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# NOTICE OF MEETING

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## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

**THURSDAY, 17 OCTOBER 2019 AT 4.30 PM**

**THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL**

Telephone enquiries to Joanne Wildsmith Democratic Services Tel: 9283 4057

Email: [democratic@portsmouthcc.gov.uk](mailto:democratic@portsmouthcc.gov.uk)

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

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## **CABINET MEMBER FOR TRAFFIC & TRANSPORTATION**

Councillor Lynne Stagg (Liberal Democrat)

### **Group Spokespersons**

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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

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

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

## **A G E N D A**

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 TRO 30/2019: Proposed Residents' Parking Zone (ME Haslemere Road area) (Pages 5 - 150)**

The purpose of the report by the Director of Regeneration is to consider the public response to the proposed ME Haslemere Road area parking zone, in the context of parking problems and the wider Programme of Consultation on Residents' Parking and to decide whether to introduce the proposed zone.

Within this report, "RPZ" means Residents' Parking Zone, "ME parking zone" means the proposed Haslemere Road area RPZ bounded by Goldsmith Avenue, Highland Road, Chestnut Avenue and Winter Road, and "TRO" means Traffic Regulation Order.

**RECOMMENDED**

**(1) That the ME Haslemere Road area parking zone proposed under TRO 30/2019 to operate 4.30pm-6.30pm is implemented as advertised, with the following exceptions:**

**(2) That the proposed change to the 10m single yellow line in Haslemere Road south of Pretoria Road is deleted (Part F1(b) on the public notice), and;**

**(3) The proposed 26m limited waiting bay in Haslemere Road outside the carpet store and gym/dance school (Part D2 on the public notice) is reduced to 14m outside the gym/dance school only, with a new proposal for a 12m loading bay to operate 8am-12pm Mon-Fri outside the carpet store to be included in a subsequent TRO, and;**

**(4) That the proposed parking bays in Winter Road are deleted (Part B22 on the public notice), but that properties on both sides of Winter Road retain eligibility to apply for ME zone permits.**

**4 Speed reduction - proposed locations (Pages 151 - 160)**

The purpose of the report by the Director of Regeneration is to consider the locations suggested for speed reduction measures as part of the speed reduction LTP 2019/20 programme that was agreed in March 2019.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the spend from the Speed Reduction Measure budget of speed reduction measures along Southwick Hill Road, Old Manor Way and Clive Road (all locations illustrated in Appendix A).**

**5 School crossing patrol infrastructure - proposed locations (Pages 161 - 174)**

The report by the Director of Regeneration seeks approval to upgrade the school crossing patrol locations identified in Appendix A, to ensure their compliance with current legislation.

**RECOMMENDED that the Cabinet Member for Traffic & Transportation approves the use of the school crossing patrol infrastructure budget, contained within the Approved Local Transport Plan Implementation Plan 2019/20, to upgrade the school crossing patrol sites identified in Appendix A, ensuring their compliance with the latest legislation.**

**6 Rights of Way Improvement Plan 2019-2029 (Pages 175 - 202)**

The purpose of the report by the Director of Regeneration is to highlight the Draft Portsmouth Rights of Way Improvement Plan (RoWIP) as part of the consultation process, and to seek approval for external consultation to be undertaken as per the Council's statutory obligation.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the Draft ROWIP 2019-2029 in preparation for external consultation.**

**7 Fratton-Hard Active Travel Corridor (Pages 203 - 214)**

The purpose of the report by the Director of Regeneration is to consider responses to the public consultation on the proposal to implement a segregated cycle lane along with crossing point improvements, where feasible, along an approximate 900m stretch of the highway.

**RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the implementation of the following:**

- (1) A segregated cycle lane, where feasible (subject to available carriageway widths), between the junction with Haslemere Road/ Goldsmith Avenue and the eastern approach to Fratton Roundabout (Victoria Rd/ Fawcett Rd/ A2047/ Goldsmith Rd junction) to improve east to west connectivity for cyclist and pedestrians, across the city;**
- (2) Redesign of the Goldsmith/ Francis Avenue junction to a single access "T" junction, with associated pedestrian and cyclist infrastructure improvements (such as a shared space) to improve safety at this junction;**
- (3) Junction improvements at Haslemere Road, Francis Avenue, Talbot Road and Fernhurst Road;**
- (4) A new crossing point for pedestrians by Lidl.**

Members of the public are permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting nor records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

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

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

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**Title of meeting:** Traffic and Transportation decision meeting

**Date of meeting:** 17 October 2019

**Subject:** TRO 30/2019: Proposed Residents' Parking Zone (ME Haslemere Road area)

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** Central Southsea

**Key decision:** No

**Full Council decision:** No

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## **1. Purpose of report**

- 1.1.** To consider the public response to the proposed ME Haslemere Road area parking zone, in the context of parking problems and the wider Programme of Consultation on Residents' Parking and to decide whether to introduce the proposed zone.

Within this report, "RPZ" means Residents' Parking Zone, "ME parking zone" means the proposed Haslemere Road area RPZ bounded by Goldsmith Avenue, Highland Road, Chestnut Avenue and Winter Road, and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 30/2019

Appendix B: Public views submitted

Appendix C: Confirmation of communications (statutory and non-statutory)

## **2. Recommendations**

- 2.1.** That the ME Haslemere Road area parking zone proposed under TRO 30/2019 to operate 4.30pm-6.30pm is implemented as advertised, with the following exceptions:
- 2.2** That the proposed change to the 10m single yellow line in Haslemere Road south of Pretoria Road is deleted (Part F1(b) on the public notice), and;
- 2.3** The proposed 26m limited waiting bay in Haslemere Road outside the carpet store and gym/dance school (Part D2 on the public notice) is reduced to 14m outside the gym/dance school only, with a new proposal for a 12m loading bay to operate 8am-12pm Mon-Fri outside the carpet store to be included in a subsequent TRO, and;

- 2.4 That the proposed parking bays in Winter Road are deleted (Part B22 on the public notice), but that properties on both sides of Winter Road retain eligibility to apply for ME zone permits.**

### **3. Background**

- 3.1 The ME parking zone appears on the Residents' Parking Programme of Consultation approved on 31 July 2018, and is the next area sequentially on the Programme to be considered.
- 3.2 The informal survey of the area closed on 14 December 2018, and 450 of 2225 survey forms were returned (20%). Informal surveys are not delivered to student exempt properties on the council tax register.

Of those who responded:

- 57% felt a parking scheme would be helpful (254)
- 40% felt a parking scheme would not be helpful (181)
- 3% did not indicate either way (15)

The majority of replies indicated that parking problems occur every day (62%) during the evenings and overnight:

Evening 40%	Overnight 35%
Morning 8%	Afternoon 12%
Unanswered 5%	

- 3.3 Given the information from residents, and that the adjacent MB and MC parking zones operate as permit holders only between 4-6pm and 5-7pm respectively, statutory consultation was undertaken on a proposed parking zone to operate as 'ME permit holders only' between 4.30-6.30pm daily.
- 3.4 Staggered / overlapping operating times make it more difficult for non-permit holders to 'hop' between zones and park all day without a permit. Vehicles have to be moved at least once a day, enabling a regular turnover of parking spaces and avoiding spaces being 'blocked' for sometimes lengthy periods.
- 3.5 In February 2019, update letters were delivered to all households within the ME Haslemere Road area following the informal survey, providing the results and advising that a parking zone would be formally proposed and next steps.

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

- 4.1 The response rate to the informal survey (450/2225) is comparable with previous surveys of the area. A slightly higher number of people responded to the statutory consultation (500) in August / September 2019 after the introduction of the adjacent MB and MC parking zones in January 2019.

- 4.2 Statutory 21-day consultation and notification under TRO 30/2019 took place 23 July - 21 August 2019. Statutory consultation is not the same as a survey. The survey information on any parking problems in an area and indicates whether or not local people feel a parking zone would be helpful. The statutory consultation invites anyone affected by the proposed zone to give their views and to indicate if they support or object to the proposals. Each response is duly considered on its own merits, and all questions answered.
- 4.3 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has an obligation to consider any objections received (see paragraph 8.4 of Legal Implications).
- 4.4 In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, 70 x yellow copies were displayed on lampposts throughout the area and copies of the proposal notice and accompanying letter were delivered to every property within the proposed ME parking zone (2371).
- 4.5 The University of Portsmouth has been requested to share information on the consultations being undertaken in Southsea and of the wider Residents' Parking Programme of Consultation. The aim of providing this information is to make students aware of the proposed parking restrictions and associated costs so they can make an informed decision about whether they need to bring a car with them to Portsmouth. Permit restrictions limit the number of Resident permits per household.
- 4.6 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

## **5. Consultation responses**

- 5.1 The information provided by local people in response to the proposed ME parking zone is summarised in this section. Hundreds of local people responded with their views, either in favour of the proposals, lodging objections, or making comments for consideration. Full responses are reproduced at Appendix B.
- 5.2 The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area of Southsea as:
- Large commercial vehicles and local businesses
  - Fratton Park football matches
  - Event parking, e.g. church events
  - Overspill from limited parking available in Winter Road
  - School parking
  - Displacement from adjacent MB and MC zones
  - Residents own more cars than the area can accommodate
  - HMOs and student cars.

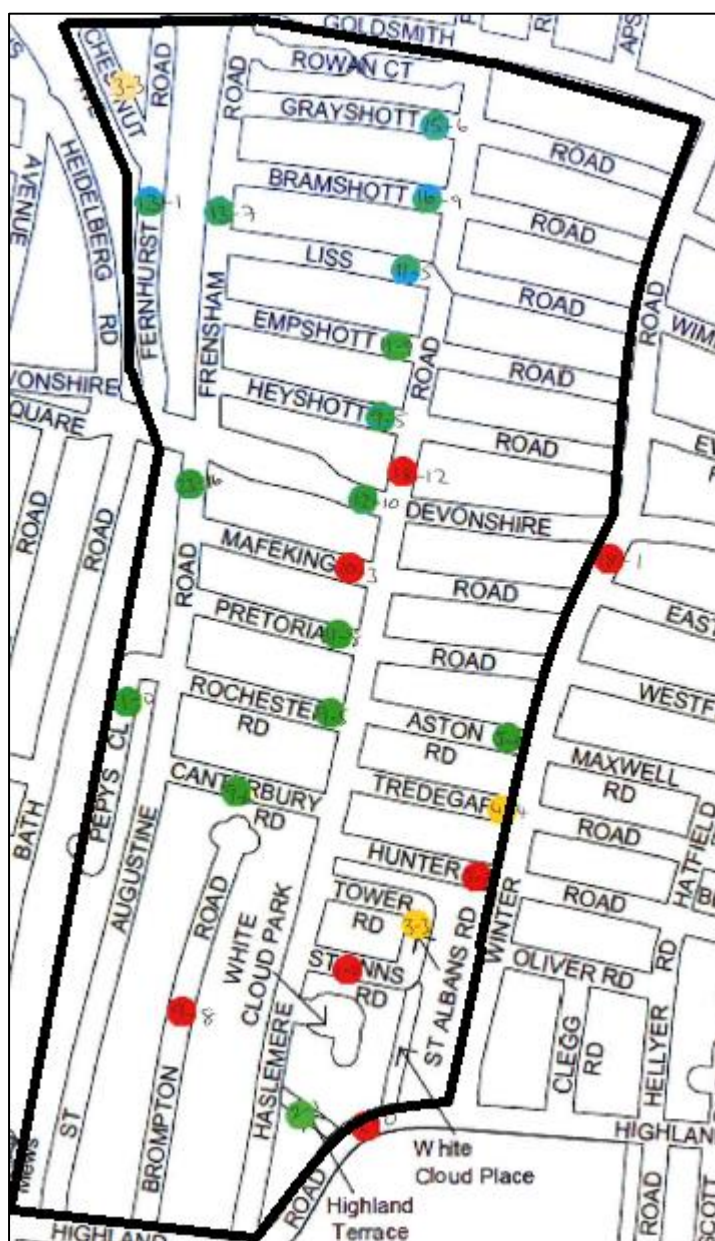
### 5.3

- 197 residents are in favour of a permit parking zone in this area
- 165 residents are against the introduction of a permit parking zone in this area
- 14 residents' views are unclear either way

Overall (from inside and outside the proposed parking zone):

- 211 residents supported the advertised proposal
- 266 residents objected to the advertised proposal
- 23 residents' views are unclear whether they support permit parking or not

Visual representation of the for (green), against (red) and split (yellow) responses -





- 5.4 The majority of objections received from residents living outside of the proposed parking zone relate to concerns about the impact of displaced parking on their roads, exacerbating existing parking difficulties there. The reprioritised Residents' Parking Programme of Consultation approved on 6 September 2019 addresses this concern by including the wider area eastwards from Winter Road and southwards from Highland Road. Many residents living in these areas felt their roads should be included on the Programme, which is now the case, and these areas are expected to be surveyed within the last quarter of the 2019/2020 financial year.
- 5.5 Football match traffic and parking was highlighted by residents as one of the main causes of parking congestion in this area, along with commercial vehicles and vehicles displaced from nearby RPZs. Those attending football matches at Fratton Park are likely to be deterred from parking within the zone, as the "permit holders only" restriction would come into effect before the match finishes.
- 5.6 The introduction of an RPZ can also restrict commercial vehicles. Households would only be able to obtain a permit for a commercial vehicle if it was registered to the household, used for emergency call-out or is the only vehicle at the address. This restricts people bringing company vehicles home but allows the self-employed and those on emergency call-out to park a vehicle in the zone.
- 5.7 Following the response to the statutory consultations on MB, MC and MD parking zones, the FAQ section of the information letter delivered to properties was expanded to include further details on the cost of Resident and Visitor permits, and how parking zones that restrict parking to permit holders only for 2 hours a day can be effective. As a result, whilst similar queries arose during the statutory consultation on ME parking zone, it was to a lesser extent:
- 5.8.1 Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015 so that where there is a cost to the council for providing a service (not covered by Council tax, or road tax) a charge is made to cover that cost.

The permit charges apply to all 37 RPZs within the city, and ensure that the net costs of introducing and operating parking schemes are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs of permit and penalty charge notice administration, enforcement and maintenance.

- 5.8.2 The cost of the second Resident permit increased in January 2019 from £80 to £100. This differential is primarily so that residents think about how many vehicles are linked to their households and to deter additional vehicles from being brought into the area, particularly where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity. On 6<sup>th</sup> September at the Traffic and Transportation Decision meeting it was agreed to reduce the cost of the third permit from £590 to £300.

- 5.8.3 Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits in relation to a 2-hour restriction of 'permit holders only'. Visitor permits would be required for visitors' vehicles parking within the ME parking zone during 4.30-6.30pm: the minimum cost of £1.10 authorises *up to* 12 hours' parking. This means that different Visitor permits do not need to be produced for each individual parking zone, and include a zone identifier to distinguish between them. The 37 RPZs in Portsmouth operate restrictions at various times, including some with free parking periods for non-permit holders (1-3 hours) and others that operate as 'permit holders only' at specified times.
- 5.8.4 Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested, but the minimum cost would still be £1.10 to cover the production and administration costs. Introducing further permit types could increase the potential for residents to purchase insufficient time for visitors, who may stay longer than planned, in which case further permits would be required at additional cost.
- 5.8.5 A 2-hour time slot for permit holders only has the same effect of deterring long-term parking as a 24-hour scheme does, but is more flexible in terms of visitors, as 22 hours of unrestricted parking remains, and it is more efficient to enforce. Unauthorised vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. This can benefit residents' visitors, tradesmen and those using local businesses and services. All parking bays can be used for dropping off/collecting passengers and loading/unloading in the usual manner, provided the vehicle is not left unattended during the restriction operating times. This is useful for parents collecting children from social activities and classes, for example.
- 5.8.6 24-hour parking zones have not been promoted for some years, and many of the older ones have been amended or are due to be reviewed within the current Programme. Designated time slots for 'permit holders only' are an effective deterrent to long-term parking and are more efficient to enforce. Within 24-hour zones with limited waiting enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle before enforcement action can be taken. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 5.9 It should be noted that Devonshire Avenue was included in the 'whole roads' within Part B on the public notice, but should be listed under 'part roads'; as only the section west of Winter Road is included in the ME parking zone, as shown on the boundary map.

