation

- 4.1.** In August 2018 letters were delivered to 37 roads where residents had expressed an interest (or neighbouring roads if it was determined a chargepoint could not be provided in the requesting road). These letters asked residents to register confirmation of interest to ensure that previous interest was still held and to understand any additional interest in these roads.
- 4.2.** Following this resident engagement a list of identified locations was taken forward for further site surveys and investigations to finalise the chargepoint locations for proposal.
- 4.3.** In December 2018 the proposed list of sites for designated electric vehicle parking bays was finalised ready for formal consultation via Traffic Regulation Order (TRO). A

letter drop coincided with this consultation to all residents in roads with chargepoints proposed, those roads with requesting residents but the chargepoint was located in a neighbouring road, and to those roads where a chargepoint was previously requested but was no longer being taken forward at this stage.

- 4.4.** The TRO consultation was for 41 electric vehicle parking bays across 33 roads as shown in Appendix A. It was advertised for a period of 26 days from 11 December 2018 to 6 January 2019, allowing five extra days for people to respond due to the time of year.
- 4.5.** In addition to these sites two further chargepoints are proposed outside 60 Glencoe Road and 57 Warren Avenue. These were not included in the TRO consultation as there is no requirement for an electric vehicle parking bay due to the requesting resident having a disabled parking bay outside their property. These affected roads were notified of the chargepoints via the letter drop. These chargepoints will be positioned so that non-blue badge holders can access the chargepoint from the adjacent parking space.
- 4.6.** As summarised in Table 1, 42 objections were received to the formal TRO consultation across 16 roads and three responses in support of proposals were received. Appendix B shows all anonymised responses received.

Proposed EV Charge point	Support	Objections
2. ADAMES ROAD - East side, outside No.51	1	1
5. CLARENCE PARADE - (a) North-east side, outside No.12		12
5. CLARENCE PARADE - (c) South side, opposite Stacey Court		1
9. FORDINGBRIDGE ROAD - West side, outside No.1		1
10. HARTLEY ROAD - (a) North side, outside No.68 - (b) North side, outside No.82		2
10. HARTLEY ROAD - (a) North side, outside No.68		1
14. HIGH STREET, OLD PORTSMOUTH - South-east side, outside No.25 (Crown Court)		1
16. KENSINGTON ROAD - East side, outside No. 74		3
17. LABURNUM GROVE - (a) North side, outside No.183		2

17. LABURNUM GROVE - (b) South side, outside No.50		2
18. ORIEL ROAD - (a) North side, outside No.66 - (b) North side, outside No. 102		4
21. PRETORIA ROAD - North side, outside No.83		4
22. PRIORY CRESCENT - (a) North side, outside No.30		1
23. RACTON AVENUE - South side, opposite Lordington Close		1
25. ST RONAN'S ROAD - East side, outside No.80		1
27. SHADWELL ROAD - (a) South side, outside No.39 - (b) South side, outside No.93		1
30. VICTORIA ROAD NORTH - East side, outside No.48	1	
31. WARREN AVENUE - South-east side, outside North Lodge (opposite industrial estate) (and outside no.57 not included in TRO)	1	2
33. WIMBLEDON PARK ROAD - South side, opposite No. 23 Wimbledon Park Road		1
Other - Glencoe Road		1

Table 1: No of responses received to TRO consultation

5. Reasons for the recommendations

- 5.1.** Portsmouth is subject to a Ministerial Directive to deliver a citywide air quality local plan to bring forward compliance for nitrogen dioxide emissions in the shortest possible timescales. A targeted feasibility study identified a combination of measures which would bring forward compliance, one of which was the rollout of electric vehicle charging points.
- 5.2.** The information and concerns received from residents, along with the preliminary EIA, have informed the recommendations. All responses are reproduced at Appendix B.

50 Laburnum Grove. An application for a dropped kerb has been received at this address and therefore the installation of an electric vehicle charging bay in this location would prevent this application.

30 Priory Crescent. An application for a disabled parking bay has been received from this address and an electric vehicle charging bay in this location would prevent this application.

80 St Ronans Road. The only requesting resident in this road has notified us they no longer require the chargepoint as they are able to charge their vehicle at work.

12 Clarence Parade. It is noted that the 12 objections largely related to the side of the road proposed for the chargepoint and residents feel it should be located adjacent to the common. However, the chargepoint is proposed for a resident and the resident's vehicle, and properties are on the north side. Therefore the requesting resident would have to cross the road on a daily basis to access the chargepoint. The proposed location has been identified as the most suitable for its intended residential purpose.

64 Kensington Road. It is noted that two objections propose an alternative location on Heathcote Road. This location has undergone electrical site surveys which determined this lamp column was not suitable to have a chargepoint added to it.

Racton Avenue -opposite Lordington Close. It is noted that a resident has an application for a dropped kerb. The electric vehicle charging bay will be located adjacent to the proposed dropped kerb location and will therefore have no impact.

6. Equality Impact Assessment

- 6.1** A full EIA is not required as the proposals do not have a disproportionate negative impact on the specific protected characteristics described in the Equality Act 2010.

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 its other obligations, policies and objectives, the objective of securing the expeditious movement of traffic on the authority's road network;
- 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.** Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject

to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

- 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.
- 7.5. The dimensions for bay markings have been relaxed, apart from those for disabled badge holders. Whilst a minimum width of 1.8 m is specified, there is no longer a maximum width, nor a minimum or maximum length. The intention is to allow traffic authorities flexibility in determining the bay or parking space size appropriate both for the intended vehicle type and the surrounding street environment.
- 7.6. Bay markings and parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement.
- 7.7. In addition to relaxing the permitted dimensions, traffic authorities now have the freedom to use alternative methods to create bays and spaces on the carriageway. This may include either colour-contrasting surfacing, or paving in a different pattern or appearance, to distinguish parking areas from the surrounding carriageway. No legend is required to be included in these markings. The markings may be used in conjunction with upright signs as currently prescribed.
- 7.8. Any new signs indicating parking places and areas subject to parking controls must be in accordance with the new regulations.
- 7.9. Please note that the order only relates to the implementation of the parking restrictions and does not specifically authorise the installation of the satellite bollards

8. Director of Finance's comments

- 8.1 The costs of this project will be met from within the approved capital budget.

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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
Road to Zero Strategy	Government website; https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf
Vehicle licensing statistics	Government website: https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01
Traffic and Transportation Committee report 23 November 2017	Portsmouth City Council website: https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=176&MIId=3766&Ver=4
Consultation response emails	Transport Planning team, PCC

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 120/2018

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (ELECTRIC VEHICLE CHARGING PARKING PLACES) (NO.120) ORDER 2018

11 December 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 of the Road Traffic Regulation Act 1984, as amended, and in accordance with part III of schedule 9 to the 1984 Act, to effect:

A) ELECTRIC VEHICLE PARKING BAYS (MINIMUM 5 METRE LENGTH)

Parking bays, signage and electricity supply point (adjacent lamppost or unit) - these would not be installed until the applicants have an electric vehicle

1. ADAIR ROAD West side, outside No.53	18. ORIEL ROAD (a) North side, outside No.66 (b) North side, outside No. 102
2. ADAMES ROAD East side, outside No.51	19. OXFORD ROAD West side, outside No.75
3. ASTLEY STREET West side, 16 metres north of King Street	20. POSBROOKE ROAD South side, outside No.36
4. BALFOUR ROAD East side, alongside No.56 Kirby Road	21. PRETORIA ROAD North side, outside No.83
5. CLARENCE PARADE (a) North-east side, outside No.12 (b) West side, opposite No.1 Lennox Mansions (c) South side, opposite Stacey Court	22. PRIORY CRESCENT (a) North side, outside No.30 (b) North side, outside No. 28a
6. EASTFIELD ROAD North side, alongside No.92 Winter Road	23. RACTON AVENUE South side, opposite Lordington Close
7. ESSEX ROAD South-west side, outside No.131	24. ST CATHERINE STREET North side, opposite No.2
8. FLORENCE ROAD East side, outside No.16	25. ST RONAN'S ROAD East side, outside No.80
9. FORDINGBRIDGE ROAD West side, outside No.1	26. SELSEY AVENUE North side, outside No.7
10. HARTLEY ROAD (a) North side, outside No.68 (b) North side, outside No.82	27. SHADWELL ROAD (a) South side, outside No.39 (b) South side, outside No.93
11. HAVANT ROAD West side, alongside No.15 Chichester Road	28. SOUTH PARADE South side, opposite Fastnet House
12. HEATHCOTE ROAD South side, outside No.32	29. TASWELL ROAD South side, opposite Wimbledon Park sports centre car park entrance