## **6. Reasons for the recommendations**

- 6.1 Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed ME Haslemere Road area parking zone aims to better manage the on-street parking and how it is used, improving the balance of parking opportunities overall.

- 6.2 The restriction of 'permit holders only' is particularly effective in preventing long-term parking, whereby non-residents leave their vehicles parked for some time without moving them. Preventing this practice enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces.
- 6.3 The time slot of 4.30pm-6.30pm aims to make it easier to find a space when the demand for parking is highest; in this case when the majority of residents return from work.
- 6.4.1 Parking restrictions can encourage people to consider alternative ways of travelling to an area, and the impact their vehicles have on parking, traffic congestion and air quality, which they may not have given thought to previously. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. The parking provision in an area can operate more effectively and for more people if behavioural changes are made. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, and reduce traffic congestion throughout a wider area.
- 6.4.2 It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. The Council does not assume that using alternative methods of travelling to the area is possible for all people, and that those employees travelling into the city from rural areas, for example, are less likely to be able to find alternatives to single-occupancy private car use.
- 6.5.1 The recommendation to proceed with the ME parking zone is made on the basis that the hours proposed will increase residents' chances of finding a parking space when the demand for parking is highest (i.e. when residents return home from work), and that vehicles without permit will have to move at least once a day, preventing parking spaces being 'blocked' for lengthy periods of time. The majority of residents who responded to the consultation and who live within the proposed zone boundary support having a permit parking zone.
- 6.5.2 The recommendation to delete the proposed change from single yellow line to limited waiting bay is made following engagement with the newsagent, who feels the current arrangement works well. The single yellow line is in place primarily to facilitate delivery access. (Part F1(b) on the public notice)
- 6.5.3 The recommendation to reduce the length of the proposed limited waiting bay outside the business premises on the west side of Haslemere Road just south of St Ann's Road, is made following engagement with the carpet store, whose delivery vehicles have difficulty accessing without causing traffic congestion. Therefore the proposed limited waiting bay is reduced to 14 metres outside the gym/dance school entrance, with a new proposal going forward via a subsequent TRO to provide a part-time loading bay for the carpet store, operating in the mornings Monday to Friday only. The bay would therefore be available for use by others outside of these operating times. (Part D2 on the public notice).
- 6.5.4 The recommendation to delete the parking bays proposed in Winter Road, but retain the eligibility to apply for ME zone permits, is made in the interests of residents and businesses of Winter Road, given the largely negative response from

them to the proposed ME zone. If as part of the programme of rolling consultation further zones are agreed to the east of Winter Road we can look at creating flexible use of parking space both sides of the boundary for those living closest to the boundary.

## **7. Equality Impact Assessment**

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

## **8. Legal Implications**

- 8.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 8.2 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.
- 8.3 A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 8.4 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 objections received from the public and/or the statutory consultees during the consultation period.

## **9. Director of Finance's comments**

- 9.1 The cost to set up the parking zone will be in the region of £50,000 which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. This cost will be met from the On Street Parking Budget.

- 9.2 The cost of enforcing and administering the zone will also be met from the On Street Parking Budget. This could cost up to around £24,000 per annum in the form of additional enforcement and administration. This will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCN's) this income is remitted to the Parking Reserve, which the spending of is governed by the Traffic Regulation Act. The amount of income generated from PCN's is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.
- 9.3 It is difficult to estimate the amount of income that could be generated from this new residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not known until the scheme is in operation. Nor can it accurately estimate the amount of income that would be generated from the sale of Scratch cards.
- 9.4 The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MD zone there are 2,371 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 2,164. The 2011 census also stated that 66.6% of Households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 9.5 Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £43,200 per annum in first permits alone.
- 9.6 The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

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

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

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

Title of document	Location
500 emails / letters	Transport Planning team (content reproduced within the report)

Reprioritised Residents' Parking Programme of Consultation report (6 September 2019)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)

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

.....

Signed by:  
Cllr Lynne Stagg - Cabinet Member for Traffic and Transportation

## Appendix A: The public proposal notice for TRO 30/2019

### THE PORTSMOUTH CITY COUNCIL (ME ZONE: HASLEMERE ROAD AREA) (RESIDENTS' PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO.30) ORDER 2019

23 July 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 32, 35, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and in accordance with parts III and IV of schedule 9 to the 1984 Act. The effect would be as detailed below.

**SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:**  
[engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) by 21 August 2019

#### CURRENT PARKING CHARGES

**Resident permits** - A maximum of 2 Resident permits per household will be authorised each year unless capacity allows. Resident permits are electronic: physical permits are no longer issued.

£30.00/year for first permit

£100.00/year for second permit

£590.00/year for third permit - if zone parking capacity allows

#### **Visitor permits (for visitors to residents)**

£1.10 for 12 hours

£2.10 for 24 hours

#### **Business permits**

£140.00/year for first permit

£280.00/year for a second permit

£590.00/year for each subsequent permit

**Replacement/amendment of permit** - £10.00 administration charge

Blue Badge holders **and** motorcycles **are exempt from the parking zone restriction.**

Permits for **goods vehicles** are restricted to those with a gross vehicle weight of less than 3501kg and registered to an address within the parking zone, required for emergency call-out or the only vehicle at the property. Permits are only issued to businesses operating within the parking zone.

#### A) ME ZONE BOUNDARY



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**B) ME PERMIT HOLDERS ONLY 4.30PM-6.30PM**

Within marked and signed parking bays on the sides and lengths of the roads listed below where on-street parking is currently unrestricted. Parking bays are only marked on public roads.

Whole roads:

- |                      |                       |
|----------------------|-----------------------|
| 1. Aston Road        | 13. Liss Road         |
| 2. Bramshott Road    | 14. Mafeking Road     |
| 3. Brompton Road     | 15. Pepys Close       |
| 4. Canterbury Road   | 16. Pretoria Road     |
| 5. Chestnut Avenue   | 17. Rochester Road    |
| 6. Devonshire Avenue | 18. St Alban's Road   |
| 7. Empshott Road     | 19. St Ann's Road     |
| 8. Fernhurst Road    | 20. St Augustine Road |
| 9. Frensham Road     | 21. Tower Road        |
| 10. Grayshott Road   | 22. Winter Road       |
| 11. Haslemere Road   |                       |
| 12. Heyshott Road    |                       |

Part roads:

- |                   |  |
|-------------------|--|
| 23. Highland Road | (North-west side between Winter Road and the church) |
| 24. Hunter Road   | (between Haslemere Road and Winter Road)             |
| 25. Tredegar Road | (between Haslemere Road and Winter Road)             |

**C) PERMIT ENTITLEMENT:**

1. All properties within the ME zone boundary shown at Part A.
2. Winter Road, east side, even numbers 2 to 122

**D) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-6.30PM**

- |                   |   |
|-------------------|---|
| 1. Highland Road  | North-west side, a 52m length between Haslemere Road and Highland Terrace |
| 2. Haslemere Road | West side, a 26m length outside the carpet store and gym                  |

**E) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-6.30PM / ME PERMIT HOLDERS**

- |                   |   |
|-------------------|---|
| 1. Devonshire Ave | North side, a 25m length between Frensham Road and Fernhurst Road |
|-------------------|---|

**F) CHANGE FROM NO WAITING MON-FRI 8AM-5PM (single yellow line) TO: WAITING LIMITED TO 30 MINUTES, NO RETURN WITHIN 2 HOURS 8AM - 6.30PM**

- |                   |  |
|-------------------|--|
| 1. Haslemere Road | (a) West side, a 9m length north of Devonshire Ave, adjacent to the Spar shop and outside No.106 Haslemere Road<br>(b) West side, a 10m length south of Pretoria Road adjacent to the newsagent shop |
|-------------------|--|

**G) NO WAITING AT ANY TIME (double yellow lines)**

- |                      |  |
|----------------------|--|
| 1. Devonshire Avenue | South side, a 10m length outside Nos. 28 and 30 (bus stop) |
|----------------------|--|

**H) ADMINISTRATIVE AMENDMENTS**

This order also updates the existing traffic orders relating to No Waiting At Any Time restrictions to ensure consistency. These do not make any changes on the public highway.



To view this public notice on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) , search 'traffic regulation orders 2019' and select 'TRO 30/2019'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the main reception, Civic Offices during normal open hours.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to **[engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk)** or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 30/2019** by **21 August 2019** stating the grounds of objection/support.

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 a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

**Appendix B: Public views** (please note emails and letters have been replied to with the information set out within this report or with details relevant to each particular enquiry)

Objections: 1-244 (Petition: 216)	Support 245-455	Unclear 456-478
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### Objections to proposed ME zone (within zone)

#### 1. Resident, Aston Road

Please can you register this as my objection to the proposed parking zones covering Aston Road, Southsea.

My partner and I work full time, and rarely have trouble parking at any time pre-9pm. Parking is free, and should continue to be free - especially considering this proposal only covers a 2 hour window each day.

It's a commonly understood premise that if you buy a house in the most densely populated city in the UK (outside of London), sometimes you'll have to walk a few streets to your car and that's ok.

#### 2. Resident, Aston Road

Parking in the proposed ME zone is only a problem after 8PM.

The proposed parking zone (with permit holder only parking between 4.30PM - 6.30PM) will not solve the problem as parking throughout the day (including at this time) is not a problem at present.

It would be much better to have permit holder only parking overnight from 8PM - 8AM.

#### 3. Resident, Aston Road

I do not want permit parking. It seems we have been asked several times for our opinions in the hope eventually the council get their way. I consider it a stealth tax I already pay road tax to be able to park my car on the road.

I hope enough people respond and the council listen. I do not want permit parking and do not believe it will make it any easier to park. Also I do not want my family to have to pay after travelling miles to stay with me. Please listen and think again about our community.

#### 4. Resident, Aston Road

On behalf of my relative who lives in Aston Road, we object to this scheme completely.

I do not believe the views of 3 residents out of 37 cannot be fair or in any way democratic. The poor response to the survey is down to several facts - Residents are fed up being continually asked to respond to these surveys which cost thousands of pounds to conduct. The results show they are not interested. This appears to keep on asking until you get the results you want.

The way the survey was conducted- my relative could not read the survey herself let alone fill in. Through her disablement, she does not have a computer or access to broadband. The survey contained no envelope let alone stamped addressed. How is she supposed to respond?

We believe this whole approach to parking solves nothing but becomes a cash generator for the council. None of the problems are resolved by this scheme which fails to tackle houses with 2,3 or more vehicles. The company cars will offset the charges against

company charges and not penalize the householder in any way. The commercial vehicle size allowed is too large and residents should not conduct a business requiring large vans etc from a residential address. Residents who park camper vans & trailers taking up 2 parking spaces should also be stopped.

I am not sure why this request for views is even being sort as I believe it is a foregone conclusion even before the original survey was conducted irrespective of the views. This appears to be a political issue brought about by a minority of councillors who seem to have a personal agenda.

One aspect you could clarify is if the residents parking only is for 2 hours a day why would I need to buy a 24 hour visitors permit?

#### **5. Resident, Bramshott Road**

I haven't received a questionnaire as informed I would, I only know about it because I saw a notice on a lamp post. I do not want residents parking, certainly not for the two hours that are proposed, which I understand to be between 16-30 & 18-30, because I do not think it will benefit me in any way, and why do other roads in the zone have different restrictions? The main problem is in the evening when I go out and cannot park when I get home. I know people who are in 24 hour parking zones and still cannot park when they get home in the evening. What will happen when my friends and family visit or come to watch the football at Fratton park? If it must be introduced why not make it 24 hours?

I do NOT want a residents parking zone introduced as I feel it would be of no benefit. The main problem is in the late evening, if I go out and return at nine or later I can drive round for ages to find a space. I also do not understand why a disabled parking bay holder does not have to pay for a permit even though they have a guaranteed space, as the two "garages" with entrance lines painted so they park on them without having to pay but again have a guaranteed space, of which they cannot a car in them because of the size and being full with other things, and one of them has no roof and is a patio with table chairs and a rotary drier. I will have to pay for a permit with no guarantee of a space outside or even near to my house. A two hour zone is useless because as my MP said when I asked, any one can park there for 22 hours a day, I know people in 24 hour zones that cannot park when they get home at night. Why are other areas of the same zone different hours as well? and what happens if I cannot find a space in my zone?

I forgot to mention in my earlier email that at eastern end of Bramshott Road there is a builders that has two garages used for their materials and a waste skip permanently in the road taking up another space. Surely this shouldn't be allowed?

The skip should be outside one of the garages because they already have the lines and signs saying not to park there

#### **6. Resident, Bramshott Road**

I am against the proposed parking zone as I am a private tenant and I live in a shared house with other 3 people.

My tenancy agreement is for 1 room and there is no way I can afford paying £590 or more for parking unless there is another policy stating shared houses are not considered individual house holds and I would be able to get a basic permit for £30.

<p>I agree ME zone is very crowded as the stadium is very close and sometimes there are no parking spaces but you need to understand there are no parking alternatives and I cannot stick my car in my bedroom.</p>
<p>As the 4th person of the household the charge amount is outrageous. Would you please let me know if there is any other payment alternatives? Looking forward to hearing from you.</p>
<p><b>7. Resident, Bramshott Road</b>          As you very well know, in Portsmouth, there are a lot of people sharing a house for work, not only residents with family and kids. The problem is that there is a lot of flexibility, people are coming and going in another city, for another job.          To give our example, we are leaving at Bramshott Road, 4 persons with 4 cars in the house. The 3 boys are going to work during the day, but because I'm doing nightshifts, I'm parking my car between 7.30 am- 7.30 pm. Do you think I should remain in Portsmouth if you are charging me because I'm working nights? Hope you understand what I'm saying.          Plus of this, we have no guarantee that we can find parking place. Then, we will pay for nothing....          And how much we should pay: 30+100+590=720£ / years. We can buy another car with those money.          You don't think you will scare the people that wanted to come and live in this nice and quiet city, apart the busy traffic and the often blockages on M27, with all works and 50/h....          I think a part of an average tax, included in the council tax or road tax, will help you to solve this nasty issues, without too much hate and more diplomatically.          This is my point of view.</p>
<p><b>8. Resident, Bramshott Road</b>          I object to the introduction of a parking zone TRO 30/2019 as I believe this is just another money making scheme from the council and will do nothing to ease the parking in the area.           Perhaps you should look at the weekends instead, especially when Pompey football are at home.</p>
<p><b>9. Resident, Bramshott Road</b>          I fully disagree with it          I live in a shared house and I find it unacceptable to pay 600£/year for parking.          If this decision will have a green light it will force me and the other tenants to move.          Hopefully things will remain unchanged.</p>
<p><b>10. Resident, Bramshott Road</b>          Why should we pay for the first permits, when I can park in my road for free now, I think this is just another cash cow for an inept council</p>
<p><b>11. Resident, Bramshott Road</b>          I am strongly opposed to the proposed parking zone in the Haslemere Road area. I have lived in Bramshott Road for many years and parking has always been a nuisance but we have always managed, and indeed a few years ago when working until midnight I was always able to park in the vicinity.          Setting up a parking zone will only move the problem elsewhere causing a snowball effect. Another factor is that being an O.A.P with 2 cars at my address and having a limited budget the extra expense would be unhelpful. As my children and grandchildren would need to purchase visitor permit I'm sure it will affect the number of their visits due to the aggravation of obtaining a pass. It would also put an extra burden on the people who work in Winter Road and the vicinity. They don't cause any problems as they park early in free spaces and are gone when most working residents return. In my opinion the biggest factor</p>

affecting domestic parking is the high number of commercial vehicles in the area such that if they were prevented from parking in residential areas the parking problems would be greatly reduced. There are a high number of large vehicles and ironically a number of "mountjoy" vans who I understand do a lot of work for the council. I am not being a defeatist but I doubt whether my views will make any difference to your decision which is probably made. But I can live in hope that sensibility will prevail.