13. HENDERSON ROAD (a) South side, outside No.112 (b) West side, opposite Cockleshell Community Centre	30. VICTORIA ROAD NORTH East side, outside No.48
14. HIGH STREET, OLD PORTSMOUTH South-east side, outside No.25 (Crown Court)	31. WARREN AVENUE South-east side, outside North Lodge (opposite industrial estate)
15. HUNTER ROAD South side, alongside No.29 Hatfield Road	32. WESTBOURNE ROAD East side, alongside No.268 Chichester Road
16. KENSINGTON ROAD East side, outside No. 74	33. WIMBLEDON PARK ROAD South side, opposite No. 23 Wimbledon Park Road
17. LABURNUM GROVE (a) North side, outside No.183 (b) South side, outside No.50	

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. A copy of the draft order including a statement of reasons is available for inspection at the main reception, Civic Offices, during normal office hours.

Persons wishing to object to these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or by letter to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **TRO 120/2018** by **6 January 2019** stating the grounds of objection.

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

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2018'. The draft order and a statement of reasons are available for inspection at the main reception, Civic Offices, during normal opening hours.

Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to *Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE*, quoting ref **TRO 78/2018** by **30 August 2018** stating the grounds of objection, and name and address details.

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

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

Appendix B: Public views received

2. ADAMES ROAD - East side, outside No.51	<p>I have an EV and my husband wants to buy one. I and my husband fully support your wish to place a charging point in the lamp post outside of 51 Adames road. This means the charging point of my car can be on the pavement side which is ideal. Thank you for considering this option as it will mean I can safely charge my car.</p> <p>---</p> <p>I'm a resident in adames road I have received a letter telling me that you are considering putting in a electric charging point for cars outside number 51 I object to this there's no parking as it is down this road I can never find a place to park and have to pay for a permit yearly to park in my road and your thinking of adding this in effect taking another parking space away from the street no one even has an electric car down here from what I'm aware of put a communal recycling bin at the end of the road if you want to do something good for the environment as we don't have places to store recycling bins in this street so there's hardly any recycling done it gets black bagged up and chucked out do something productive and not something that's going to cause more problems</p>
5. CLARENCE PARADE - (a) North-east side, outside No.12	<p>Ref TRO 120/2018</p> <p>I object to having the charge bays on the North East side of Clarence Parade. This side of the road is used by local residents and more pedestrians . It would be better to be positioned on the quieter Common side. I think the wires crossing the pavement would be a hazard causing accidents.</p> <p>---</p> <p>I understand that there is a proposal to install street charging bays for electric vehicles in various locations in the City.</p> <p>Where existing lampposts cannot be used, as they are not located on the kerb side, satellite charging bollards are proposed on the kerb side. Such bollards add to the obstruction of the pavement by street furniture for all pedestrians, in particular the</p>

visually impaired. The connecting cables could also present a tripping hazard to pedestrians if they are not responsibly coiled off the pavement. More suitable alternative locations should be sought in such cases, particularly where there is a less busy pavement area nearby.

There is a proposal for a charging bay with a bollard on the North side of Clarence Parade near #12. In this location the parking is parallel to the kerb and would require a satellite charging bollard. It would make far more sense if the charging bay was located on the South side, adjacent to Southsea Common, where there is chevron parking. A single bollard could then serve two chevron parking bays. The pavement on the South side is little used, as most pedestrians use the two pavements on the Common, including Ladies Mile, instead. Chevron charging bays would also be far safer for the driver as the charging point on the car would not require them to walk into the roadway.

I am registered blind and use a white cane. Greater care needs to be taken in the selecting of locations for any sign poles and satellite charging bollards to minimise the obstruction of footpaths to all pedestrians.

I am just writing to you to voice my concern that the above proposal is being considered on the Houses side as opposed to the safer Common side. We are the only part of Clarence Pde being considered for the House Side when it would be obviously safer and less obtrusive to have this on the Common Side. I therefore object to this proposal.

I wish to lodge an objection to the EV bays being on the houses side of Clarence Parade for the following reasons.

1. Vehicles driving along the common side would need to cross the oncoming traffic and manoeuvre their vehicle to access the EV charger, most commonly on the drivers side/filler cap side.

2. With the chevron parking on the common side the EV chargers would be so much easier and safer to access.

3. EV bays on the houses side would be more of an inconvenience to existing residents, including visitors, especially older ones when it would be less likely they would need to cross the road, and visitors to the care home of which there are many.

4. It would be consistent to have them on the common side as are the plans for those further along Clarence Parade near the Jolly Sailor and on South Parade, and drivers would be clearer about where to look for them. It doesn't seem to make sense having them on the houses side for the section between Palmeston Road and Park house.

5. The spaces on the houses side are more in demand not only for residents with parking permits but also for tradesmen and deliveries to the houses.

I strongly object to the lack of consultation and the proposed placement of an EV charging bay outside of 12 Clarence Parade. Please remove this from your proposal. I ask that you register my name to give a deputation at the planning meeting; please inform me of date and time.

a) Better Options: There are numerous important reasons to locate this charging point on the Common side of Clarence Parade, in line with other Clarence and South Parade locations, and further west opposite 9 Clarence Parade that is not a crossing point. Another location – one that would not involve loss of a regular parking place and income – is at the most southerly part of Palmerston Road west side, currently with many underused places for 15 free minutes that is not overlooked by any residential windows.

b) Popular Street Crossing Point: outside 12 Clarence Parade is a popular street crossing point as it is a straight projection from the path to/from the seafront, is where the Common wall ends, and is by a popular family picnic area protected by a 'No Ball Games' sign. This is a constant pedestrian road crossing right beside the Common's parking area, especially during summer weekends, charity and other events, and used by thousands during the 3-

	<p>day Victorious Festival as the main entrance is opposite 12 Clarence Parade. It really helps all road crossers that parking spaces on both sides are usually empty, and it would be dangerous for charging cables to be laying around the pavement.</p> <p>c) An unnecessary danger with selecting parallel parking on the houses side of Clarence Parade is that vehicles travelling on the other side of the road would cross traffic to secure a parallel charging space that they see available. This is because most vehicles have their charging cables from the filler cap on the right side of vehicles. Echelon parking on Clarence Parade would be safe for EV parking.</p> <p>d) Less-Busy Common-Side Pavement: The wider pavement on the Common side of Clarence Parade is not used much at all, so the new charging structure would not block pedestrians, wheelchairs, buggies, prams, disability vehicles, visually impaired people, or make it harder to walk - as it absolutely would if placed on the busy pavement outside houses. The disability charity, Transport For All, has had success in London and elsewhere in working with Councils to select less-busy pavements for charging points. Please make contact.</p> <p>e) Less-Busy Common-Side Parking: the parking spaces outside houses are used during the day by residents, tradesman's vans (as they don't want to cross the busy road with tools and materials), shoppers and delivery vans. It would be wrong to unnecessarily take away a parking space on the busier side of the road when the Common-side spaces are usually empty.</p> <p>f) Future Dual Charging: The echelon parking on the Common side of Clarence Parade is safer for the likely future DUAL charging bays. I refer to dual echelon charging in the attached photo from Amsterdam; please note a loose cable, and both cables from right side of cars</p> <p>g) Workday Deliveries: I run a small business and the courier vehicles including HGV's that deliver heavy boxes during workday mornings and collect them during afternoons, almost always find available parking - so they do not have to double park on this busy through-way. I attach a photo of an example</p>
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	<p>when no parking is available; the EV bay would render one space unavailable to delivery vehicles so double parking would prevail.</p> <p>h) Unnecessary Loss of Amenity: The bollards and signs and on-going activity will impact our fair enjoyment of our home. Bollards and signs will detract from the views of our historic house and any future bays from this historic row of houses.</p> <p>Since Clarence Parade is fortunate to have a quiet and safer Common side, please consider these inputs as part of my objection to and deputation against the proposed charge bay in front of 12 Clarence Parade. I attach supporting photographs.</p> <p>---</p> <p>I strongly object to the EV charging location outside 12 Clarence Parade.</p> <p>Clarence Parade either side of The Jolly Sailor has sensible proposals for charging bays on the quiet Common Side, not the Houses Side of the road. South Parade is the same – on the Common Side. Only the section of Clarence Parade between Palmerston Road and Park House is proposed for the Houses Side. We ask for this to be withdrawn, and later put on the Common Side, for the following reasons:</p> <p>a) General-purpose parking spaces on the Houses Side are more in demand, for residents and also for shoppers (some disabled), tradesmen and deliveries. In future, lamp posts will most-probably have two charging bays so these should be on the quieter Common Side so that the Houses Side does not lose 12 general-purpose spaces outside of houses (possible 2 per lamp post).</p> <p>b) The new bollards and charging cables are more of a hazard on the busier Houses pavement, as they can impede and trip pedestrians, wheelchairs, buggies, prams, disability vehicles, visually impaired people, or make unnecessary obstacles to walking. The charity Transport For All has had success in London and elsewhere in working with Councils to select less-busy pavements for EV charging bays. There are numerous elderly and disabled who live in the stretch between Park House and the corner of Palmerston Road as well as a Residential Care</p>
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Home. Consequently the pavement is used by people with wide walking frames and motorised scooters. The Common Side pavement is less-busy by far.