I am strongly opposed to the above proposal for reasons that I have stated in letter sent. Parking is difficult but we cope, the proposal will just shift the problem elsewhere, its a cost we could do without and a major problem is the high number of large commercial vehicles. Please make the correct decision.

**12. Resident, Bramshott Road**

I would happily pay for the opportunity to park in my road, but I don't think your proposal will make a difference to people who live and work outside the usual 9-5.

I work the late shift, and have parked outside the house ONCE THIS YEAR! There are always a few of us driving up and down looking for a parking space at night, and passing lots of selfish parkers wasting space (causing lots of anger, frustration and depression).

At 18:30 people will move cars into this area and some of us will be paying for the "privilege" of no improvement. We need overnight restrictions. I suspect that a lot of people would be willing to pay a bit more to have longer restrictions.

We always have cars from Frensham Rd parking in our part of the road. This already adds to the crowding in Bramshott Rd.

I would love to support an overnight parking restriction, the only kind that would help me and some others.

**13. Resident, Bramshott Road**

I am totally against the parking zone for a number of reasons.

1) There is not an issue with parking in this area. I have lived in this area for years and parking in my road or very nearby is nearly always possible particularly during the proposed time period. The roads are rarely full until much later at night and I think you can assume that this is a result of people coming home from a days work and the city being over populated with both people and cars. Therefore a scheme like this does not help. I can park now and I will still be able to park.

2) The proposal doesn't fix the perceived problem. What I mean by this is that you propose a zone that operates between 4.30 and 6.30pm. We live in a world where people no longer finish work in these 'typical' timeslots and often finish work before or after these times. Parking is a problem in this area after 8pm from my experience. I expect this and a parking zone would not change this.

3) I shouldn't have to pay to park my vehicle in public roads. I pay road tax and this can easily be seen as a money making scheme for the council if it runs for say the next 10 years.

4) I am a small business owner who works a lot in Southsea and am already finding

difficulties in areas with zones already. Often rental properties do not have visitor permits (landlords keep permits for themselves or tenants don't have access to get visitor one's) and therefore carrying out work in a zoned street in those time zones is no longer possible. Having another area zoned will only add to this issue.

I would also add (and I accept this is cant be proven) but I find that often those who have issues with parking are of an older generation who have a mindset that they should always be able to park outside their house at all times and/or have too much time on their hands.

Finally, I would seriously consider not voting for the party on a local level if this zone is introduced. I truly believe it to be a waste of money to setup (money that can be spent on far more vital issues), a tax in the long term to generate additional income for the council to use on other areas (this is covert and not something I expect of the Lib Dems, simply ask us to pay more council tax) and is a problem that doesn't exist. Parking in these roads is possible nearly all of the time.

I hope this adds to the feedback being gathered and the correct decision is made based on the feedback received and not simply what you wish to do.

#### **14. Resident, Brompton Road**

I do not see any advantage to the proposed ME Parking Zone with regard to Brompton Road, Southsea. This road is a narrow cul-de-sac with houses opening straight on to the pavement. There is only enough room for one car per house to park and vans take up one and a half spaces at least. Also, with vans parking so close to the windows of the houses, they restrict the light. Therefore I do not agree that residents will benefit from the proposed zoning. It appears that only the council will benefit by charging residents and relations/friends a fee for parking, where at present parking is free.

#### **15. Resident, Brompton Road**

We are avidly opposed to the proposal which would cost us £130 a year with absolutely no assurance to find a place to park in our street anyways. This looks to us like an extra tax being paid by car owners on top of council tax and road tax and all the other spendings that come with owning a car. I understand the need to reduce the number of cars in the city but this is definitely not the solution - especially since the visitor parking fee is so low that people will just end up paying for this and staying for up to 24 hours anyways when people like us will pay £130 a year and still have to park very far from home.

Absolutely unacceptable proposal that will put working people who need their car to commute to work out of pocket even more than they are already when non-working people don't need a car because they don't work and therefore, again, don't need to worry about paying. Enough taxing and punishing working people for working!

#### **16. Resident, Brompton Road**

We both object to this scheme. We feel that it will not improve the parking in our road and will actively dissuade tradesman from carrying out work there during the day.

We also object to the cost of the scheme for permits.

In an earlier letter I believe that the decision to proceed to this level was ambiguous at best and was probably fudged to achieve the councils aim.

We were not contacted for our views prior to receiving the letter that said the majority view

of a limited number of residents was to proceed to the next level.

**17. Resident, Brompton Road**

I would like to object to the proposed zoning as I don't think it's necessary. We never have trouble parking around our area and so in my opinion there's no need to implement it. I have also spoken to a couple of friends and neighbours who agree.

My partner and I have 2 cars between us as we both drive to work out of the city. We also have a lodger who drives and there's no way she will want to pay £590 for a third permit. We rely on a lodger's income to help pay our mortgage and so with this scheme I think we will struggle to find a new lodger once this one leaves at the end of the year. A big charge and only a possibility of a permit will really stop people from wanting to live here.

My other concern is that when we have visitors we will have to sort out permits for them, and it's just a hassle we don't really need, seeing as there's never a problem finding a space currently.

**18. Resident, Brompton Road**

I am writing to oppose the plan to make it a permit zone.

Reason being I very much doubt this is the solution to the parking issues and is just going to cause expense to residents/make the council money while we continue to have problems parking near our houses.

I also feel the 3.5 ton limit for vans is too high, long wheel base transits are problem enough in this small street.

I'd rather we had marked bays painted on the road to avoid wasted space between cars. In my experience this is the biggest challenge.

Anyway, I am anticipating the decision has already been made and my comments will not make any difference, but I thought I would respond seeing as the letter asked for feedback.

**19. Resident, Brompton Road**

I am writing to strongly object to the above proposal for the reasons detailed below.

The scheme does not guarantee I will be able to park outside my house or even in my road or surrounding streets.

My husband is on emergency call out for a large area until 8pm each evening and at weekends so has to have a car to enable him to attend to those calls. The calls are for people with no gas or electricity – often vulnerable elderly people or people with young babies who cannot wait overnight without power especially in the winter months. This vehicle is not registered to our address so would probably not come into the category of being entitled to a permit even though it is for emergency call outs. This would mean my husband would have to park many streets away which would delay his response.

I am currently borrowing a car which would mean I would have to pay as a visitor as the car is registered at another address or I would have to park streets away. I am unable to get to work without a car as there is no public transport to my place of work so not having a car is not an option.

If we are not eligible for permits then making us park streets away would just cause parking issues for other Portsmouth residents.

Restrictions proposed on the main roads could affect small businesses and the proposals for Highland road between Winter Road and the church would mean users of the church hall could not park affecting the various clubs and activities that take place at the hall in the evenings and again this could affect livelihoods.

I am dubious as to the level of service being provided warranting the charge of £30 per year per household and also the level of enforcement having seen the lack of enforcement of the newly appointed parking spaces on Winter Road which are supposed to be from 6pm to 8am to avoid congestion – these spaces are often still occupied after 8am and before 6pm causing traffic flow issues.

If a permit meant I was guaranteed a parking space in the road I live I would gladly welcome it but as far as I can see this is just another money making scheme proposed by the council.

I would have welcomed a survey being put through the letterbox of every affected household that people could respond to not everyone has access to the internet and email to raise their objections.

## **20. Resident, Brompton Road**

I would like to air my views on proposed scheme and have some questions around how the scheme would operate in my circumstances.

I feel I should state at the beginning my transport on daily basis commuting in and out of the city is by Motorcycle my wife has a car which she uses for her work as well as pleasure. We have one car registered to our address in Brompton road.

I would initially state that I would be opposed to any such scheme in my part of the city or any other for that matter, it seems a lazy way of managing a parking issue in what is undoubtably a crowded space. The scheme looks and feels like another tax, having just survived austerity and gone backwards in my standard of living over the last few years , pay rises have been minimal while increases in council tax , water rates etc continually increase at a more rapid rate than the household earnings.

With the information you sent round in the F.A.Q the question " why do we have to pay for permits? " you state that the fee of £30 is cover the cost of providing a service, therefore I do not understand why a second permit would be £100 and a third £590 , if the £30 is covering the cost as stated what happens to the rest of this tax ?

I would imagine that there is a permanent risk of visitors incurring fines as not familiar with schemes which would further increase the revenue of this scheme .

Whilst I appreciate what it says in your info pack about the two hour restriction so parking easier for resident " when they need it most i.e. returning from work " increasingly peoples work patterns are changing hours and days of the week having to be more flexible. 9 - 5 is not the norm any more.

In my particular circumstance, I rent a garage because of access issue to the garage only I can park in that space, under this scheme would I be required to buy a permit ?



In the course of my work I do sometimes have hire cars delivered for my use the next day these will typically arrive sometime during the course of the day (before 4pm ) and depending on my work schedule will potentially return to Brompton Road anytime from 4pm onwards and collected by hire company at some point next day, I would not know when delivered or registration number of these vehicles beforehand . How would I manage this if this scheme were to go ahead ?

Thank you for your reply, lots to consider but basically from your reply I get to pay for running a scheme for which I can see no obvious advantage too, parking between the hours of restriction you have suggested is rarely a problem (late at night can be an issue)

With the hire car issue I will face , it seems I get the pleasure of paying and the aggravation of contacting a number of hire company's and getting registration numbers, phoning Ringo. My day tends to be made up of travelling or a session of meeting where it is not appropriate to take a personal mobile phone so can easily envisage a fine.

My question about whether a permit would be needed for the parking space in front of my garage has not been answered.

I appreciate parking can be at a premium in Southsea but don't feel this approach is going to help. For example for the first few years living in Brompton road parking was never an issue , planning permission was then granted for a large residential building on the corner which has made a difference to the road with regard parking . The houses lining Brompton road have an off road car port which means that they have a guaranteed parking space, no one can park in front of that space, so inevitable this space is taken up by the second car in the house , so parking space lost to the street . Not great planning I feel.

To summarise the scheme feels like a tax and I'm not getting anything in return except for hassle of organising parking permits for visitors and hire car .

#### **21. Resident, Brompton Road**

I live in a house with other professionals where all of our jobs require us having our own car, so therefore this would not work for us, particularly as the cost for 3 permits is so high. We recently moved to this area because it accommodated our need, and never find there aren't enough spaces for us, particularly as it is a no through road so doesn't get passing traffic.

The main issue with the road is actually that those don't park near other cars, so therefore some cars take up 2 spaces the way they have parked, and permits will not solve this case.

I hope you can help us find a solution for this, as there won't be a way we can lose one of the cars in our household.

#### **22. Resident, Brompton Road**

I do not want permits from 4pm to 7pm down Brompton road. Portsmouth Council are just doing it to make money. I pay council tax so why should I have to pay to park my car??? If I do not have a car then I will be unemployed and the government will have to pay me unemployment benefits. Portsmouth Council want everyone to live like zombies in their homes which causes mental health issues and billions to the NHS.

If 'Portsmouth Council' insist on bringing in permits then they should 100% give 1 free permit per house and the second could cost £100. And the parking restriction should be 24 hours a day. What is the point of 4pm to 7pm????

**23. Resident, Canterbury Road**

Please note that I OBJECT to the parking proposal.

There is no need for residents' parking permits in this area. I feel this is an unnecessary action and residents should not be required to pay to park near their home.

For Canterbury Road action could be taken to improve and clarify the restricted parking in front of the two new properties next to number 2 (Canterbury Court). These properties have small and impractical double garages which cannot be/are not fully utilised. The current road markings in front of these properties also appear to be unofficial, using spray paint.

I agree that restrictions should be applied to vans and other commercial vehicles in the area.

**24. Resident, Canterbury Road**

I strongly disagree with the latest proposed parking permit zone in Canterbury Road, Southsea.

**25. Resident, Canterbury Road**

I am writing to object to the above proposal. I don't believe that establishing a resident permit area will solve the problems of car parking. Residents will continue to park in the area and have to pay for the privilege of doing so. This will lead to cars parking in other areas making the situation worse elsewhere, which is exactly what happened with the zone implemented in the Heidelberg road area.

**26. Resident, Canterbury Road**

I am very concerned with the proposed changes to parking in this area. From observation the vast majority of people parking in the area are residents, especially so for my own road. As such I do not believe that there is an issue with non-residents parking within the proposed zone. Thus I cannot envisage the scheme making any material difference to the number of vehicles which will be parked in the area.

The scheme would, then, force residents to pay for a permit without gaining any benefit so you are, in effect, asking residents to pay for the exact same opportunities to park as currently exist. Other roads in the surrounding area with a similar scheme, such as Heidelberg Road, often have numerous spaces around the clock but still force residents to obtain a permit.

As there is no guarantee that ME permit holders will be able to use the zone they would need to find parking spaces outside that zone if full. If neighbouring areas are then unavailable due to the imposition of different zones around the area (which appears likely based on the current programme being carried out by the council) I wonder where they will actually be able to park.

Any issues relating to parking in the streets south of Goldsmith Avenue relating to football supporters are unlikely to be addressed as the proposed time of operation of 1630 to 1830 falls largely outside the match times for evening or weekend kick offs.

My personal experience is that there is no apparent enforcement of parking zones in surrounding areas as I have yet to see any enforcement officers or penalty notices on

vehicles within these. Without such enforcement the value of any scheme seems to be of limited benefit to local residents.

I do, then, wish to ensure that my objection to this proposal is recorded by the council.

**27. Resident, Canterbury Road**

I would like to object to parking permits in our area. We don't have any issues with parking and don't feel the need for a permit.

I live with my elderly disabled relative who regularly gets visits from family. Having a permit would make visiting him for our family a problem as they will need to pay for a visitors permit every time.

Another reason why I would like to object to parking permits is we have two cars in our household, therefore I would have to pay an additional fee to park in my road, when this isn't necessary.

**28. Resident, Canterbury Road**

I am against the parking zone. Before you bring in anymore parking zones you need to sort out the problem first.

- 1) You need to sort out better and cheaper and later bus services ( and trains ) so people don't have to drive.
- 2) In the last 10 years you have destroyed Portsmouth with allowing too much new housing and not enough parking for this housing, two spaces per house minimum.
- 3) These parking zones must have more short term parking outside shops, convenience stores and Albert Road. You are destroying their trade due to lack of parking. If the business goes, so does your business rates.
- 4) You need to sort out "Park and Ride" for the football season as there will be no parking anywhere near the ground. You do this for the students graduation day.
- 5) Put a paint mark on the road so people know where to park in an empty road creating more spaces.
- 6) When we are all signed up for the parking scheme, who decides how much it goes up each year ( or down) ?
- 7) Also, after Portsmouth games, it is nearly impossible to get back to somewhere like Hayling Island and Denmead. Even the London train is touch and go. This being why so many people drive.
- 8) This is a take the money and run scheme.

**29. Resident, Chestnut Avenue**

Please note that we are AGAINST this proposal

Having said the same thing for an earlier proposal, we continue to vehemently be against this one.

**30. Resident, Chestnut Avenue**

We would like to once again oppose the suggested parking permit scheme in Chestnut Avenue, Southsea.

We were asked if we'd like to be included last year and as a result of objections were excluded from the scheme. We have not seen more cars parked in our street and parking is unusually reliable for Southsea.

For this reason we would like to oppose the permit scheme and ask for Chestnut Avenue to be excluded once again,

**31. Resident, Chestnut Avenue**

I do not wish to accept the proposed residents parking zone for the following reasons:

- (a) I am the sole earner in a two-car family, with a daughter in full-time education, so I will be expected to pay for 2 permits;
- (b) we do not currently have any issues with parking problems in our road, except on the days when PFC play at home;
- (c) the University and other private investors have now created student accommodation blocks across the city, leaving many student houses vacant in our area, so again parking will be improved.

I would much prefer visitors to Fratton Park be encouraged to park out of the city, rather than the roads close to the football ground, which create chaos in all our roads.

**32. Resident, Devonshire Avenue**

As per the yellow notices that have been put in place regarding parking permits for my address I would like to register my objection. I am reasonably able to park currently and do not wish to pay a further stealth tax in order to do so in future. The current proposal will do nothing to change parking availability in my area and the time period proposed is ineffectual.

I have tried to find this order on the website as directed by the notices but it is not listed and is not found in search results. I would appreciate it if you could send me a link and also ensure it is visible in future.

If my objection is in the minority and this scheme does go ahead against my wishes then I would make the following comments;

- The proposed time period will be ineffective. Parking can be problematic later at night, after the 18:30 end period and on football matchdays. I would fully expect football fans to try their luck and risk being undetected for the period 16:30 to roughly 17:00 when they are likely to be back at their vehicle
- I would therefore propose that you extend the period to start at 14:30pm, 15:00 very latest and extend it to cover up to 21:00 at the earliest. If policing for this period is problematic then it simply re-affirms the pointless nature of the scheme and could also be addressed by making the registrations of those with permits available to view so that it can be self policed by residents using the app.

Rather than implement the scheme and introduce yet another expense for households that most will struggle to afford can I make the following suggestions;

- There is ample parking in the evenings at the Pompey Centre and Tesco. If a ruling was implemented that prevented commercial vehicles from parking in the area and there was an ability for them to purchase permits to park there this would remove a significant number of vehicles and free up more spaces than vehicles moved due to the size of some

of them. The parking at the Pompey Centre, particularly for B&Q has never been fully utilised so this will not affect customers and will be a source of additional revenue for whoever owns the land

- Portsmouth Football Club should be held accountable and responsible for limiting traffic related to them, at present I am unclear what, if anything, they are doing or being pushed to do in order to reduce traffic congestion on matchdays. It is always very clear when they are playing at home, the city becomes gridlocked and air quality is affected as a result. Fans should be encouraged to park out of town, as per the above utilising already unused parking on the Ind Estates on Eastern Road with the club providing free buses to transport closer to the ground or subsidising reduced train prices for those with a valid ticket
- Make more roads one way and limit speed limits to 20 miles an hour for residential areas. This will reduce emissions due to the speed and also encourage more cycling as there would be less chance of meeting traffic coming towards cyclists which in some of the tighter roads can be very off putting.

One last point, all communications to date have been direct to households whilst this latest round is simply yellow notices that many people will not see / read. If I were a cynical person I would be tempted to think that this had been done deliberately in order to limit objections? Please ensure postal notifications are sent to those affected clearly stating what they relate to in order that everyone is fully aware of your plans, which at present I guarantee they are not.

**33. Resident, Devonshire Avenue**

We object to the proposed parking zone TRO 30/2019. We do not see this will solve the parking issue in the area/city and charges are unreasonable and just another form of tax

**34. Resident, Devonshire Avenue**

I strongly object to the proposed parking permits in Devonshire Avenue. I have lived in my home for many years and raised a family here who are now adults still at home and driving cars as a necessity to get to their employment etc. I and many of my friends and neighbours in the other included roads in this proposal deliberately brought property in this area as parking was never a major issue and we could get parking until the council starting bringing in permits more and more into the city which had a domino effect with commuters parking during day and those people who lived in near by permit roads but only had one permit for address consequently other cars in that house hold or working vans, trucks being parked in evening and at w/e. If no permits had been issued except in highly tourist areas such as Old Portsmouth, Gunwharf and Dockyard this would have never been a issue.

I strongly object to this plan and as I often don't get home until after 21:00hrs this will not benefit me in the slightest. I strongly feel this should not go ahead.

**35. Resident, Devonshire Avenue**

We do not support the proposals.

**36. Resident, Devonshire Avenue**

I strongly oppose the introduction of the scheme.

The cost to my family cannot be justified given that we rarely have an issue parking.

It also discriminated against families such as ours whom rely upon multiple cars to commute to separate places of work out of city.

<p><b>37. Resident, Devonshire Avenue</b></p> <p>I would like to register my objection to the introduction of the proposed permit parking scheme in this area ( TRO 30/2019 ).</p> <p>1 It will not guarantee me a parking space.</p> <p>2 The only people who use this area are residents so it will not change the number of cars parking in this area.</p> <p>3 After the introduction of extra parking spaces i.e winter rd and bus stops between 7pm and 7 am i have had no problem in parking.</p>
<p><b>38. Resident, Devonshire Avenue</b></p> <p>Just to let you know that I am AGAINST the introduction of the ME Parking Zone.</p> <p>I am against it because I can already park outside and near my house for free and so can my visitors. I don't want to pay for the privilege.</p> <p>Please keep me updated with any further developments regarding the proposed ME Parking Zone.</p>
<p><b>39. Resident, Devonshire Avenue</b></p> <p>I wholly object to the proposal of a residents parking zone in the ME Haslemere Road area. My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. There is not a problem with parking at the current time.</li> <li>2. Many properties (as stated) are divided into flats, these are individual people lawfully living at the address and yet you choose to only issue 2 parking permits per property.</li> <li>3. Making an area permit only does not guarantee a parking space.</li> <li>4. Operating the permit system for a 2 hour period is a huge waste of Council resources and could be better spent elsewhere.</li> <li>5. If the parking permit is only for 2 hours why do visitors need permits that last up to 12 hours?</li> </ol>
<p><b>40. Resident, Devonshire Avenue</b></p> <p>I have seen that you plan to make the area around my house permit only. What's worse is it's for 2 hours in the evening. I do not have any problems parking near my house. If I can't get directly onto Devonshire Avenue between Winter and Haslemere where I live then I can find a space early on one of the close roads nearby.</p> <p>What makes it worse is that you then expect people who have no issues parking to then have to pay £30 a year to park where they can already park anyway.</p> <p>To me all it seems like is that you are going to be taking £30 a year from people for no reason.</p> <p>I am totally against the parking permit for Devonshire Avenue, I can see how it can work in other areas that people struggle to park in but it is not needed in this part of Southsea.</p> <p>In short I object to these plans.</p>
<p><b>41. Resident, Devonshire Avenue</b></p> <p>A few years ago the council carried out a parking survey which concluded that the residents did not want a residents parking scheme.</p> <p>A survey was then sent out more recently where the questions were biased towards the introduction of a scheme and now it looks almost a done deal that one will be introduced.</p> <p>I strongly object to the introduction of a residents parking scheme which will not solve any parking issues in the area.</p>

**42. Resident, Empshott Road**

We have had countless surveys, rejecting zones. I am sure that residents parking will only make the situation worse. I also feel this is a stealth tax, who knows where it will end. No no no no I am sure this is just another scheme by the council to raise money.as for a local councillor, she seems to only consider her own opinion ,and is not doing her best for local people ,most residents are not interested in your schemes. Please think again.

**43. Resident, Empshott Road**

We support a residents parking zone... However, I don't really think with the volume of parking we have in this area, that this proposal will work. Surely we should have the parking zone to suit us residents. It appears we will pay £30 for just 2 hours exclusive to residents parking, therefore non residents can park for all but 2hours, without any payment. This seems to me a little strange. Could we not look at having a longer restriction, towards the end of the day, when parking is at its very worst.

I agree that maybe trying to exclude the commercial vehicles will help, but surely they will just park after 6-30, therefore not really helping with the parking problem. Maybe a much longer exclusion zone from 4-30 onwards would be the answer. As not everyone finishes work ,and be parked up between 4-30 / 6-30,indeed I would say the majority of residents don't really park up until much later.

**44. Resident, Empshott Road**

I am writing to register my objection to the proposed ME Zone residents parking. I have lived in Empshott Rd for years and have never had any trouble parking near to or within walking distance of my house. As I live in an area that has a buoyant and thriving local economy, thanks to the businesses on Winter Rd I would like to register my disappointment with this scheme, that will do nothing to address the issue of parking in Southsea but will create problems for the local businesses that do not operate during traditional business hours.

Since this scheme has been implemented in surrounding areas I have noticed people parking their work vehicles in our street and then collecting them in the morning in their car and leaving the car here. This proposed scheme will mean I will have to do exactly the same thing therefore simply pushing the problem elsewhere. It is hard therefore not to look at this proposal as simply a revenue making exercise that does nothing to address the real and genuine problem of private car use.

If I felt there was a genuine problem with parking during 4.30 and 6.30 I would agree with your proposal but a simple look at this and every street in this area would demonstrate that there is no problem with parking during these hours, making it even harder to see why it would be proposed, other than to generate income with no guarantee that that money will be used to address parking issues in the future.

There is no problem here,

**45. Resident, Empshott Road**

I object to the proposed parking zone on the grounds that I return from work After 6.30pm and it will not deter midweek football parking in this area.  
Should be a 24 hour residents only zone.

**46. Resident, Empshott Road**

Although parking is becoming increasingly more difficult in my residential area I strongly oppose the proposed residents parking scheme for this area on the grounds that:

1. Permits will not reduce the number of cars in the area and will only shift the problem elsewhere
2. Permits will not guarantee local residents parking in our own road and preclude us from parking in adjacent streets as happens now if the proposal goes ahead.
3. There are no enforcement resources to prevent non-residents and non-permit holders from parking in our streets
4. The cost of permits for residents is grossly unreasonable, particularly in years 2 and 3 when costs incrementally escalate above £800 per annum which in my opinion is extortionate.

Though current parking arrangements are not ideal and are worse particularly during the academic year when multiple occupancy student houses with several cars contributing to this problem, I would still prefer to take my chance on a day by day basis to park in my own road or in adjacent streets which all residents currently have the right to do!!

**47. Resident, Empshott Road**

I do not agree what you are saying, why should people pay to park outside their house and anyone who visits them. Its another tax on people with CARS leave this island of Portsmouth to the CAR, let people come and go here as they please, I do not have a CAR or drive, here in my road EMPSHOTT ROAD. Some houses have 3 to 5 CARS & VANS plus we have Dozens of houses rented out to students they come with CARS will they pay this so called new tax! I SAY NO TO This New TAX

**48. Resident, Empshott Road**

I am totally against this type of residents parking. Why should we have to pay? I pay council tax and road tax , parking in the street should not be taxed.  
The parking situation is fine during the summer holidays, when the students go away. During the day there are always places to park even if not in our road in the roads adjacent. The problem is at night when everyone returns from work then the roads become full. However the addition of night parking along Winter Road has helped a lot and if this was increased there would be enough parking for now.  
What are people meant to do if they have more than two cars in the house , not go to work? Give up work ? Buses are not a solution as they are limited.  
I am self employed and have a van, and a car and my son who is with me has a car to get to work he is also self employed so needs to carry tools to different sites. I could park my car somewhere else but where? Are there community parks for these extra vehicles? I need the car as the van only has three seats and I have grandchildren who I look after and ferry around. Also we have many family and friends visiting and child minders etc they will all need permits.  
Daylight robbery, I cant help thinking its just a money making scheme for the council  
No please don't bring this in.

**49. Resident, Empshott Road**

Please register my objection to the proposed ME ZONE: HASLEMERE ROAD AREA parking zone.

I have considered this proposal carefully but conclude the negative outweigh the positives. The only positives I can find is to help deal with the displacement parking form the new adjacent parking zone and to partially help with the football traffic.  
I find it continually disappointing that the city councillors and parking office think it is democratic to only ask for the opinions of the people within an area who will potentially gain from such a zone and not from the wider area in which people are affected. With this



continued narrow mindset displacement parking will continue on and on. It is apparent when walking around the new zones outside of their times that there are a large number of spaces unused on what otherwise used to be a fully utilised road such as Frances Ave, indicative of displacement parking.

Because the zone is set to start at 4:30pm it will penalise those who work in the few remaining shops in Winter Rd. We should be supporting such local businesses not hindering them. The zone should start from 5:30 or even 6:00pm this would have a much more beneficial effect. Except for weekend where the football is the main source of parking problems.

Having the zone end time so early also has negatives as those who commute will struggle to get back in time to take advantage of the zone. For example a worker in Southampton finishing work at 5:30 will always struggle to get back in time.

To implement a zone in an area which is directly affected by football parking with no consideration towards this is purely frustrating. During the season it is almost impossible to park within a mile of your house when the football is on. Given that games start at 7:00pm during the week this will still be a problem.

Residents who are in a zone which is only managed for 2 hours of the day should pay dramatically less than those in a 24hr area. I understand there is a cost to running such a scheme and charging locally protects those not benefiting from paying through council tax. But there is no way it costs the same to manage a 24hr zone as a 2hour one.

I hope you can see how to modify parking schemes to be better for everyone and look at the city as a whole not just individual blocks, which are going to vote for their individual best interests. After all I thought the councillor for this area and behind parking zones was a Lib Dem.

#### **50. Resident and Business, Empshott Road**

We have one personal vehicle and own two company vans ,one van is parked at our address daily but the other van is used and parked elsewhere in the city for part of the week and returned here for the rest of the week. I fully understand the proposal and what they are trying to achieve but as a small business owner, how would I be able to gain the third permit for my van without having to transfer ownership to a staff member ? I can cope with the costs but not sure the moving of vans every night inland out of the zone would work .

There are many small businesses in our area who work on Winter Road and park in our road. I have no issue with this at all and feel that we can always park here , not always directly outside the house but certainly nearby . The parking scheme would not guarantee better parking and I feel it will just push the problem to other areas of our site as it has already done in the areas where the zones are in place.

If our public transport system around the city was a little cheaper , maybe a fixed price /journey , I am sure many more people would use that than their car on a daily basis.

We have 3 vans in total, one is always parked around the Waverley Road area, one in Empshott Road and the other one , part of the week in Empshott Road and Part of the week elsewhere in the city.

#### **51. Resident, Fernhurst Road**

I would like to submit an objection to the proposed zone.

Our road, Keswick Avenue, plus Chestnut Avenue, are excluded from the current parking zone because we voted against it the last time. The zone was only recently introduced so I don't understand why we are being asked again.

I have lived in this road for years now and have not once in that time been unable to find a parking space.

**52. Resident, Frensham Road**

Whilst I agree that a parking zone is required I strongly disagree with the proposed times of the enforcement. One of the main reasons that we require a parking zone is that we are closely situated to Fratton Park and trying to park when Portsmouth are playing at home is next to impossible. The proposed enforcement times of 16:30 to 18:30 will not discourage the football supporters from parking in the ME zone, the football finishes at 16:45 and there is no way that you will be able to police the area in 15 mins and if they happen to kick off at 12:30 or 19:45 there will be no restrictions at all to prevent them parking which will make the parking zones useless and not fit for purpose.

I would encourage you to consider alternative times of enforcement to discourage the parking of football fans in the area on a match day.

Lunchtime games are rare so I would consider enforcing the zone from 16:00 to 19:00 or 16:15 to 19:15 to be a fair solution to the issue.