c) An unnecessary danger with selecting the Houses Side of Clarence Parade is that vehicles travelling on the other side of the road would cross traffic to secure an available charging bay. This is because charging wires most-often come from the fuel filler cap on drivers-sides of vehicles. EV's taking off from the Houses Side would also need to cross busy oncoming traffic. Echelon parking on the Common side of Clarence Parade has much safer access for EV charging bays.

d) New Signs will be less intrusive on the Common Side of Clarence Parade. These will be large because they need to provide operational and payment instructions.

e) Consistency, so that EV drivers know to look to the same quiet and safe Common Side for charging bays, all along South and Clarence Parades.

f) The pavement on the Common side is wider and therefore safer from obstacles of new bollards - 120 inches compared to 101 inches.. The echelon parking will be safer for charging cables.

We object to the proposed Electric Vehicle charging bay outside 12 Clarence Parade.

We ask you to withdraw this from the current proposal and put it on the Common side, just like the others on Clarence and South Parades. We pass 12 Clarence Parade most days and one of us uses a walking stick aid so we do not want more obstacles on this busy pavement.

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I would like to comment on the proposal to site one of the electric charging points opposite to 12 Clarence Parade.

Whilst I fully support the Council in developing EV charging bays, the position of the one in Clarence Parade seems to be in the wrong position. I am concerned that it is in a place which has more pedestrians than other areas as it is a route off the Common and into the town centre of Southsea. Moving it slightly towards the end of Palmerston Road as well as onto the other side of the road would seem less intrusive for pedestrians. The parking area nearest to Palmerston Road on the Avenue de Caen might also be a better alternative.

I hope that you will consider these ideas when you are making your final decision about siting the EV charging bays along Clarence Parade.

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We strongly object to the proposed Electric Vehicle Charging bay proposed for outside 12 Clarence Parade, Southsea. It would be much better placed on the opposite side of the road (nearest the Common) as has been proposed for other parts of Clarence Parade and South Parade. This charging bay should not be located outside this stretch of privately owned houses – which pay the highest rates!!

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OBJECTION TO PROPOSED ELECTRICAL VEHICLE PARKING BAY OUTSIDE 12 CLARENCE PARADE

I strongly object to the above proposed placement, on the houses side of Clarence Parade with a busier pavement and parking utilisation than opposite, and right at a well-known pedestrian crossing point. I adamantly believe that this is location is dropped from the current proposal. The proposed placement breaks almost all of the guidelines of the experienced Transport for London. I attach a synopsis of these guidelines and I would highlight the following:
Future Bollard Communications: these will utilize a Local Area Network (LAN) and maximum reliable distance is 100 metres, so future bollards will be placed on the same side of a road as the first one.
Visual Impact: with regards to the context of surroundings, as new bollards and large signs will

	<p>detract from the historic buildings at the proposed site and houses side of the road.</p> <p>Street Clutter: Bollards and Signs (that must contain operating and payment instructions) will add clutter that is noticed daily by house residents, pedestrians and passing cars.</p> <p>Footfall: the houses side of Clarence Parade has far greater footfall than the Common side.</p> <p>Existing Parking Use: the general use parallel parking by the houses side of Clarence Parade has far greater utilization than the echelon parking on the Common side.</p> <p>Pedestrian Crossing Activity: 12 Clarence Parade is not a place for pavement charging cables or constant parking as it is a much-used crossing point for pedestrians because it extends from the seafront path, the wall between the pavement and Common ends and it is a picnic area. It is also across from the Common parking area that attracts many hundreds of cars during summer weekends and events; it is the main road crossing by thousands to get to/from/exit intervals directly at the Victorious Festival 's main gate. It is also busy during Common events including charity days.</p> <p>Unnecessary Disruption: from the sizeable excavation that takes 'from four weeks to several months' across this residential pavement.</p> <p>Displacement of an existing parking bay with Unnecessary Loss of Revenue: whereas around the corner from the proposed location on the South West Side of Palmerston Road (one of the free 15 minutes parking spaces and is not outside any property windows), would be available to shoppers by day and residents overnight – without the loss of any revenue from an existing parking bay.</p> <p>Regular Maintenance, Collections and Testing: will add to the unnecessary detraction of house holders in their right to enjoy residential peace.</p> <p>Lack of Consultation with Residents and the General Public: there seems to have been no site audit that would include a comparison to optional placements, no consultation with affected parties, no consultation with the general public, no measure of impact whether it adds or detracts from adjacent historic buildings, no sharing of the size and design of the bollards, and no sharing of the size, colour and placement of signs.</p> <p>--</p>
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Thank you for listening to me when I called this afternoon. Also, thank you for making very clear the letter that was delivered today and the electric charge points FAQ's. I am an electrical engineer and I appreciate this opportunity to object to the proposed location.

There are a number of important reasons to locate this charging point on the Common side of Clarence Parade and further west, in line with the good plans for all of the other charging points on Clarence Parade and South Parade.

a) outside 12 Clarence Parade is a popular street crossing point, as it is a straight projection from the path to/from the seafront and because the Common wall ends opposite our house. It is also a popular place for pushchairs to cross because this part of the Common is popular for family picnics and is protected for this by a No Ball Games sign opposite 12 Clarence Parade. It really helps all road crossers that parking spaces on both sides are usually empty.

b) The pavement on the Common side of Clarence Parade is not used much at all, so the new charging structure would not block pedestrians, wheelchairs, buggies, prams, disability vehicles, visually impaired people, or make it harder to walk - as it absolutely would if placed on the busy pavement outside houses. The charity, Transport For All, has had success in London and elsewhere in working with Councils to select less-busy pavements for charging points.

c) Please consider placing the charging point by the lamppost on the Common side opposite the Clarence Parade entrance to Auckland Road West, as this is spaced a better distance away from the charging point at Stacey Court, and would be closer for the numerous apartments at Park House and Home Heights, and those leading from Auckland Road West and also for the Queens Hotel.

d) The echelon parking on the Common side of Clarence Parade offers the opportunity - now or in the future - to have convenient DUAL parking spaces. Please look at the dual echelon charging in the following photo from Amsterdam:

	<p>https://pbs.twimg.com/media/DKleuBJXUAIEIol.jpg:large</p> <p>As I understand it, typical overnight parking here is for 13+ hours and two 30kW batteries could be charged with the 5.5kW available (if one battery takes 6 hours). Dual overnight charging bays would be more efficient in that it would allow two cars to charge overnight and serve the community better in the move to reduce emissions. A sign can indicate longer charge time for a dual bay. Electric car owners will appreciate the efficiency and increased opportunity. Vehicles will charge during daytime also. Vehicles currently using echelon parking face forward and also reverse in, and this would suit different charging points on vehicles in future.</p> <p>e) I run a small business and the courier vehicles, including HGV's, that deliver during mornings and collect during afternoon on all workdays almost always find available parking - so they do not have to double park on this busy through-way. Also, the parking spaces outside the houses are used during the day by tradesman's vans as they don't want to cross the busy road with tools and materials. It would be wrong to unnecessarily take away a parking space on the busier side of the road when the Common side spaces are usually empty.</p> <p>f) An unnecessary danger with selecting the houses side of Clarence Parade is that vehicles travelling on the other side of the road would cross traffic to drive towards a charging space that they see as available. For echelon parking on Clarence Parade, cars heading east set their right indicators and all other traffic can pass on the inside until it is safe for them to park. West bound vehicles will just go straight into the charging bay(s).</p> <p>g) The houses side of Clarence Parade is busy with road cyclists, whereas on the Common side the cyclists usually ride on the empty pavements and paths like Ladies Mile. Cyclists are vulnerable when parked cars pull away, and especially where cars would pull over from the opposite side of the road travel to 'nab' a charging point that is becoming available.</p> <p>Please consider these initial inputs as part of my objection to the proposed charge bay in front of 12</p>
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	<p>and 11 Clarence Parade. Many of the points herein support the other well-chosen proposed locations in Clarence Parade and South Parade, so thanks for that. Let's utilise the quiet and safe side of Clarence Parade's road/pavement and give us the best chance of efficient dual parking, whether now or in the future.</p> <p>Please give a positive response soon as the deadline is close and so that I know if I have to consult other organisations and people. Is there a planning committee meeting over these proposed locations? If so, please tell me how objectors can register to speak there.</p>
5. CLARENCE PARADE - (c) South side, opposite Stacey Court	<p>Whilst we understand the desire to take steps to improve air quality in the town we find your proposal incredible. In you letter you say " Once we have been informed that a resident in Clarence Parade owns an electric vehicle, and therefore requires access to a charge point, we will be marking the parking space." Can it be true that with all the other costs the Council has to bear and the services that can no longer be provided that you will go to this trouble for one person. It amounts to providing them with a personal charge point and parking space. Will they be subject to any charge for this?</p> <p>It also begs the question that if we all buy and electric car whether the council will then supply an equivalent service to everyone. Even if your scheme attracts 46 users we wonder what the effect on air pollution will actually be.</p>
9. FORDINGBRIDGE ROAD - West side, outside No.1	
	<p>Further to your letter re: Electric vehicle charge in Fordingbridge Road, we are writing to object to your proposal to install the charge point at 1 Fordingbridge Road.</p> <p>We object for the following reasons; firstly, we do not own an electric vehicle and are unlikely to buy one in the near future.</p> <p>There is an alternative point further up the road which leads onto Henderson Road where there is space for four or five cars which is not outside any of the properties. We do not want to lose the parking space outside our property or have the charge point imposing on our garden particularly because we</p>

	<p>enjoy our front garden and it would not be aesthetically pleasing.</p> <p>It will also make unloading shopping and removing garden waste more difficult and an unnecessary inconvenience. My husband is currently undergoing physiotherapy for a bad arm and suffers with a bad knee from a previous road accident.</p> <p>We have also spoken to our local MP, Matthew Winnington regarding this matter whom we have included in this email.</p> <p>We would be most grateful if you would consider our objection to your proposal.</p> <p>--</p> <p>Myself and my husband would like to object to the proposal to 12 charging bays on Clarence Parade.</p> <p>Our objections:</p> <p>The charging bays are to be located on the building side of the road instead of the common side. This would take away parking spaces that we use on our flat side of the road. It would mean that any tradesmen / delivery men who visit any property on this side of Clarence Parade who struggle to park safely, if at all. Surely it would be more sensible to have the charging bays on the common side of the road? I am also concerned about the wires and bollards that may be on the building side of the road. If the other side of Clarence Parade, and also South Parade, are having charging bays on the common side of the road, surely it is more consistent to have all of the charging bays on the same side.</p> <p>I sincerely hope you reconsider placing the charging bays on the building side of the road.</p>
10. HARTLEY ROAD - (a) North side, outside No.68 - (b) North side, outside No.82	
	<p>I would like to object to the above planning application for the creation of electric car charging bays in Hartley Road.</p> <p>Parking is already a contentious issue in Hartley Road with people already parking on double yellow lines on blind corners as there is no where else to park, or leaving 'notes' on other cars when they find</p>

	<p>they are unable to park as close to their house as they would like.</p> <p>Removal of parking spaces for a dedicated charging point will make an already tricky situation even worse.</p> <p>Will the owners of electric cars treat these spaces as their own dedicated parking spot outside their house?</p> <p>What happens when the car is fully charged - will they have to move it or will they still be able to park there?</p> <p>If so what happens when someone else comes along and wishes to charge their car but cannot as a cars has been left their?</p> <p>And of course - who is going to police this? As I have already said, people already continually park on double yellow lines along Hartley Road and no one does anything about that? (I have seen approximately 2 cars with tickets in the last 5 years).</p> <p>--</p> <p>I would like to object to the proposed parking bay outside 68 and 82 Hartley Road. Parking is already very difficult in this road and we can not afford to lose 2 more parking spaces. The people who have applied will just see this as there own personal parking bay so it will not be available for anyone else to use.</p> <p>These charging points should be put - for example, in the car park of the Mountbatten Centre where it is available for anyone to use and only a very short walk from Hartley Road.</p>
10. HARTLEY ROAD - (a) North side, outside No.68	<p>I would like to object to the instillation of a electric charging bay at 68 Hartley Road PO29HX on the hounds that i would not be able to park my non electric vehicle, and this would also reduce the value of my property.</p>
14. HIGH STREET, OLD PORTSMOUTH - South-east side, outside No.25 (Crown Court)	
	<p>You must be having a laugh, there is not enough parking spaces for paying residents as it is. I am not steadiest on my feet and I very seldom can park near my home .if you wish a charging point may I suggest by that monstrosity America's cup building.you say it</p>

	is to help with clean air I think sorting out traffic problems first would be a good idea.
16. KENSINGTON ROAD - East side, outside No. 74	
	<p>I quite shocked a week ago when a sign was posted on the lamppost located between 74 & 76 Kensington road, saying that it was a proposed location for an electric car charging point. I also received a letter on the 17/12/2018, which gives details and indicates details given out in August this was not the case in this location.</p> <p>Further to this there is a more suitable location in Heathcote road, this location is not in front of any residents properties and the lamppost is kerbside, which will make installation easier.</p> <p>I appreciate the need for progress, but with more consideration for the residents, I have spoken with my neighbours and they agree that Heathcote is a better location.</p> <p>I would draw your attention to only No 74 being mentioned on your notice it should be 74/76, which would mean the parking bay being between the two properties.</p> <p>My wife and myself are retired with some mobility problems and worry in case we should require a disabled space in the future.</p> <p>Could you please consider the points I have raised and consider a site visit.</p> <p>--</p> <p>(from above)</p> <p>Further to my previous e mail I have remembered other matters I wish to draw your attention to, parking problems, and the fact that Kensington can be a busy through road where as Heathcote is not, I would also suggest a set charging time e.g. 0800hours to 2000hours which would save disturbing residents and consider allowing parking in this period which would aid parking congestion.</p> <p>--</p> <p>(from above)</p>