**53. Resident, Frensham Road**

I object to the proposal on the basis that I don't feel its a long term solution for the city. All it does is push cars into other areas and then new proposals are put in place for those roads and it goes on and on. However we are an island so that can only happen so much before there are no streets left. There isn't enough street parking for the amount of cars that belong to residents and I feel a more community approach could work better. Making use of unused car park could be a way forward.

Also I car share with my mother in law who lives on the seafront. This was a decision we made as a family to cut down on pollution in the city and lower our monthly outgoings. The car is registered to my mother in law but I am insured on it and have the car parked near my house in Frensham rd at least half the week. With the new proposal it would seem I would be unable to get a parking permit and it is going to be a massive inconvenience to have to park it or move it out of the zone during the set hours.

**54. Resident, Frensham Road**

I agree with the residents parking but not everyone gets home before 6.30pm. It won't benefit anyone who doesn't get home by this time. YOU WILL PROBABLY MAKE IT WORSE AS NON RESIDENTS WILL JUST WAIT UNTILL 6.30PM. You need to extend UNTILL at least 7.30PM

**55. Resident, Frensham Road**

I wish to express my wholehearted agreement to a planned permit parking scheme, however have the following caveats to the proposal that is being made:

TIMES 4:30 - 6:30 - Would be a complete waste of time, as many of the parking issues are brought around by commuters using the convenience of this area, given it's locality to Fratton station. Only enforcing the scheme between the hours of 4:30 - 6:30 means they will STILL be able to park up in the early morning and get back in time to drive away before the enforcement window even starts. Secondly, are we going to have patrols by wardens actually enforcing the restrictions on a Saturday afternoon, when parking on football days is simply non-existent? It seems you have no worry about charging residents for these

permits, when you are only suggesting they be required for only 2 hours a day - WHAT EXACTLY ARE WE PAYING FOR THEN? For example, the residents immediately adjacent to Fratton Park cannot park their cars in their road on match days, and naturally move over to our area to park. With such a limited window of enforcement and the unlikelihood of wardens being in the area when they are most needed, the times zones NEED to cover a much wider space of time.

**COMMERCIAL VEHICLES** - With the introduction of similar schemes in neighbouring areas, there has been a sharp rise in the number of commercial vehicles being parked (often well into double figures in one road alone) How does this scheme combat that problem, when you claim works vehicles CAN get a permit if they are the only vehicle at your address. Surely commercial vehicles should HAVE to be registered at an address within the area regardless of how many vehicles come under that property?

I believe, like all residents with cars, that parking in this area has reached breaking point and something MUST be done. However the scheme on offer seems to pay only lip service to the problem and yet will bring about considerable revenues from resident's for what appears to be NOTHING in return. If a scheme is going to be introduced then it needs to be like others in the city, where if you do not have a permit you have a maximum waiting time - NOT just to be enforced for 2 pitiful hours of the day.

I look forward to your response and hope collectively we get a scheme that, if we are to pay for it, actually achieves what it sets out to do and that is give priority parking back to the residents that live in that locality.

#### **56. Resident, Frensham Road**

Could you please not try to enact this ridiculous parking zone.

It is blatantly a Cash grab on an already over taxed Portsmouth and Southsea area.

I am on a limited income with a car and a work Van. I am predominantly field based and already suffer from massive problems trying to attend call outs in the area as it is. With the restricted zones nearby with no parking between 4-6 and 5-7 you are causing unnecessary problems for service engineers and other workers.

I appreciate your are looking for a way to generate more revenue to pay for already Fat councillors to pad their already oversized pay checks but you could always look for another sheik to pump money into the back pockets of corrupt councillors and politicians.

How bout you build large car parks on the Pompey centre and allow over flow to park for free at night , Or when the gridlock football happens .

Perhaps move the bloody stadium to tipner instead of buying a useless seafront garden reserve.

The proposed parking zone will do nothing to stop match day parking in my road. Instead of 2 hour make it full permit, if you are going to insist on this ridiculous proposal.



Then patrol every match day down these roads auto ticketing ALL cars vans and motorcycles which have no permits.

At this time all you have done is push problems from other zones into our area.

Also ALL 1st permits should be free, this would stop residents from questioning Portsmouth City Councils unquestionably greedy stance.

**57. Resident, Frensham Road**

I am writing to you to object to the proposed residents parking zone : ME Haslemere Road area (TRO 30/2019). I would appreciate confirmation that you have received my objection please.

My main reason for my objection is that I do not feel the scheme is compatible with modern family life. We are currently a two car family, in the next few years that could increase to a four car family as our children age and start working. Currently a third car is £590 and only if you decide the capacity in the area will allow. Please can you explain how the extortionate figure of £590 is calculated please? Also, if permission for car number three isn't granted, which would then also mean car number four would automatically be refused, where are our children to park? Children are living with parents for longer because they can't afford to leave home, this may have a detrimental effect on their ability to seek and carry out work.

I also wish to object to the proposed scheme on the basis of how it has been 'rolled' out across the town. In the past when the Frensham Road area has been surveyed for parking permits, there hasn't been enough of a reply or agreement for the scheme to go ahead. By bringing in the scheme area by area, creating displacement of vehicles, you have in effect 'bullied' the residents into having the parking scheme the Council wants. The current system has caused parking to become so difficult that residents have no option but to agree to the scheme. I think this is disgusting and does not put the residents needs first, it is a money making scheme for the council. By having two hour parking zones, staggered within zones adjacent to each other, there is less need for officers to patrol, keeping staffing levels to a minimum, yet creating a large income for the council.

I work within the Portsmouth area, I am required to visit many local shops. At certain times of the day this is now not possible for me. What am I supposed to do? How are you going to help local businesses effected by the parking permit system? What are staff and visitors meant to do? I can't pay for visitors passes for every shop I visit.

Paying for permits will not create more parking spaces, we will still have parking problems, we will just now be paying for the difficult parking situation.

You are right in that the solution will not suit everyone but you haven't answered my main concern. Two of my children will possibly need to drive for work or college, if they are able to drive and have their own vehicle, where will they be permitted to park? If they are unable to park in our parking zone, where will be the next available roads to Frensham Road that won't be retracted? I fear that this may be some way from our home and worry for the safety of my girls, especially returning home at night. I understand that in reality they only can't park in the zone 4.30pm until 6.30pm but it's not always possible to be available to move cars when the hours are restricted.

**58. Resident, Frensham Road**

My objections concern the operating time of the parking zone.

I live on Frensham road and generally I find there to be sufficient parking on my street. The exception to this is when Portsmouth FC play at Fratton Park, which causes the parking situation to become very bad, especially during weekday evening fixtures. On these occasions, I am frequently left having to park several streets away from my home after failing to find any available spaces on my street. It is not only the parking which is impacted by the influx of cars in the run up to a football match, but also the flow of traffic, with the narrow roads often being congested and queued up with cars searching for spaces while having very few places left to pass oncoming traffic.

I am all in favour for a parking restriction being imposed that coincides with the times of the local football matches, but I do not see the need for the restriction at other times.

As most weekday matches start at 7:45pm, I do not feel that the proposed parking restriction between 4:30pm to 6:30pm will be adequate to deter people attending a midweek football match from parking on Frensham Road and may also have little effect on Saturday match day parking.

Therefore, to provide more improvement to parking for local residents, I would ask you to consider revising the restriction times so that they would cover up to a time of at least 7:30pm weekdays and set the restrictions earlier on a Saturday to tackle the 3:00pm matches.

**59. Resident, Grayshott Road**

I object to the proposal. I do not have difficulty parking during the proposed times therefore don't want to have to pay for a permit.

**60. Resident, Grayshott Road**

I object to the proposed parking zone. Firstly there is no problem parking in our road. Secondly the time proposed does not benefit me as a shift worker. I also feel this will cause enormous financial pressure, in a circumstance where parking is not a issue.

**61. Resident, Grayshott Road**

I object to the proposed parking zone.

I think parking zones introduce as many problems as they solve, therefore you do not get a reduction in the number of problems, you just get different problems. I also support the abolition of the adjacent MB and MC parking zones.

You are proposing for zone ME operation between 4.30pm-6.30pm. Adjacent MB and MC parking zones operate 4-6pm and 5-7pm.

Why the difference?

Why not make them consistent?

Why not make them Monday to Friday? The Saturday restriction will play havoc with football supporter's parking.

**62. Resident, Grayshott Road**

We are against the proposal as we object to having to pay to park outside our own house.

Were we rich enough to live in the suburbs or have a garage/off-road parking it would not matter to us. However we are not and live in an ordinary terraced house . Any parking charge is an unacceptable burden on the poor pensioner.

My wife will now have to pay for her TV licence soon and is now expected to pay to park her car which is our only luxury.

**63. Resident, Grayshott Road**  
**STRONGLY OBJECT**

I, and every decent car owner in this city, already pay council tax, road tax and petrol tax. I do not wish to pay anymore to legally park my fully legal car on a public road.

I do not believe any real negotiations have been held with Tesco and B & Q over residents making use of their space in busy times. Had they agreed you, the council, would be losing prospective revenue.

What will I get for my money? As I see it, nothing. If I come home and can't park because an un permitted car is present are you going to immediately remove it so I can park? No. At best it would be ticketed raising revenue for the council, but, alas, I still won't be able to park.

You have not addressed football as you did not address reasonable timings for the Kings Theatre residents. This proves this is a money making enterprise and not a 'service'. By not addressing specific area problems it underlines my view that you could very well have had a Portsmouth wide roll out of zoning but may have lost out to public opinion and therefore lost revenue, instead you have forced zoning in by stealth. Knowing that Non permitted zones will soon be clamouring for zoning after months of vehicle displacement from surrounding zones.

I will be interested to know how and where these objections are being considered.

Poor, poor show Portsmouth City Council.

**64. Resident, Grayshott Road**

I would like to register that I'm against the parking zone proposal for area MB.

1630 to 1830 Mon to Fri restrictions will not benefit me. Not everyone works 9-5, I find problems getting parked in my road and the surrounding roads after 2000.

Saturdays when Portsmouth FC are home I just don't use my car because I would never get parked again.

Either a blanket resident's only parking scheme all the time or nothing as it is now. I am not happy to pay a £30 fee for something that will not be of any benefit to me.

**65. Resident, Haslemere Road**

I completely object to the proposed parking zones. I am a uni student living at home and my parents already have cars on the road. My insurance is already increased due to my age and I pay road tax. Therefore introducing permits will therefore make me have to give up my car which I worked hard for and payed myself. I don't see how you can justify the increase with how many cars you have to a household. I think it's outrageous and I do not

<p>support this at all. Many people who live on my street have young children, bills and a house to pay for. This will also effect my family member coming round to visit which is evermore outrageous as why do I need to pay for my family members to visit? As said I'm completely against this and hope this doesn't come into place.</p>
<p><b>66. Resident, Haslemere Road</b> No to Haslemere road parking arrangements</p>
<p><b>67. Resident, Haslemere Road</b> I object to the proposed scheme due to it being expensive, impracticable and unnecessary.</p>
<p><b>68. Resident, Haslemere Road</b> I object to the proposal for permitted parking in Haslemere Road.</p> <p>I really don't see any benefit, the people who park in the road live in the road, therefore you would just be charging residents for the pleasure of parking in their own road.</p>
<p><b>69. Resident, Haslemere Road</b> I feel the proposals for resident parking have been less than democratic and as other neighbours agree it seems a political mission</p> <p>I support other neighbours with the following objections</p> <p>It is a piecemeal approach to the parking problem</p> <p>It will create more social isolation for those who require family and friends to visit</p> <p>The cost for council tax payers are totally unacceptable. It really looks like a money-making scheme and I won't get no benefit from this</p> <p>It is not a part of a wider strategy for transportation and emissions within the city</p> <p>Some people are struggling to pay their normal bills and you are now proposing to incur an additional cost</p> <p>Let's stop wasting time with this and look at more modern ways of using transport networks within the city</p>
<p><b>70. Resident, Haslemere Road</b> I object to the scheme as currently proposed and my response to the introduction of the proposals can be summarised as follows:</p> <ol style="list-style-type: none"> <li>1. The local parking problem is mainly caused by matchday visitors to Fratton Park</li> <li>2. The proposed scheme and restrictions would do very little to minimise matchday parking.</li> <li>3. PCC does not have a clear mandate to introduce (what is effectively) an additional local tax on motorists based on a weak majority of responses to a flawed survey, largely ignored by residents, that did not give an option to identify the most obvious cause of the problems</li> </ol> <p>Consequently the proposals are the worst of both worlds: a financial burden on residents that offers no value as they do nothing to solve the main problem. Please do not introduce these ineffective and costly proposals with no clear mandate to do so.</p> <p>Summary of the questions I have for the PCC planners and engineers raised below:</p>



1. Is it not obvious that a residents parking scheme should deter parking by non-resident football traffic rather than facilitate it?
2. Do the engineers agree that the survey questions were generic and did not give adequate weight to the most obvious cause of problems ?
3. Do the PCC engineers agree that the proposed restrictions would not deter the majority of matchday parking?
4. Can PCC truly claim a mandate to introduce this costly scheme with the residents of only 11% of dwellings directly affected in favour?
5. Surely the survey should have listed matchday parking as a specific issue when it blights the area so obviously and so frequently?
6. Does PCC have any proposals to limit matchday parking alone?

I offer the following evidence to support my response:

Matchday parking is the main problem

I have lived at this address for many years. I can confidently state from years of experience that parking near my home on matchdays, especially evening games, is more or less impossible if returning after 17.45. Weekend games are less problematic as you would normally be already parked, but leaving and returning to park within two hours of kick-off is again impossible.

In this time, family members have received at least two PCN's per football season, on each occasion following a matchday, most frequently on mid-week games, when we feel forced to park illegally as there is not an inch of parking available within walking distance. The problem has become more acute on Saturdays since the (re)introduction of the MB zone with 4-6pm restrictions, which just moves the problem along.

However, outside of match days it is almost always possible to park within a few streets of home, albeit the later in the day, the further away you will need to look.

Recent growth of student accommodation blocks built in Central Portsmouth has led to fewer local student houses (1). Likewise changes to the Private Rented Sector tax regime and other regulations have meant that Houses of Multiple Occupation are less attractive to landlords (2). Both trends result in fewer dwellings with multiple adults and therefore fewer vehicles, thereby mitigating the non-match day parking volume.

It is well known that Portsmouth Football Club enjoys significant support regardless of the league level it is competing in. For example it has the second biggest average attendance in League One last season (3).

It should also be taken into account that PFC could be promoted in future, and would be playing Championship teams with a bigger travelling support than League One sides, a proportion of which will always arrive by car (4).

The answer is surely match day parking restrictions for non-residents, publicised in partnership with media and PFC, who can help pass these on to travelling fans. These could be supported with improved match travel options e.g. park and ride on land adjacent to Eastern Road, which would also improve the environment by cutting down on airborne



pollution, another publicly stated aim of the council (5).

However, the PCC proposals have all the downsides of a bureaucratic and costly system (for both PCC and residents) but would not address matchday parking.

PCC proposals would do little to limit matchday parking in local streets

I feel that the architects of the proposed 4.30 - 6.30pm restrictions have let local residents down, by not taking matchday parking into account.

It is no secret that the majority of PFC home games are played between 3 - 4.45pm on Saturdays and 7.45 - 9.30pm on Tuesdays (plus injury time). However, the proposed restrictions would allow evening match traffic to park without hindrance and for Saturday match traffic to either leave at 4.30 (15-20 minutes before the end of the game) or take a chance on not getting a PCN in the last 15-20 minutes. It would also have the effect of encouraging football parking away from the MB area (where the residents restriction starts at 4pm) to the ME area.