	<p>I do not understand why one lamppost wiring is different from another, surely they must comply to electrical regulations or you would be not be complying to Health and Safety regulations. With regard to your comment about to late to changes location of charging point why waste time putting up a notice and sending a letter, and why has the sign been r moved when the deadline for comments is the 06/01/19.I still would draw your attention to the lamppost being between 74/76 in which case the bay for charging should be between the two properties. I do feel there was never intention to deviate from your secret planning in this matter.</p> <p>--</p> <p>(from above)</p> <p>I am now sure that apart from a sink hole appearing in the road the electric car charge point is going near my property, I am convinced that although a notice was put up a couple of weeks before Christmas and a letter arriving a few days later asking for a reaction before 06/01/2018 this matter was already decided and set in stone. I worked for my last employer which involved me writing a lot of documentation and issuing it throughout the company which employed several Service Engineers throughout the UK. The contents of this documentation was open for comments and discussion which involved having to go to there areas of operation it could not be resolved by me sitting in an office and in a lot of instances I had to rethink and reissue documentation. The nature of our product involved high and low voltage electricity wiring which involved adapting to circumstances on site, which leaves me amazed that a lamppost cannot be adapted for usage with a car charging point I worry about the skill level of personnel involved. I would like to know where I can the results of the survey of my area as I believe is possible under the1918Data Protection Act, I would also like terms of usage of charging points which hopefully includes time of usage to avoid overnight usage to avoid disturbing residents whilst sleeping.</p> <p>--</p>
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	<p>Please accept this as objection to the proposed electrical parking space outside no. 74 Kensington Road.</p> <p>The lamppost for this is in the middle of 74 & 76 Kensington Road. So effects 2 households rather than one.</p> <p>Neither household has raised any interest in having an electric vehicle.</p> <p>We are aware that one of the residents has difficulty walking far, so by removing the ability to park near their house it could limit their quality of life</p> <p>We need access to the dropped kerb outside no. 76 & 78. By losing the space near our house, there is an increased likelihood that we will be able to have access to the drop kerb, due to the reduced parking in the road.</p> <p>There is a space that is more acceptable in Heathcote road, where there is a lamppost which is not outside anyone's house and therefore not disrupting any resident.</p> <p>Below is a screenshot from google maps – showing the lamppost not outside a residence, so not impacting.</p> <p>--</p> <p>I am writing in response to the above planning application for the installation of electric charging points outside 183 Laburnum Grove and 74 Kensington Road.</p> <p>My husband and I live in Laburnum Grove and during that time the parking situation has become untenable. Over the years most of the houses have been divided into flats or houses of multiple occupation, therefore, most of the properties have multiple vehicles !!</p> <p>The parking problem is exacerbated by the huge amount of commercial vehicles which are brought home from work at the end of the day; most of these are much bigger than a normal cars. In fact, there are often two, sometimes three car rescue pickups which take up two car spaces each parked in Kensington Road, around the corner from where</p>
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	<p>we live. The proliferation of vehicles together with the double yellow lines, the extremely bad parking of some motorists, the numerous disabled spaces and off road parking spaces on forecourts, already leads of extremely tense and stressful situations.</p> <p>If my husband and I are not at home four thirty p.m. it is impossible to park in our road and if we are out until ten thirty p.m. there is absolutely nowhere to park, and we end up parking in Battenburg Avenue, St. Swithun's Road or Domum Road and then we have to walk home to Laburnum Grove. This is hugely inconvenient and unpleasant, especially as we are in our late seventies.</p> <p>This situation will be made even worse, if the proposal for charging points each taking up almost eighteen feet of space is allowed to proceed. The charging points outside 183 Laburnum Grove and the one outside 74 Kensington Road will have a profound effect on people in our area as we live between the proposed locations.</p> <p>I feel that parking has now become such a issue that it will eventually reduce the value properties in this area.</p> <p>The pressure that the installation of charging points will put on an already impossible situation is profound and therefore, I strongly urge you to rethink this proposal and refuse permission for the installation of these two charging points to go ahead.</p>
<p>17. LABURNUM GROVE - (a) North side, outside No.183</p>	<p>I am writing in response to the above planning application for the installation of electric charging points outside 183 Laburnum Grove and 74 Kensington Road.</p> <p>My husband and I live in Laburnum Grove and during that time the parking situation has become untenable. Over the years most of the houses have been divided into flats or houses of multiple occupation, therefore, most of the properties have multiple vehicles !!</p> <p>The parking problem is exacerbated by the huge amount of commercial vehicles which are brought home from work at the end of the day; most of these are much bigger than than a normal cars. In fact,</p>

there are often two, sometimes three car rescue pickups which take up two car spaces each parked in Kensington Road, around the corner from where we live. The proliferation of vehicles together with the double yellow lines, the extremely bad parking of some motorists, the numerous disabled spaces and off road parking spaces on forecourts, already leads of extremely tense and stressful situations.

If my husband and I are not at home four thirty p.m. it is impossible to park in our road and if we are out until ten thirty p.m. there is absolutely nowhere to park, and we end up parking in Battensburg Avenue, St. Swithun's Road or Domum Road and then we have to walk home to Laburnum Grove. This is hugely inconvenient and unpleasant, especially as we are in our late seventies.

This situation will be made even worse, if the proposal for charging points each taking up almost eighteen feet of space is allowed to proceed. The charging points outside 183 Laburnum Grove and the one outside 74 Kensington Road will have a profound effect on people in our area as we live between the proposed locations.

I feel that parking has now become such a issue that it will eventually reduce the value properties in this area.

The pressure that the installation of charging points will put on an already impossible situation is profound and therefore, I strongly urge you to rethink this proposal and refuse permission for the installation of these two charging points to go ahead.

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I am writing with reference to the proposal to place a charge point for electric cars outside 183 Laburnum Grove

I am objecting to this proposal as in the vicinity for this proposal there is a major shortage of parking spaces, and at the time of writing this, it is not possible to obtain off road parking in the immediate area, therefore causing further issues to the nightmare that already is parking in this street..

	<p>We do not have homes with garages as a majority appear to in the likes of Stubbington Avenue and other roads, so I believe this should be taken into account and charging points should be located in areas which will not affect the residents of roads in which there are no alternatives to park or in locations where it is set outside a shop for instance</p> <p>I do hope you will reconsider this charge point and look to see if there may be an alternative positioning of it</p>
<p>17. LABURNUM GROVE - (b) South side, outside No.50</p>	<p>Ref: TRO 120/2018 Electric Vehicle Charging Point adjacent to 50 Laburnum Grove</p> <p>As per letter sent to us 11th December 2018 inviting comments regarding the placement of an electric vehicle charging point (EVCP) at 50 Laburnum Grove, PO2 0EP, please find below our points of objection to this proposal.</p> <p>Ammenity: Your letter states that off street parking is not an option for many residents, but for us it is. By the positioning of a dedicated parking space for an EVCP here, this precludes our address from implementing off road parking by means of a dropped kerb. You also state that this is a trial and that no one in Laburnum actually owns an EV at the moment so us losing the option of a dropped kerb is all on 'assumptions' at the moment.</p> <p>After receiving the initial letter in regard to the possibility of an EVCP in our street last August an email was sent to PCC enquiring about which houses were being looked at as we intended to have a dropped kerb outside of our property. No reply was received, Following a conversation with PCC it was confirmed they had indeed received our email but no one had responded to it, even though this would be in direct conflict to your intentions of providing a space for EVCP. This delayed us in submitting our application which I can confirm has been sent to Colas together with the relevant fee. Moreover, there is a chance we may wish to have an EVCP placed on our Off-Road Parking. This will help achieve the environmental targets.</p> <p>Lamp Post position vs traffic direction: Position of the lamppost proposed for the EVCP is sited between #50 and #52 Laburnum Grove, on the</p>

south side of the street. The observed majority of traffic parked in the road is performed along the side of the highway congruent with good visibility to on-coming traffic when leaving the space: almost all cars are right hand drive and most cars choose to park driver side off-side.

However, most EVs have charge point on the front and /or near side of the vehicle. Because #52 has a dropped kerb, the EVCP on this lamp post makes more difficult this sensible choice of parking. If the EV was to park with drivers side off-side then the rear of the car is nearest the lamppost and so requires longer trails of loose, vulnerable cable.

This is North End, Portsmouth.....:

Car vandalism. Bad enough at the moment, as the North End section of Laburnum Grove (where #50 is), is a major thoroughfare for North End pub-goers and scallywags.

We as a household do not relish the likely occasions when some EV owners come knocking on our door asking if we saw anyone disconnecting or damaging their charging cables, or who is parking there as they need a charge...

Worse still, have the charging points vandalised and put out of action (Cadbury's Creme Eggs seem effective according to recent media reports!).

Because it's an EV allocated parking space, this precludes non-EVs from using it for the weeks it will take to repair: a double whammy. Every available parking space matters around here.

Suggestion:

Notwithstanding vandalism risks, a more suitable EVCP location would be at the ends of the one-way streets running North/South between Stubbington Ave and Chichester Rd, at the North End end of Laburnum Grove. These one-way streets have paved and bollarded areas at both ends of the highway, and on both sides of the road. These locations already have power for street signage and so a chance to fit EVCPs on both sides of the road. Because these streets are one way, this greatly mitigates the concerns regarding visibility of on-coming traffic when leaving the parking space. Moreover, because these areas are along the side aspects of existing homes, off-road /drop kerb parking directly adjacent is not possible. Note, most of these homes have garages and treat spaces

	<p>outside their garage entrance as an allocated parking space already.</p> <p>Another idea is to site the EVCP in the under-utilised Public Car Parks behind Cornerstone House / Timothy Whites and Clarence Public house, accessed and signposted via Stubbington Ave. These are fee free overnight and local to the plethora of Houses of Multiple Occupancy (HMOs) and shared occupancy homes in Stubbington. Seems eminently sensible to use these available Car Parks, having no impact on existing resident parking.</p> <p>As you are aware the parking situation in Portsmouth is dire, with a very disjointed approach across Wards: homes with multiple vehicles, displacement parking and commercial vehicles all abusing the permit-free parking situation around Laburnum Grove.</p> <p>We are a single vehicle family and do not believe the EVCP should be implemented without a full and comprehensive implementation of measures to improve the overall parking situation, and certainly not at the expense of denying us the right to apply for off-road parking.</p> <p>--</p> <p>I write to lodge my appeal to the setting up of an electric car charging point here in Laburnum Grove. This is one of the busiest streets in North End and due to the close proximity to North End shopping centre, parking at the best of times is a nightmare and to take away another valuable space seems incredulous. I sent an email at the end of August stating we wanted to drop our kerb and asked what streets and house numbers were being looked at in regard to the electric car spaces being made available in the city. We had no reply and yesterday when I spoke to someone at the council offices we were told yes they had received our email but no one had responded to it. Now I find a notice board outside my house stating you are looking to allocate one of these parking spaces on the kerb outside. We live near to a multi occupancy house and a three car family so we took the decision that we would need to drop our kerb to allow us to have a parking space as my husband works long hours and most nights spends up to 20 minutes looking for a space to park. We strongly object to the allocated</p>
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	<p>space for an electric car outside our property for the following reasons.</p> <ol style="list-style-type: none"> 1. We emailed and asked in regard to a dropped kerb and had no reply. (If we had we could have submitted our request sooner). I am beginning to think that no reply was forthcoming as you had already decided to pinpoint this space. 2 .Unable to access Colas website for the last week or so as its says its an insecure site so could not lodge a request for dropped kerb.. 3. We live near the north end shops so parking is always a nightmare with daily shoppers and people working in North End using the area instead of pay and display in our EMPTY car parks . 4. We have two children and if we dare take the car out after 5 oclock we have to park several streets away which isn't ideal especially at night 5. We live near to a HMO which has 7 rooms and thus take up more than one parking space. 6. Commercial vans such as Iceland are always taking up spaces again due to the close proximity of the shops. <p>There are many lamp posts in Laburnum Grove not so close to the shopping area that could have been considered with properties too small at the front to accommodate a dropped kerbs so this would not impact them as much.</p> <p>I would like to know the reasoning behind this being considered and why we were not spoken to directly and why our email was not replied to . We asked for residential parking and this was rejected even though everyone I have spoken to would have welcomed it. We apposed the nearby HMO but was told this would not impact us in any way (not true) . We requested information regarding a dropped kerb and was not replied to. You are taking away our opportunity for a dropped kerb.</p>
18. ORIEL ROAD - (a) North side, outside No.66	<p>With the amount of cars in the roads and vans that are not electric surely it does not need these points taking up parking spaces which are being fought over every day of the week. Taking out spaces which could remain empty day and night is mad. Electric cars may be the future but there not enough of them yet. The people with the points outside their houses did they ask for them, [so they have their own parking space] or is it pot luck where they are?,</p>

if so where do they park? why do this scheme where there is the most parking is needed . Please inform

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I am writing to express and notify you of my objections to the proposed installation of designated bays for electric vehicles.

Parking in North End, particularly Oriel Road, is incredibly difficult and makes residents reluctant to use their cars during peak parking times. Every day the road is filled with a significant number of lorries and vans, plus as the road is designated as one way from London Road to Gladys Avenue it is a speed 'rat run' making to dangerous to pedestrians and other drivers and people using the local businesses also add to the parking congestion.

Allocating parking will further reduce available parking for residents, causing greater difficulty throughout the day.

A way to overcome the issue to some extent would be to introduce residents parking. I would welcome this wholeheartedly and I am sure a number of fellow residents would also agree.

I look forward to receiving your response.

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Can I write objecting to the introduction of electric charging specifically in Oriel Road where I live. I know there no point objecting because this is a box ticking exercise on some eco drive but I had to at least try.

But my main objection is that this doesn't form part of any strategy to improve parking which is repeatably raised by residence. It specifically benefits a few household with expensive new cars over the general residency. Any charging scheme should be in public car parks until such time as the technology stablises and the maximum stay should be limited.

I also think the eco credtional are being overplayed they are not zero omission they just shift where the

	<p>CO2 is made, battery technology is still an eco disaster and there is no</p> <p>I suspect this is some stupid government grant initiative so if it really is going to happen the space shouldn't be like the disabled spaces where only blue badge holders in North End own estate cars they should be for city cars. And the point should not be installed for hybrid cars as they all use there engines at speed.</p> <p>--</p> <p>I am stating my objection to electric vehicle parking bays in Oriel Road numbers 66 and 102. North End is saturated with cars, worse in particular are the one way streets especially Oriel Road. On a daily basis we have up to 12 work vans, at least 6-8 work vehicles for the care home at the bottom. The vet on London Uses Oriel Road. I rarely park outside my house now and quite often not even in the street.</p> <p>This road should be permit parking at the very least. Disabled parking is a priority but this should be highly scrutinised and investigating before any more given.</p>
21. PRETORIA ROAD - North side, outside No.83	
	<p>We are not all happy with the proposal of the lamp post here being used as an electric point for cars.</p> <p>No one in Pretoria Road has an Electric car we have checked.</p> <p>Parking is diabolical round here anyway. There are three disabled parking spaces very close to this lamp post and others in this road. We have many multiple occupancy houses with more than one car. There are people at least two who live close by who have cars that do not move them day in day out. The people who live in Winter Road park in this road as they have no where to park.</p> <p>We are very close to Fratton park so match days you can't go out because it's impossible to park.</p> <p>I finish work at 5pm so when I come home I'm driving around for ages trying to park. Sometimes i have to park at least 5 roads away. As I am a type one</p>

	<p>diabetic driving up and down roads trying to find somewhere to park is not ideal.</p> <p>We have also done some research on these power points which they have in London and they make alot of noise. My husband works nights and this will keep him awake. We are one of the few people that own our own house and we feel that this will de-value our house and we would have trouble selling it.</p> <p>If we can make a suggestion if it has to go in this road then there is a lamp post on the same side outside the house at the end of the road opposite Pretoria news as the occupant has a garage. Or B and Q car park as this is always empty.</p> <p>--</p> <p>My attention has been brought to a proposed electric vehicle charge point outside 83 Pretoria Road - this road already has very limited parking availability for residents, as well as 3 Disabled parking bays within a few meters of 83 Pretoria Road. Adding yet another parking-restriction bay in this area is totally unsuitable, and will add to an even more difficult situation for local residents.</p> <p>Please rethink the location of this proposed electric vehicle charge point.</p> <p>--</p> <p>Ref TRO 120/2018</p> <p>I am writing this to you to WHOLE HEARTEDLY OBJECT to having an electric car charging point near my house.</p> <p>Proposed Charging Bay No 21. PRETORIA ROAD NORTH SIDE OUTSIDE NO 83</p> <p>We are WINTER ROAD END of PRETORIA ROAD and have to put up with WINTER ROAD residents parking in our road. And since WESTFIELD ROAD became ONE WAY towards our road all overflow residents from that road park in our road.</p>
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We have a DOUBLE DISABLED PARKING BAY opposite covering houses No's 98 and 100. We have a SINGLE DISABLED PARKING BAY at No 93. This road has a lot of problems on busy days in particular at the weekends and evenings where some times residents from Pretoria road have to try to find a space two /three roads away. Cars just come out of Westfield and park as close to this end of the road as possible. Also cars from Winter Road use our road as it is restricted parking most frequently. Some cars are left in the road for long lengths of time to without moving. Surely the other half of Pretoria Road would be more suitable as it seems less chockablock at different times of the day.