Clearly a proportion of the additional 18,000 - 20,000 people arriving for a match (including those working) drive to the ground and want to park nearby to the inconvenience of local motorists. Is it not obvious that a residents parking scheme should deter parking by non-resident football traffic rather than facilitate it?

If we must have a parking scheme please make the restrictions active and enforceable during matches to control congestion, the inconvenience of the local area being flooded with traffic, often dangerous illegal parking (when legal parking is exhausted) and the pollution caused by traffic jams in the local area.

Do the PCC engineers agree that the proposed restrictions would not deter the majority of matchday parking? Please do not miss this opportunity to address it with a flawed scheme based on a flawed survey.

Further to the above I question whether PCC has a genuine mandate to introduce a scheme at all...

PCC does not have a clear mandate to introduce a paid residents parking scheme

Can PCC truly claim a mandate to introduce this costly scheme with the residents of only 11% of dwellings directly affected in favour? (a total of 254 in favour out of 2225 properties surveyed) (6).

Despite the survey not having a specific option for identifying matchday parking as the issue (hence the high proportion of "other" in the responses), the survey comments summary noted that matchday parking is the most common cause of the problem. "Event parking" was the third most popular cause identified, which some respondents would have chosen in error. Do the engineers agree that the survey questions were generic and did not give adequate weight to the most obvious cause of problems ?

Given that those who are not in favour are less likely to participate, and that the 73 majority

in favour represents only 3% of the number of properties surveyed, PCC cannot claim any overwhelming "grass roots" demand for the restrictions. Please do not impose them on residents with such a weak mandate based on a flawed survey. Surely the survey should have listed matchday parking as a specific issue when it blights the area so obviously and so frequently?

Please do not compromise local democracy by taking such a major decision with such a small majority based on such weak survey evidence - does PCC have any proposals to limit matchday parking alone?

**71. Resident, Haslemere Road**

My objections are

1. The parking scheme is not necessary. Problems parking in this area are only on match days and this won't be addressed by this scheme. Any other day that isn't match day there are no problems with parking.
2. The initial vote the council held was only 20% of households with just over half indicating that a scheme would be helpful. This means just over 10% of households were asking for a scheme. In my view this is undemocratic to base a decision on a small minority.
3. A parking scheme will create issues for residents of the adjacent ward as people unable to obtain or afford the license will simply park in the unlicensed areas. The council needs to take a city wide approach
4. The cost of licences is not fair for households with more than one car. For example my household consists of four adults. We are trying to save up for deposits for their own homes which is increasingly difficult given the current climate even more so with parking permits to pay for when they are not necessary.  
We work outside of the city and because of this cannot take public transport. The parking scheme simply adds another financial pressure for us it won't persuade use to use public transport because it's simply not an option for us.
5. My neighbour relies on visits from friends and family to provide her with care and is concerned she won't be able to afford the cost of permits to supply family for their tea time visits. She doesn't qualify for any help with care needs.

**72. Resident, Haslemere Road**

I am a resident in the proposed parking zone area and wish to object to the above proposals for the following reasons:

1. A parking space will not be guaranteed.
2. I have lived in the same property here for many years and object to payment of a parking permit in order to park near my home, in particular for a first permit.
3. On the balance of probabilities a second permit will be needed for the majority of households. This is expensive and adds to the continually rising cost of living. Public transport is too expensive to be a viable option.
4. It seems a third permit will be out of the question but even if allowed, the cost is extortionate. What happens to the vehicles of those adult children living with their parents at home because they can't afford to move out? This particular problem is escalating and they still need their vehicles for commuting to work. Their only solution would be to park further away in a non-parking zone area.
5. In turn the parking problem will simply be passed on to adjacent non-parking zone

<p>areas.</p> <p>6. There is still a huge number of untaxed vehicles parked on our streets which, if promptly dealt with on a regular basis, would alleviate some parking issues.</p> <p>7. Commercial vehicles impact greatly on residents' parking and if these were restricted as outlined in the proposal this would also help alleviate the issues.</p> <p>8. Many households have more vehicles than residents within the household which again impacts greatly on parking and could perhaps be addressed before considering a parking zone.</p>
<p><b>73. Resident, Haslemere Road</b></p> <p>I had a concern about the proposals made. The main issue is football match days which occur on Sat and Sunday and mid week Tues and Thurs. I cannot see how what is proposed will help residents on match days. Please can you explain the rationale for the proposed arrangements and what aspects are aimed at protecting local residents from the significant influx of football fans on match days.</p>
<p><b>74. Resident, Haslemere Road</b></p> <p>We would like to register our objections to this plan.</p> <p>With only approx 12% of the homes on our road replying, and approx the same from the entire survey asking for the proposal, we feel it is unfair to implement this at this time.</p> <p>The main problem areas identified are in the evening and overnight, both of which will not be helped by the parking scheme.</p>
<p><b>75. Resident, Haslemere Road</b></p> <p>I am writing to object to the proposals on residents parking in the Haslemere road area in relation to the above reference number. My reasons are listed below.</p> <p>Residents parking does not ease traffic problems it just puts them in other areas.</p> <p>This, in my view is just another way of getting money out of motorists who are seen-as easy targets</p> <p>More emphasis should be focused on public transport to reduce fares and make this service more efficient as I know myself and others would use public transport if this were the case.</p> <p>Councils should work more with company's i.e the businesses at the Pompey Centre to find a way that the approx 1000 empty car parking spaces could be used each evening/night.</p> <p>Companies I.e BT, double glazing firms, water companies, PCC etc should not allow employees to park in residential areas overnight, week ends and bank holidays.</p> <p>Multi occupancy housing for students in this area should stop and students should not be allowed cars as the university supplies free/greatly reduced us fares.</p> <p>Please consider the above before a decision is made (if it's not already made)</p>
<p><b>76. Resident, Haslemere Road</b></p> <p>My objection is based on the proposed time period bearing no consequence on my ability to find parking in the zone, with an additional cost implication.</p>
<p><b>77. Resident, Haslemere Road</b></p> <p>My objections are</p>

1. The parking scheme is not necessary. Problems parking in this area are confined to match days and this won't be addressed by the proposed scheme. At other times it is very rare that we are unable to park, although since the scheme was introduced in an adjacent area parking is slightly worse. I understand this is a common occurrence due to the piecemeal approach adopted.
2. The turnout in the initial vote the council held was only 20% of households with just over half indicating that a scheme would be helpful. This equates to just over 10% of households asking for a scheme. In my view this is undemocratic to base a decision on a small minority.
3. A parking scheme will create issues for residents of the adjacent ward as people unable to obtain or afford the license will simply park in the unlicensed areas. The council needs to take a city wide approach
4. The cost of licences is punitive for households with more than one car. In the current climate many households ( including mine) consist of adult children sharing homes with parents. For example my household consists of four adults. They live here to try to save up for deposits for their own homes which is virtually impossible these days. Public transport is unreliable and not viable for most people. Jobs in the city are hard to come by. All three of the working adults in my household work outside of the city. The parking scheme simply adds another financial pressure it won't persuade them to use public transport because it's simply not an option for them. My household is hardly Atypical in this respect.
5. My neighbour relies on visits from friends and family to provide her with care and is concerned she won't be able to afford the cost of permits to supply family for their tea time visits. She doesn't qualify for any help with care needs.

I submit my objections to the scheme

**78. Resident, Haslemere Road**

I wish to lodge my objection to the proposed parking restrictions for Haslemere Road area on the following grounds:

- It will not deal with the football traffic as it will not be policed - this has been stated by the Chief Traffic Warden for Portsmouth.
- It will not deal with the large vehicles parked on Haslemere Road outside of the restricted hours.
- It will cause massive inconvenience to small businesses such as Childminders and Nurseries in this area, as the proposed hours are the most likely collection times for young children.
- In fact the proposed times do not take into account the wide range of working hours ie finishing times for most people especially if they are commuting off and on the island.
- It does not deal with the properties with multiple vehicles as these end up overspilling into surrounding areas (which is why Haslemere Road now has a problem).
- I doubt there are sufficient traffic wardens etc to effectively enforce these proposals.
- I also do not believe there has been sufficient responses from the local community for there to be grounds for these proposals to be introduced.

**79. Resident, Haslemere Road**

Please NO MORE PARKING SCHEMES

We cannot afford the fee so have to park elsewhere

**80. Business, Haslemere Road**

I am writing to register my objection to the parking zone proposal given the likely catastrophic effect it will have on my business and livelihood.

My business is one of the “residential locked” businesses which I believe Section D refers to when providing for a 26m length [3-4 cars?] “Limited Waiting Time”. However my business is not mentioned in the proposal [whilst the carpet shop and Gym are] despite the fact that my clients will be severely affected. Are you aware of the existence and nature of my business? I have been at the property for a number of years now!

My business provides health, education and achievement opportunities for children in a controlled and supervised environment. The facilities that have been developed within this building are very appropriate for these activities – being utilised by others for examinations. As the pupils are primarily of school age the activities are geared towards post school hours [15.30 -21.00] and Saturdays – just the time when the permit only parking becomes effective [Section B 4.30 pm – 6 30 pm]

You will appreciate that with children of a certain age [say up to 8] parents will need to/wish to accompany their children and this is currently possible [albeit difficult] with temporary places available in the area. This will not be possible with the inability to park during the session period [usually a minimum of 45mins].

Similarly the area is not well served by public transport for other children and the enhanced difficulty of drop off may also discourage parents and children from signing up with my business.

The “margins” in this business are small and clearly this proposal will in all likelihood lead to a substantial loss of my client base – and the possible closure of my business and loss of my livelihood.

Whilst the “limited waiting” proposal facilitates some drop-in business and turnaround for shops and newsagents, it does not accommodate the substantial client base associated with a business like mine – certainly not with a 26m length.

There are 3 studios within the building. I am at the building throughout the work hours and consequently will need a permit to enable me to park throughout the period. I have a number of casual and temporary teaches taking other classes during these periods – often at short notice – and unless they can find a spot in the very limited area of “3 hour parking” they are not going to be able to park and provide the teaching required – once again leading to the demise of my business and the loss of service to 150 children and families!

Notwithstanding the probable impact on my business, it does seem somewhat ironic that the charge for parking under this arrangement falls on the residents/businesses of the area and not on those who would appear to be making such parking problematic. Should not initial limited parking permits be allocated free of charge with additional parking permits being charged for?

As you will appreciate from the above, this proposal could be the death of my business which has taken years to establish and attract the reputation that I believe it has– having had pupils represent England in the last 4 world tournaments and former pupils now performing in the West End and on the world stage. Consequently you will be unsurprised that I object to the proposal. Should you think it helpful in your considerations I could organise a petition from parents? I look forward to hearing from you after a disappointing lack of consideration and no mention in your proposal.

**81. Business, Haslemere Road**

We are writing to strongly object to the proposed TRO 30/2019 parking restrictions.

Firstly having worked in Haslemere Road for many years I see no problem with the on

street parking. During the day there are no issues at all. Parking does get busier towards the end of the day when people return home but this parking in my opinion is only from local residents and a scheme to limit parking between 4.30pm – 6.30pm will not change the fact that these residents will be returning home during this period. The parking issues are not being caused by people from other areas parking here.

While we strongly oppose any restrictions in this area as a business located in Haslemere Road for many years the proposed restrictions seem to have in no way taken the impact on our business into account. We are open until 5.30pm Monday – Saturday with our customers coming into our showroom in Haslemere Road continually during that period. Sometimes they are staying up to 6pm. This means that on street parking is a must for our customers as it has been for years. Your proposals would prohibit our customers parking outside our showroom at a time when there is still ample parking in both Haslemere and Mafeking Road for any residents.

We also have two company vehicles that are parked on street. These are parked on Mafeking Road alongside the boundary of our business and not outside the properties of any residents during the more difficult evening period of parking.

The parking restrictions are certainly not required at 4.30pm. Parking restrictions after 6pm around our business should have been what is being proposed although again I don't see this alleviating any parking issues the residents may have. As I type this it is approaching 6pm and looking out onto Haslemere Road and some of Mafeking Road I can see multiple on street parking spaces.

I also note that 3 hours no return zones / ME Permit holders only have been proposed around other business but not ours? A 15m length west side of Haslemere Road outside SBS (112/114/116) and 20m North side of Mafeking Road up to the boundary of 45 Mafeking Road should have been included within your proposals at the very least. I'm disappointed that the proposals have not taken our business into consideration at all in this respect. As I have said we object to these proposals as they would have a major impact on our business.

## **82. Business, Haslemere Road**

I feel that I must object in the strongest terms to this proposed parking plan. Any action that puts any resident or business in a worse position than before must be objected to. Not only are local residents not guaranteed a parking place they now will have to pay for the privilege. Most homes either paying rent or a mortgage will need two wage earners to fund all bills payable to survive and often have two vehicles to use for work. Thus first vehicle will need to find an extra £30 per annum with the second vehicle having to find £100 per annum and so on. As if times are not hard enough for some people ?

My long established and well frequented business will now suffer greatly with permits predicted to cost a maximum of £590. Does this mean that we will have to provide permits for all customer visiting my business at a maximum cost of £590, do we not already pay enough business rates for nothing in return (we have to pay to have our waste removed) In the area of the business the three main problems are with the dance school whereby we have a constant stream of parents in their Chelsea tractors dropping off, waiting or picking up their precious off spring who are too delicate to walk anywhere. These parents always park on the double lines, across drive ways and parked on the garage forecourt. The gym named Sweat has many sub contracting trainers using the facility with the same outcome

when local residents were assured by the business owner that most of the gyms clients would arrive on foot, not the case. How has Portsmouth city council allowed this to happen ? the dance school and gym needed planning permission granted before either could commence trading. The third problem in the area is someone carrying on a clearance business from Haslemere road. He can have up six transit type tipper trucks and Luton type lorries in the area often without a valid MOT or road fund licence and I doubt insurance. We local residents and business owners have on many occasions complained to Portsmouth city council and the police with not much action being taken until recently that is whereby he was taken to court and fined £1000 with twelve weeks imprisonment suspended for a year for causing in excess of £100,000 in clean up costs. The "fine" if ever he pays it will simply be re earned by him in a few days and he will continue with his trade upsetting local residents. Does he have a carriers licence, does he pay business rates like all other businesses. Portsmouth city council needs to "clean up" what is actually happening on the streets, not just throw a restriction scheme at the problem. Some suggestions would be to encourage correct and considerate parking, for residents who have garages or off road parking to use those places and for commercial vehicles belonging to a business not in the area, to be left at the business premises and not brought home to residential streets. I am willing to meet with a representative from Portsmouth city council to discuss points raised in this

**83. Resident, Heyshott Road**

I am writing to comment on the proposed parking zone in the Haslemere road area. I think that it is a very stupid idea and will cause more parking problems than it solves. People that are well off will buy two permits. They are more likely to have a 9 to 5 job. When I come home from work at 7am on a Saturday or Sunday my permit is not going to help me. On my days off I can usually get a parking space as long as I don't come home after 5pm. If more parking zones are brought in it will add to my parking problems. If I can't park in my own zone then I will have to find parking in a non zoned area which could be some distance away. Not a prospect I look forward to after a 12 hour shift. I might as well take the £30 cost of a permit and flush it down the toilet. £30 per year might not be much but it seems to me that we are being asked to pay out more and more money every month. Not just by the council but by other government organisations and private companies.

**84. Resident, Heyshott Road**

I would like to raise my concern about the proposal to restrict parking between 4.30-6.30. People avoid paying for a permit and just go and get their cars and park them after 630 in the road

If you are going to introduce this please make it 3 hrs no return before 2hrs...then people can visit but not stay too long.....My elderly mother has the 4-6pm and I used to pop in on my way home from work but cannot do not due to worries about getting a ticket...