I am sure no one has bothered to visit this road when assessing where the charging bay should be. Even the two lampposts nearer the Pretoria News Shop would be more suitable as there is only one DISABLED PARKING BAY outside No 56. There are no more disabled bays at that end of Pretoria Road, Haslemere Road end.

Also there have been reports that the charging does cause a noise/buzzing and cars have to be charged overnight.

Are there rules about people being in the cars for a long lengths of time?

What do the people do while the cars are charging do they have to get taxi's to take them away and then come back to their car? Or do the cars have to be attended while charging?

I for one DO NOT WANT people near my house at all hours eating and drinking and leaving their rubbish behind, making a noise and talking on mobile phones outside at night while waiting for taxis or lifts etc... Also playing music and talking loudly in the cars with the speakers on and basically just being a nuisance outside at night.

We had to put up with a lot of students in the past and now it is a reasonably quiet road at night.

Ambulances use it as a way through on emergencies to the old peoples homes in Haslemere Road so more comings and goings in the street will be hampering them. I am referring to extra taxis and traffic in general at night.

	<p>It seems NO ONE has given a thought to the residents near these charging bays. My windows are not the best and I cannot afford to replace them at this time so I would like to OBJECT and say a BIG NO to the proposal at this time.</p> <p>--</p> <p>I am writing to express concerns about the chosen location for the electric car charging point outside 83 Pretoria Road for two reasons.</p> <p>Parking is already extremely congested - after 3 or 4 o'clock it is very difficult to park at this end of the road, while the other section of Pretoria Road (between Haselmere and St Augustine) is generally quieter (partially due to number of cars resident in the road, but also because Westfield Road is one-way and so when people cannot park there, they drive into Pretoria). There are also 3 disabled bays between Winter Road and the proposed site. For this reason, I believe it would make more sense to place the charging point in the section of Pretoria Road between Haslemere Road and St Augustine Road, unless somebody in our run of houses has informed you that they plan to buy an electric car in the near future.</p> <p>As a disabled person with difficulties walking this already poses problems for me and I avoid going out in the evenings as I am unable to walk far and cannot park. Having seen an orthopaedic consultant on 2nd January, I have been advised to apply for a blue badge myself and submitted an application on Friday - if successful, I am concerned about causing further congestion in the street.</p> <p>While we support the initiative to encourage electric ownership, we cannot afford to replace our car at this time and feel that by moving the charging point slightly it would cause less disruption to residents.</p>
22. PRIORY CRESCENT - (a) North side, outside No.30	<p>The proposed Electric Vehicle Charge Point outside 30 Priory Crescent will seriously hamper my parking reasonably close to my home for my disabled wife. I am presently applying for a disabled parking space so would want you to delay the installation until that has been dealt with, as they both concern the same</p>

area. This can take 3 – 6 months. The proposed charging area would make it impossible to obtain the disabled parking space.

It would make it much easier for residents on the built-up side of Priory if it was sited on the park side anyway, so no conflict is caused, so I would ask you to seriously consider this option.

It would help because there is now a serious problem finding a parking space in Priory Cr or adjacent Maylands Ave, particularly outside working hours or at weekends. All the surrounding streets have residents only parking protection so anyone who has a second vehicle or commercial vehicle just uses Priory or Maylands. Builders lorries, minibuses and camper vans are a particular nuisance as they take up much space and often do not move for several days. There is a car parked here which hasn't moved for some time. Last weekend a builder had three lorries parked here all weekend, one of which was two car lengths! I am sure many of these vehicles should be attracting a second vehicle charge in the owners area so the council is losing money as well. You mention that site investigations have been carried out, I would suggest you come again to this area outside working hours to appreciate the problem.

Something that would really help the situation now that the new Rodney rd/ Velder ave junction is in place is for the blockage at the Vernon Ave/Priory to be removed. It was done to prevent traffic taking a short cut, but now you can't go from Vernon Ave onto Velder Ave but are forced back up Rodney Rd it is not needed. The block of new houses Nos 28a, b, c, and d were built with integral garages at the rear, and parking spaces as well, but that Vernon rd blockage prevented their access. They have to filter through the roads between them and Goldsmith Ave. Removing the blockage to renew their access would make it much easier for them, and free up the space on Priory. I think the road surface is still there under the paviors so it would be a simple job but of great benefit to Priory Crescent/Maylands. Also frees up access to Fratton Park for emergency vehicles. If the end of the residents area (GB?) was pushed back to beyond the back entrance to Nos 28 a-d, which are on Priory anyway, that would help as well.

	<p>Something else which would greatly alleviate the problem would be for another survey of Priory and Maylands regarding becoming a residents only parking area. We were left out of the original scheme because the response was lower than some other areas. However all the other areas responses were less than 50% so I couldn't understand why any of them were implemented. The survey was done in July at the end of the school year when people were more concerned with school exams or holidays, which might explain the low response. I am sure another survey would be welcomed if you could arrange one. The survey might apply only to the residential side of Priory if that would make more sense.</p> <p>Hope this didn't take up too much of your time, but it would greatly help if some or all of this was implemented.</p>
23. RACTON AVENUE - South side, opposite Lordington Close	
	<p>With reference to your plans to install an electrical charging point opposite lordington close. I would like to bring it to your attention that we have plans in place with colas to have a dropped kerb. Therefore we object to the proposals with regard to the above.</p>
25. ST RONAN'S ROAD - East side, outside No.80	
	<p>I am writing to you about the planned electric vehicle charging point that you are thinking about putting in St Ronans road.</p> <p>As you are probable aware, the parking situation in this road is already very stretched - there are far more cars than places available. This situation is only going to get worse when the zone parking is brought back into the area to the north of Albert road in couple of days. The last time that these parking zones were enforced there was a movement of vehicles to the south of Albert Rd making it almost impossible to find a place to park if you arrived back in the street after the evening rush hour. Even without the parking zone restrictions, parking after 7.30pm generally means parking in the Craneswater area, certainly a far distance from our house.</p> <p>I work out of the city and always arrive back in the street after this time to park overnight, before leaving early in the morning. Although, on account of this a saved parking space for my plug-in hybrid car might be considered welcome, it would have a negative</p>

	<p>effect on the neighbours and on my wife, who does not own a hybrid and tends to be the one arriving earlier with a car load of shopping. Furthermore, I charge my car at work and have little requirement for a place to charge. On a more considered level, parking is so limited for the street, I would not wish to upset the neighbours by having a 'reserved' space that restricts the street parking further.</p> <p>Therefore, although I asked to be considered for a charging point when the survey was sent around, I cannot now support the positioning of this facility. I don't think that there is another household in this area of the street that has an EV so the space would in effect be reserved for my car 24 hours a day or perhaps someone else's from outside the street. Having spoken with other members of the street, there is strong objection to putting a charging point in the location that you are proposing as this would prevent 99% of the people that live here from using it, therefore I cannot support this facility.</p> <p>I do understand the need to reduce pollution in the city, however, and the need to support the introduction of EVs but I feel there are much better locations for these to be positioned:</p> <p>As a resident, I feel that around the corner in Albert road, either in front of the shops or, better still, in front of the school in the layby, that is not effectively used at present, would be a much better option all round. There is even a bike rack shaped like a car there that I have never seen used. If the charging point or points were place on Albert Road, they would be far more visible to passing traffic and so more likely to be used by those in the wider vicinity. In your literature you hint that the points are for overnight charging which would in fact also favour a space outside Craneswater School – though this would still not be a preferred option as this would still take away valuable parking from St Ronans Rd. In short, we object to the positioning of the charge point. I have no need to charge at night as I charge at work so would not use the facility, so I do hope you will not place one – we would not be happy about it and I would not use it.</p>
27. SHADWELL ROAD - (a) South side, outside No.39 - (b) South side, outside No.93	<p>I am contacting with regards to the proposed Electric vehicle charging points in Shadwell Road as per the letter received 11th December 2018,</p>