**85. Resident, Heyshott Road**

I am AGAINST the proposed parking zone in the area to the East of Heidelberg Road and Bath Road. I see that only residents can buy visitor permits - my visitors cannot buy them on my behalf. I am totally housebound. How am I supposed to get a parking permits for my daughters to visit me?

I suggest all that is needed is a ban on vehicles over a certain weight/size parking in the roads around here between the hours of 6pm and 6am. Parking in Heyshott Road is certainly not a problem weekdays during the day time.

**86. Resident, Heyshott Road**

I can appreciate the need for something to be done to stop flat-bed vans/huge work transits

and Pompey fans from taking up all the spaces.

But I don't believe a timed zone will help.

Ultimately, all it'll do is push the traffic and the problem itself to other permit-less areas nearby.

This will then cause more issues for residents living there (as seen here following the introduction of the MB and MC zones); businesses on the Eastney Road (as seen on Albert Road following same said introduction); and the council.

The council needs to look at parking permits across the city as a WHOLE. Doing the job piecemeal is not the answer and is costing too much taxpayers cash.

We used to live within the KC Zone.

I think if you're going to look at implementing zones in this area, they're the example you need to be following: 24 hour not 2 hour.

As someone who works shifts, a permit between the hours of 4:30pm and 6:30pm would be absolutely pointless. I can arrive home at any time before 3pm on some days and after 7:30pm on others.

Therefore paying £30 for the off-chance I might get somewhere near my house is a waste of time and money. I have that already.

#### **87. Resident, Heyshott Road**

I object to the proposed parking zone for the following reasons:

1. I do not think residents should have to pay to park outside their own homes.
2. I do not think the proposed time bracket (1630-1830) for permit restrictions would help the parking situation. It is too early, there are usually still spaces around at this time, it is not until around 2000 or even after 2100 that the roads are often full.
3. I think that parking is a city wide problem that needs a city wide solution, rather than piecemeal introduction of permit zones.

#### **88. Resident, Highland Road**

Firstly can I ask why we did not receive direct communication from the council? Our neighbours have all received letters but we have not.

I strongly object to the proposal, both for Residents parking permits and also to the proposed Waiting Limited to 3 hours along Highland Road.

Residents Parking Permits. These only succeed in moving parking problems, not solving them. Whilst parking in this area is difficult at times, it is not a huge problem and the difficulty is mostly caused by the high density of the housing, not by vehicles from outside the area.

Waiting limited to 3 hours, 52m length on Highland Road. I can only assume that this has been asked for by the Church to aid them with utilising the Church Hall. Unfortunately, their parking problem is of their own making. Had they retained the land to the south side of the church they would have plenty of parking spaces. Also, they are pushing themselves as a



Community Church and the hall is a Community Hall, as such, one would assume that their users are from the local community and therefore are able to walk to the facilities and should be encouraged to do so by the Council, therefore obviating the need for this restriction.

If introduced, this restriction would remove much needed parking from the residents of Highland Terrace and Haslemere Road, putting increased pressure on Haslemere Road and probably pushing longer stay vehicles across Highland Road in to Bristol and Bath Roads.

**89. Business, Highland Road**

This will seriously reflect on my customers. Many who visit the area from outside of Portsmouth.

There has never been a problem to park in this area and the area does not need a residence parking zone. Until very recently I have lived in this area for many years. All cars and vans will just move onto the bordering roads.

I am also a Council Tax payer and reside in Portsmouth. I think there should be a city wide scheme for all council tax payers.

Being a Business, I was not consulted in the original Questionnaire, perhaps business should be.

I hope that part of this questionnaire asked residents if they were "Blue Badge" owners as their replies could be biased.

**90. Resident, Highland Terrace**

I am against proposed scheme. I have no problems parking currently. This seems to be another example of monetizing a resource that I already pay for (road tax) and will be essentially charging residents for any visitor they may have. You can breakdown your figures in your favour if you like but only 10% of the residents asked "felt" a parking scheme may help. Every person I asked who lives in a recently introduced parking scheme has told me it makes their life more difficult and does not even guarantee a space, all they do now is pay you more money every year for no benefit.

**91. Resident, Hunter Road**

I wish to object to the proposed parking zone known as ME Haslemere Road Area.

I have been a resident of Hunter Road half of which is to included in the scheme for many years.

I do not believe the introduction of this scheme will improve the possibility of parking in this area and will not in any way reduce the number of vehicles owned by the households living in the area. It is the increase in commercial vehicles parking at home addresses or residents running business from their homes with more than 1 commercial vehicle that puts the pressure on available parking.

I also object to the fact that under this scheme I would have to pay £30 to park my own car. I am a one car household and a pensioner.

I trust my views will be considered before any decision regarding this proposal goes forward.

**92. Resident, Hunter Road**

My concerns are "does the parking zone deal with the issues of parking or does it just push the problem around"?

I have lived in Portsmouth for the last few years and the only time I have had issues finding somewhere to park is when arriving home late during Portsmouth City Football Club home games. Your proposal to my understanding hasn't taken this into account at all.

The current proposal for permits is 16:30 to 18:30, home games start at 19:45 so the restrictions are completely useless for those of us unlucky not to work a 9-5 job.

I do not believe the permit charges are fair or necessary. Many homes now are occupied by more than 2 adults, with the average house price in Portsmouth over £250k many are struggling to afford their own home forcing the use of HMO's. The ridiculous £590 charge for the 3rd permit seems to me like the council profiteering from the unfortunate housing crisis we have in the city. Are the council paying the home owners not requesting permits anything so they can take advantage of their on the road parking space?

My counter Proposal would be along the lines of the following:

- Bring in Parking Zone for all residents but without the time restriction, without the permit restrictions per household\* and with a standard £30 charge.
- All Portsmouth City Football club visitors are required to park and the park and ride and/or provide a multi story parking facility close to the ground.
- Also restrict commercial vehicles of +3500 kgs from parking on the road as it causes a high risk of an accident.

\*Permits could be awarded by name to residents registered to the home or by vehicle registration is they can prove the vehicle is registered to that address.

I understand and appreciate the comments you have made however the proposal still isn't addressing the root cause for the parking issues. As a city we want to encourage the business visitors bring however as probably the most over populated city in the country without additional parking (large multi-story) the problem will not be resolved.

Regarding football parking in the industrial estates close by I can appreciate their concerns about the daytime 3pm games but there's no reason why the evening games couldn't be accommodated in these car parks. For the likes of B&Q that open late they could still reserve spaces for late evening customers and leave the majority of the car park open to fans. I really feel there is more that could be done by utilising local businesses.

**93. Resident, Hunter Road**

I would like to state my objection to the proposed residents parking. I live in Hunter Road and do not see any advantage in the proposals.

**94. Resident, Hunter Road**

I would like to state my objection to the proposed residents parking. I live in Hunter Road and do not see any advantage in the proposals.

**95. Resident, Hunter Road**

Thank you for considering residents' needs and inviting our feedback.

I am writing with my objection to the proposed Residents' Parking in Zone ME: Haslemere Road area (TRO 30/2019).

Zone ME is almost entirely a residential area. Almost every car owner \*needs\* their car. Therefore implementing Residents' Parking will not reduce the number of cars. It will, however have a negative impact financially on residents.

Due to Portsmouth infrastructure and industry many residents are required to travel a long way for work and work irregular hours. Car-share is therefore impossible for most people. Households with multiple cars \*need\* this number of cars.

Implementing Residents' Parking will not reduce the number of cars in Zone ME. In my opinion residents who are in favour would merely like more space to park – don't we all. However, should this proposal be implemented these 'supporters' will soon be disappointed with the outcome of no change.

Your website outlines that funding generated by Parking Permits covers the cost of running the scheme. [There is nothing outlined to suggest Parking Permit revenue is used to fund other benefits for the city or its residents.] As the area in/around Zone ME is almost entirely residential, almost every car parked here will belong to a resident. Residents will be forced to purchase a permit to avoid penalties so every car in the area will be permitted. Therefore residents will be paying hard-earned money to fund parking wardens who would have little to warden in Zone ME: residents will simply be financially penalised for almost zero gain.

Due to various reasons 'multiple home occupancy' (HMO) in Southsea/Portsmouth is high, as the Portsmouth City Council website addresses. The city's high permit costs for a 2nd (£120 in 2020) and 3rd (£630 in 2020) vehicle within a household are expected to have a significant impact on homeowners whose living and mortgages depend on HMO income. Increasing tenants' costs (assuming they are the 2nd/3rd car owner) is also expected to reduce the attractiveness of tenants choosing to share a home rather than live alone. In such an overcrowded city HMOs benefit everyone: homeowners, tenants, the council, the environment etc, and should therefore be encouraged, not discouraged.

**96. Resident, Liss Road**

I would not be in favour of the parking zone to only be in operation between 4:30 - 6:30 pm. Not only do we have a garage opposite whereby people drop their cars off during the evening ready for the garage to work on the following morning but my personal life makes it necessary for me to go out in the evenings and there would be no guarantee there would be a parking space when I return. Why can't the operation time be extended to 6:00 am in the morning? If I am expected to pay £30:00 per annum for a scheme whereby I may not have a parking space in my road, I am not in favour of the proposed scheme and my partner who would have to pay £100:00 per annum is of the same mind. I have got used to parking several roads away, its gross with territory so I am not in favour unless the time is extended.

**97. Resident, Liss Road**

The parking is very bad. I work a late shift and do not get home until about midnight on most days. I never can find a parking space when I get home so I have to park quite away, away. If I thought that when I got home I could park in my road if I had a permit then I would be happy to pay for one but when reading your letter it does not guarantee a space. I am not asking for it to be outside my house but in my road would have been nice. So I do not see why I would pay out money and still be parking away from where I live. So I am against the permit.

**98. Resident, Liss Road**

I am writing to oppose the proposed ME parking scheme. As a resident of Liss Road I feel that the proposals amount to nothing more than a stealth tax that does not attempt to deal with the real issues.

All previous parking zones have achieved is to shift the underlying problems elsewhere. When the neighbouring zone was introduced there was a drastic increase of parking of commercial vehicles in the non-zoned neighbouring areas including Liss Road.

A much better option would be to remove provision for overnight parking of commercial vehicles through provision in designated zones. A radical option would be to use commercial areas which are often empty overnight. In this area the pompey centre/b&q carpark would work perfectly. Charge a small fee and provide cctv/security. This would deal with the fundamental problem without penalising those without big panel vans etc.

Another issue is that the times you are proposing are not when the parking problems are; the commercial vehicles generally arrive later. The real problem time is post 8pm so your proposed times will not really help. If the parking zones are being forced through then they need to be 24 hour such as near Gunwharf.

**99. HMO Owner, Liss Road**

I strongly object to the parking zone proposal for Liss Rd as this is likely to put me out of business and cause local resident tenants to be legally evicted.

I have successfully run a small HMO for a number of years and have complied with local council regulations including the mandatory HMO licence which is no longer required for my property under the new regulations.

I have professional tenants living at the property and generally I have limited turnover as I provide a clean and well managed HMO service.

Three of my tenants currently have cars. I am willing to bear most of the costs of my tenant's parking permits as I cannot justify some tenants being unfairly treated by the proposed differing fees per permit. However if the council cannot guarantee that all my tenants can obtain a permit (only 2 being allowed per property) then I am likely to have problems filling the rooms and the viability of the HMO will be in question. I may need to serve notice on the tenants in order to close the HMO business down and sell up.

This proposal currently impacts multiple resident tenants and a local property business.

**100. Business, Liss Road**

We are extremely concerned what detriment the proposed ME Zone: Haslemere Road Area Residents Parking Place, Waiting Restrictions and Amendments (NO 30) Order 2019 will have on our ability to continue to carry out our trade without serious disruption.

We have at no time been given the opportunity to participate in the consultation survey either from the business premises or the self contained flat above, we have received no communication at all from Portsmouth City Council with regards to the above proposed Order ie results of the survey and any other communication.

As we are sure you are aware we have serious concerns on how this proposal will affect the running of our business between the hours of 4.30pm and 6pm Monday to Friday.

We have the following concerns which we would appreciate it if you could address and respond with the relevant answers:-

1. We currently have a marked entrance in front of our premises, will this entrance be part of the ME Zone or will it be exempt from the ME Zone.
2. What will be available to us as a business which has different customer vehicles 5 days a week, and are still awaiting collection during the Proposed ME Zone time.
3. Will we be allowed to purchase visitor permits for customer vehicles which are registered outside of the ME Zone, while they are awaiting collection.
4. When this area was first earmarked for Residential Parking Permits a number of years ago, as a business which traded in vehicles we were offered 5 free permits registered to the business and not a registration number for customer vehicles to be parked within the zone awaiting collection. Will this still be the case!
5. We also note that other businesses, who attract customers who are resident outside of the ME Zone, (ME Zone Proposal notice items D, E and F) have waiting restriction concessions, will this be offered to us, for our passing trade.

With the above concerns we have and that we have not had the opportunity to previously address them we have no option but to object to the proposed parking zone.

**101. Resident, Mafeking Road**

I Object to the new proposed parking zone as I believe things are fine as they are.

**102. Resident, Mafeking Road**

I would like to raise a formal objection to the proposed parking zone in Southsea running south from Devonshire road. I live on Mafeking road and there are no issues with parking on this or surrounding streets. Spaces are often available and I have never had issues with parking.

Regarding visitors permits - will there be an allowance of free visitors? It seems very unfair to expect our children's grandparents to have to pay additionally to see their grandchildren.

Perhaps match day permits would be more appropriate with each household receiving 3 as standard. Matchdays are the only time when parking is slightly difficult.

**103. Resident, Mafeking Road**

Our area is becoming a parking permit area from 4.30 to 6.30. What I want to know is if we are out after 6.30 and can,t find a parking space in our zone area? People will be paying money for not getting parking in there zone.

IF all areas had a 3 hour limit rather than a two hour slot people outside their zone area Without a permit would have to move there vehicle allowing permit holders a chance to park at any time of day or night.

Seems like grabbing more money out of drivers without worrying about them getting a parking space.

It's all very well having a 2 hour slot if your not planning to go out after 6/7 PM.  
After that it's up for grabs.

We have an elderly neighbour and an elderly aunt and uncle who live in the Copnor area. All have no family and are in poor health.

My concern is having to go out ie hospital.out of hours doctors or other reason. Finding parking late evening is the problem. What would be better is 3 hour non return.

All were getting parking gap of 2 hours and don't go out.

**104. Resident, Mafeking Road**

I absolutely object to the proposed parking zone.

It is unfair and outrageous that residents should have to pay to park outside their own home!

**105. Resident, Mafeking Road**

Although I support the introduction of a parking zone, I am firmly against the limit on the number of resident permits per household, and the extortionate charges for a third permit.

I am living in a three bedroom house in multiple occupation, where each of us require a vehicle, owing to the fact that our workplaces are wholly inaccessible by public transport. This would bring the total cost of permits in our household to £720, and the third permit would not even be guaranteed. There are also many other HMO houses in this area that are even bigger than ours, who inevitably have more than three vehicles at their household. This limit on permits, and their financially prohibitive charges, will have a hugely detrimental effect on other recent graduates and students in HMO houses. These two demographics are already among the poorer groups in the city; they do not need further financial barriers like this putting up.

In my opinion, the limit should be much more than three, and permits should all be available at the same price. Thank you.

There is one additional point I forgot to mention that I would like to raise. This area has a high student population, and I believe that many student households would share my views about the limited number of permits. The timing of this consultation, running through July and August, means that many students, who may be at home or working outside of Portsmouth, will not even know that the consultation is taking place. Therefore, many of their views will be missing from the consultation process. In my opinion, this process should be taking place later in the year, so that students' views can be properly represented.