	<p>I can appreciate the drive towards electric vehicles as part of the cities commitment to improve air quality, however, I object to the proposal based on the following concerns and would like to hear how these would be addressed;</p> <ol style="list-style-type: none"> 1. I have concerns as to the lack of parking available on the road already. After 4.30pm each day, it is already a challenge to find a space within Shadwell road and myself and my wife often will have to park in road adjacent, or opposite. Sometimes walking as much as 3-5 minutes to reach my home. What will be done to ease this? 2. What should happen if I, or my wife become blue badge holders? - With a charging bay installed, adding a 'Disabled parking bay' won't be feasible and therefore make our lives challenging. 3. How will these electric charging bays be enforced? - Currently, Shadwell road is a 'free for all' without need for regular traffic enforcement? How will these be adequately 'policed' to prevent abuse of their intended purpose? Is the public expected to report offenders or will the road be added to the rotation for traffic wardens? If so? How regularly? 4. How many Shadwell road residents currently need electric vehicles? Have residents requested such bays? I would like to understand why Shadwell road has been chosen as part of this trial and by which rationale? How utilised to we expect these bays to be at present? Given the aforementioned concerns, I feel there may be other roads in Portsmouth that are better suited to trialing these bays. 5. What other options have been considered? - To my knowledge - Electric vehicles are able to be charged using a home supply or dedicated home charging points for which government grants are available. I would query why this option isn't being presented as an alternative as it would not result in additional congestion through loss of spaces. 6. Have you considered adding rather than removing existing spaces? - at the top of Shadwell road next to and opposite 'Excell Fish bar', there is room for multiple spaces where there are currently double yellow lines preventing public parking. Has this
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	<p>location been considered as an option for these points? In addition, I feel that having these charging bays located on London road in the existing bays there would allow the points to serve multiple roads (e.g Mountbatten, St Chad's, Oriel) and therefore be utilised more, than locating them within a road itself.</p> <p>7. Have you considered working with Tesco Express and identifying if it would be an option to locate a few charging points in their car park? Again, for the above reasons this would enable them to serve multiple roads.</p> <p>I look forwards to hearing your response to the above points ahead of any decisions being made,</p> <p>--</p> <p>(as above)</p> <p>As a point has every home in Shadwell Road been informed of this as my neighbours have not been contacted by you in reference to the bay (your letter states for all residents effected by this and if you are taking away 4 parking spaces in an already congested road it would effect all) ?</p> <p>Also is this being contracted out and who pays for the installation and is there a charge for this facility?</p>
30. VICTORIA ROAD NORTH - East side, outside No.48	
	<p>I saw the notice in Victoria Road North for the charging points and until I re-read the email below today I didn't realise the notice was seeking support as well as objections, as it only asks for objections in the Notice, otherwise I would have responded with my full support.</p> <p>Now the notice has been issued, what is the timescale now for the electric points being installed as I'd like to start looking for a car to buy?</p>
31. WARREN AVENUE - South-east side, outside North Lodge (opposite industrial estate)	
This road also has a chargepoint proposed outside no.57 not included in the TRO.	As one of the people who asked about on-street charge points before you submitted your application, I strongly support your proposed charge points in my road, Warren Avenue.

I am delighted with your work in making this happen and thank you for all you are doing :)

I am writing to register my objection to the proposed plan to install two charge points in Warren Avenue.

The Transport Planning Team has stated that 43 charge points will be installed across Portsmouth. There are more than 43 streets in Portsmouth so why is Warren Avenue identified for two of these?

The letter also states that “once we have been informed that A RESIDENT in Warren Avenue owns an electric vehicle.... we will be marking the parking space”. So no-one in Warren Avenue even owns an electric car yet?

Parking is already an issue in this road... we have several disabled parking bays that are very often not occupied (so I am unsure if current information on those qualifying is up to date?). We also have several camper vans and numerous work vans using residential parking spaces. And once the new flats are built on the site of the old Brewers Arms in Milton Road (with no parking facilities for those residents) we will have even more vehicles vying for parking in our road.

This is simply not sustainable and I am highly opposed to the plan to further restrict residential parking and mark off two more “no-go” areas.

Incidentally, I would be very keen to see a residential parking permit scheme introduced in Warren Avenue... and even a one-way system to reduce the amount of dodge-run drivers cutting through our road to avoid the Velder Avenue traffic lights.

I look forward to your response and to receive confirmation that my views will be taken into consideration ahead of any scheme implementation.

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I am a resident of Warren Avenue and wonder whether at the moment 2 charge points is necessary.

	As this is a trial would one be enough? I fully back the need for alternatives to petrol, but at the moment parking can be very difficult without losing another 2 places.
33. WIMBLEDON PARK ROAD - South side, opposite No. 23 Wimbledon Park Road	
	I am writing to object to your proposal to install an electric charging bay in Wimbledon park road. As a resident of this road there is already an extreme shortage of parking in this area. By allowing the installation of this bay not only will another desperately needed space be lost, but also guarantee a permanent parking place for one resident, which seems grossly unfair.
Glencoe Road - outside no.60 (not included in TRO)	<p>The idea of using the lamppost outside 54 Glencoe and making it an EV only parking zone will not work for me.</p> <p>Currently as the only FULL ev owner in the street (as far as I know) and as I work very late - the road is usually full by the time I get home.</p> <p>My neighbour may benefit however as they have a hybrid.</p> <p>If it is allocated as an EV parking only zone that may not sit well with other ICE car owners.</p>

(End of report)

Equality Impact Assessment

Preliminary assessment form 2018

www.portsmouthccg.nhs.uk

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) :

On-street Residential Chargepoint Scheme

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?

The project seeks to provide 43 on-street residential electric vehicle chargepoints for residents who do not have the ability to charge off-street.

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

Portsmouth is subject to a Ministerial Directive to deliver a citywide air quality local plan, this plan will bring forward compliance for emissions targets in the city, through modelling undertaken as a part of these works, it has been established that encouraging the uptake of electric vehicle usage will help the city to meet emissions targets. Therefore, this project will not only benefit residents who own or aspire to own an electric vehicle, it will also benefit residents and visitors to the city by contributing to Portsmouth's emissions reduction targets (as set out in the air quality local plan.)

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 type="checkbox"/>	<input checked="" type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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?

Some of the proposed chargepoints will include the installation of bollards, it will be ensured that adequate pavement width will be maintained.
Parking in residential areas is not personalised and the introduction of electric vehicle parking bays associated with the chargepoints will not significantly impact on the current situation for residents ability to park close to their house.
When vehicles are plugged in and charging there may be length of lose cable. Any bollard installations will be positioned close enough to the kerb to reduce trip hazard.

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
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Age	None
Disability	Through the Traffic Regulation Order consultation process, feedback from residents has highlighted bollards as obstructions on the footway for all users particularly visually impaired. Connecting cables were highlighted as potential tripping hazards. Residents highlighted mobility issues due to age or disability which they felt the designated electric vehicle parking bays would cause them further issue with.
Race	None
Sex	None
Gender reassignment	None
Sexual orientation	None
Religion or belief	None
Pregnancy and maternity	None
Marriage & civil partnership	None
Other excluded groups	None

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

CCG staff-If you have to complete a full EIA please email: sehccg.equalityanddiveristy@nhs.net if you require help

Q7 - How have you come to this decision? Summarise your findings and conclusion below

Positioning of bollards will ensure adequate footway width is maintained (in no situation will the installation result in a decrease in footway width beyond that already present between the adjacent lamp column and distance from the kerb) and minimal risk of trip hazard.

Completing a full EIA would not give us any information that would help with this project as residents who are affected of the proposed points have been informed and comments have been considered throughout the project initiation stages.

Installing electric vehicle charging points will not have a detrimental impact on the protected characteristics, the only group of people that are potentially affected is people with a disability due to obstacles on the highway. We have informed residents where points are proposed to be installed to give them the opportunity to object, although we have changed some of the proposed areas due to having narrow pavements so we have ensured that none of the charging points will impede vulnerable pedestrians including wheelchair users, people with a visual impairment that may have a guide dog of disabled people with an assistance dog.

Q8 - Who was involved in the EIA?

Daniel Hughes, Hayley Chivers, Gina Perryman

This EIA has been approved by: Pam Turton

Contact number: x4614

Date: 16 January 2019

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

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

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