**106. Resident, Mafeking Road**

I strongly wish to oppose the permit.

I do not believe it will decrease the amount of cars parking on the street - especially for those of us that work late and arrive home later than 6pm. It would simply increase the amount of illegal/dangerous parking in areas adjacent to the proposed parking zone!! I believe the parking issues that we occasionally have would just stay the same due to everyone having permits. We still have the same amount of cars in this city! What's the point?

It is also extremely expensive and as we both use our cars for work it would be extremely detrimental to us to have these charges imposed. Let alone when we have family or friends to stay. It's extortionate!

A better way to make more money would be to make sure there are parking wardens out

<p>during matches at Fratton as tonight there are dozens of cars parked on the double yellow lines and on kerbs in this area.</p>
<p><b>107. Resident, Mafeking Road</b> We object to the proposed parking zone at Mafeking road.</p>
<p><b>108. Resident, Mafeking Road</b> I am writing to object to the Proposed Residents' Parking Zone: Halemere Road area (TRO 30/2019)!</p> <p>This will not reduce the amount of cars in the area! Therefore this another way of making a capital gain from the residents and businesses within the proposed zone with very little in return.</p> <p>Resident £30\100\590 Business £140\280\590 Visitor permits+ Parking fines</p> <p>All of the above adds up to a substantial amount of money which I believe is the real reason implementing this scheme! We are already having to pay Roadtax + The Council Bill and you still carry on cramming more and more housing into an already full Portsmouth. If you wish to bring this in it should be free as you, The Council are a Big part of The Problem!!!</p> <p>And what happened the "INSUFFICIENT SUPPORT TO PROCEED" as per Surveys 2005\20007 !</p>
<p><b>109. Resident, Mafeking Road</b> I feel inclined to provide you with my thoughts on the proposed parking zone as I live in Mafeking Road and will therefore be directly effected by this process.</p> <p>When the adjoining parking zones were recently implemented around the Devonshire Square area, I noticed an immediate impact in my road. The road was much busier during the hours of 4-7pm and it proved more difficult than usual to park in my area. I did notice that the new parking zones had numerous empty parking areas every day during these hours and so from those residents points of view I can see the positive impact these restrictions have had.</p> <p>It therefore seems plausible to expect that if the proposed ME parking zone is implemented then my neighbours and I will have an easier time when parking during those hours near our homes. However, I cannot deny that I am concerned that rather than solving the problem it will simply move the congestion to the next area, causing those residents those problems. I assume the plan is for them to be so fed up with the congestion that they will agree to a similar parking zone and so the problem moves on.</p> <p>If this ME parking zone is implemented and I arrive home one day during the hours of 4:30 - 6:30pm to find my zone is full, I will have nowhere to park! What is suggested that I should do at this point? In the future, when potentially all areas are controlled by parking zones, I would have no options.</p> <p>With regard to visitors parking during these hours, I understand this can be arranged electronically with RingGo. Are there any restrictions on how regularly this can be used by the same visitor. Considering my need for after school child care, I am very likely to need family to park in my road 3-4 days a week during these hours. How will this be managed?</p>

Despite any personal advantage I would receive, I am inclined to object to the proposal until my queries have been addressed and further feedback has been collated and published.

**110. Resident, Mafeking Road**

I responded to the survey that was carried out at the end of 2018 and even though I fully admit that there is a parking problem in this area, I am AGAINST the proposed scheme, as I indicated on that survey.

I feel that - compared to other parking areas such as the MB/MC zones and MD zone - the issues that affect the proposed ME zone are different enough that a resident's parking zone would not be the correct solution. Unlike the MB/MC zones which were affected by commuters using the area as free parking for Fratton train station and the MD zone which falls in the Albert Road / Kings Theatre area, the proposed ME zone is far more residential.

I have lived in Mafeking Road for years and have noticed that the busy parking is mainly down to residents who live in the area, as well as commercial vehicles that are kept at a residential address overnight. Parking is generally ample until 6pm, limited past 7pm and then difficult from 8pm onwards. However, since this is mainly residential traffic due to a lack of shops/bars etc in the evening, I don't believe that a parking zone in this area would cause a major shift in parking patterns.

One thing I have noticed is that since the re-implementation of the MB zone, there has definitely been a displacement of cars further east, which has affected parking in this area. For instance, Priory Crescent was generally a good area for "overflow" parking due to having fewer houses, but that is now constantly busy. Implementing a zone here would simply keep pushing traffic eastwards and make roads which are already difficult to navigate due to their narrowness such as Eastfield Road and Westfield Road more treacherous.

The only time when cars from outside the area use the proposed ME zone for parking en masse is when the football is on at Fratton Park during a Saturday afternoon or Tuesday evening. However, the timing of the 2 hour no-parking window could leave this issue unaffected. I.e. - a Tuesday evening match at 7.45pm would still allow people to park, whilst a 3pm kick-off on a Saturday afternoon may make travellers to Fratton Park by car think that it is worth the risk as there is only a 15 minute overlap between the proposed zone starting and the football finishing.

**111. Resident, Pretoria Road**

I completely object to the proposed parking zone. I am a shift worker. I return home from work at 9pm, sometimes 2am. I can NEVER park anywhere near my home at these times, not even within the proposed permit area. Which is very stressful and worrying having to walk in the dark sometimes over a mile away just to get to my home.

The permit holders only 4.30-6.30pm restriction would be of absolutely no benefit to me. In fact it would negatively affect my finances to pay for a permit and that of my mother who looks after my young children to allow me to work.

I have lived at this address for many years, and I have NEVER encountered a problem parking during the day up until around 6.30/7pm.



If there is going to be permit parking it would make much more sense for it to be from 6pm until 6am. As it is later evening most people are driving around and around to get a space when coming home from work or have been out for the evening.

At the time of typing this email, I can see there are several parking spaces in the road, yet in an hour or so this will not be the case. I will feel absolutely penalised for being a shift worker if this goes ahead.

**112. Resident, Pretoria Road**

I'm generally for the scheme as opposed to against. However, I've read the 2nd car fee for a permit would be £100. Why would this be more than the first car charge? Surely no inflated administration costs would be incurred by the council for the 2nd permit, so they should cost the same. It's very normal, in my opinion, for a house to have 2 cars. Three cars however, I agree, is excessive and causes parking issues.

If the fees are higher for a second permit then I am against the scheme as I don't feel it's fair to impose such high costs on people when Southsea/the island offers very little in terms of professional work and people have no choice but to commute.

I could understand permits being required if the parking was fully horrendous but it isn't. It isn't great either, but that's city living.

Again, if permits were an equal low cost, then I am for the scheme, but if the second is twice or three times the cost, I'm against.

One additional point is that when speaking to a local labour candidate recently, they mentioned that if elected, they intend to bring in/enforce more rigidly the stance that university students residing in HMOs in the area would not be issued with permits. They were under the impression that this could be relatively easily enforced and would certainly ease the pressure on parking space in the permit zones. As I say, I'm unsure if this is a current policy/stance adopted by the council.

**113. Resident, Pretoria Road**

We oppose the permits for this road as it does not really serve a purpose but a hinder. Please advise where I can go to oppose the electric car meter outside my house!

**114. Resident, Pretoria Road**

Regarding the proposal for residents permit parking in ME ZONE, I would be in support of it only if the restricted time period was 24/7 or at least until midnight. Myself and my husband work together and don't arrive home from work until late and if the restriction was only in effect until 6:30pm then I believe there would still be no parking available for us (as is the current situation). We only have the one car for our household and every night we have to park up to four blocks away from our house and it takes an extra 10-15 minutes for us to find a park when we return from work.

A 24 hour restriction or at least until midnight would be a welcome introduction to the area.

Further to our correspondence, my husband arrived home from work last night to find absolutely nowhere to park in at least a 4 block radius. He was forced to park half on a double yellow line at the end of our road (Pretoria Road). Waking up and moving the car first thing in the morning he finds a parking ticket. We are residents of this street and only have one car for our household. Why should we be fined? Do we have to take a photo of every street every night to prove we can not park where we live just because we have a

different work shift pattern. My suggestion is that you allocate one parking space to each house , any other spaces there might be are free to anyone. That would be the fairest solution.

I know you must have a lot of complaints, for and against parking permits, however if you could please in anyway help us not pay for this fine would be truly grateful.

**115. Resident, Pretoria Road**

Regarding the proposal for residents permit parking in ME ZONE, I would be in support of it only if the restricted time period was 24/7 or at least until midnight. I don't arrive home from work until late and if the restriction was only in effect until 6:30pm then I believe there would still be no parking available for me (as is the current situation). I usually have to park up to four blocks away from my house on Pretoria Road and it takes an extra 10-15 minutes for me to find a park when I return from work.

A 24 hour restriction or at least until midnight would be a welcome introduction to the area.

Although I understand your point about not having a 24 hour restriction so that daytime parking is still easy for workers/tradespeople, a restriction from 4:30pm-midnight I believe would be more beneficial to my circumstances personally. I understand everyone's is different, however if the restriction ends at 6:30pm then by the time I arrive home at 10:30pm there will still be no place to park and I will have to spend 20 minutes trying to find a park and end up having to be half on a double yellow because there is simply nowhere else to park. I do hope the situation can be helped as I've only just moved into the area and am finding the parking situation impossible.

**116. Resident, Pretoria Road**

I would like to express my objection to the above parking permit proposals for the above area.

I have various concerns over this type of parking system and at present I feel there is no requirement for this to be imposed

**117. Business, Pretoria Road**

Further to our conversation I would like to object to the removal of the single yellow line and replacing it with a limited waiting period. Proposal (F)

I have weighed up the pros and cons of the proposal and decided it would be better left as is with a single yellow line please.

As we discussed regarding deliveries , if there is a 30 minute waiting, there is a potential for always having at least 2 cars parked there which means the delivery lorries would not be able to get access or unload safely and a potential of blocking Haslemere Road.

Most customers who stop on the single line are in and out of the shop in a couple of minutes so again if there were cars parked there for 30 minutes at a time who were not shopping in store , passing customers would not be able to park and shop quickly and they could shop elsewhere

Disabled customers who regularly use the shop because of the ease of parking and access would also be affected and we would lose customers and the business would suffer.

I hope I have explained my concerns and the reason for my objection and you will take

these into consideration .
<p><b>118. Business, Pretoria Road and St Augustine Road</b></p> <p>I am a landlord with 2 properties within the proposed Haslemere Rd parking zone and I strongly object to the proposal.</p> <p>There is already significant overflow parking from the adjacent zone, showing that these solutions don't solve problems – they simply move them elsewhere.</p>
<p><b>119. Resident, Rochester Road</b></p> <p>I am writing to express my feelings on parking permits within the surrounding areas of Rochester rd and st Augustine.</p> <p>Personally we have 2-3 cars within our house but always find a space within a short walk of the house even during peak times.</p> <p>I feel it is wrong that we should have to pay to park on the surrounding streets of our houses.</p> <p>So please do not bring in parking permits to our streets!</p>
<p><b>120. Resident, Rochester Road</b></p> <p>I wish to object to the proposed parking zone ME Haslemere Road Area.</p> <p>I don't believe it would improve the parking situation in the area. I often return home after 6.30pm so a restriction from 4.30-6.30 would not benefit me. In fact, it may make parking worse as people with a permit may be incentivised to return from work earlier.</p>
<p><b>121. Resident, Rochester Road</b></p> <p>In response to the above proposal, I strongly object to the imposition of residents parking in my area :</p> <ol style="list-style-type: none"> <li>1. Why should I pay to continue to not be able to park outside or near my house?</li> <li>2. Ad hoc parking zones do nothing to address the issue of parking and traffic in Portsmouth - there should be a city wide plan drawn up and put to the whole city for consultation - not continuing to force this through on a piecemeal fashion.</li> <li>3. Parking zones have an adverse affect on local business, particularly with the new two hour time slots in the afternoon to early evening.</li> <li>4. It imposes an unfair financial burden on householders who have guests visiting, or who have carers or family visiting daily after work. People forced to pay to have family or friends with cars to stay if they stay overnight.</li> <li>5. Householders penalised financially when they have contractors working on their property and who do not knock off work early.</li> <li>6. Still being unable to park in your area if you get home from work or being out after 6.30 in the evening - what is the point of this.</li> <li>7. The system is not transparent - i.e. residents who are paying for the service are unable to verify that a vehicle parked in the area is entitled to park in that zone. We have to reply</li> </ol>

on traffic wardens who are usually conspicuous by their absence.

8. There is no accountability - i.e. how is the money being apportioned and used in relation to this new tax being levied - how can the taxpayer view income and expenditure and be assured it is being used properly and is not just another stealth tax.

9. This issue had been voted on on more than one occasion in the past, with insufficient majorities being achieved in favour of residents parking. Yet the council continue to try by any and all means to get it through, if the answer is not in line with the councils plans for wanting to impose parking zones. Hardly Democracy in action. It is instead a waste of taxpayers time and money. PCC must learn to honour the result of the vote and follow the democratic process.

10. This is manifestly a stealth tax, and is tantamount to obtaining monies by deception.

11. Finally, the Planning office must take proper control of planning throughout the city, so as not to allow the continual increase of the number of residential properties in our small and restricted city, with inadequate provision for essential services and, as a consequence of, residential parking.

Yours, in total disgust at this incessant waste of tax payers MONEY and TIME

**122. Resident, Rochester Road**

**OBJECT**

In my opinion it is not necessary such a large area it will become impossible to enforce.

**123. Resident, Rochester Road**

I wish to object to the proposed parking zone for the area including Rochester Road, from 4.30-6.30pm, for the following reasons:

Parking is generally only a problem during the evening, from 7pm onwards, taking the car out after this time is best avoided.

Parking problem is much worse during University term times.

Parking zones just push the problem further across the city as we've discovered since the new adjacent parking zone went into operation, with more unrecognized cars in the road.

We already pay car tax, why should we pay an extra £30 for one car and £100 for a second car just to park in the road we live in. We also have our adult daughter living with us at present, who has a car, and cannot afford to pay the cost of a third car permit. If we cannot afford a permit where do you suggest we park our legally road taxed cars??

The number of multiple occupancy houses in the area causes a problem as does the number of work vans parked in residential areas overnight.

I am unemployed, at present, and this just puts more pressure on me financially.

**124. Resident, St Albans Road**

With very little discussion, meetings or plans provided I was astounded by the potential changes to the Haslemere Road area parking permit proposed changes.

Having dealt with the flawed concept when I was a resident in the KC zone. I can safely say it does not work, and costs residents far too much.

I very rarely have issues parking. The biggest issue is the amount of white van men and companies parking their vehicles on the roads, at times dangerously. On three separate occasions neither a fire engine or ambulance could get to one of our residents houses, this is not acceptable.

These are the issues that need to be tackled in our area. I would also suggest only allowing 2 cars max per property. This plan is perceived by many as just a means of money making by the council benefiting financially from its residents. With experience the permit scheme does not benefit residents, and sadly stops friends and family visiting, it's disgraceful that I would have to pay for a permit in order for my family to visit. As a serving member of the military my family live miles away and paying for permits is a disgrace.

I had the same issues in the KC zone, one of the main reasons for leaving the area was the incessant disregard for residents regarding the permit scheme. Now it potentially will haunt me again in my lovely local Haslemere community.

I don't feel people really understand the repercussions of this system. I would greatly appreciate a response to this email. As currently so many of my friends in the area feel they want to leave the area they love due to this issue.

Sort the real issue businesses, and work men hogging our roads with white vans! Secondly improve the biking lanes in the city to encourage more use of bikes. B&Q car park is another option, build a multi storey for work vehicles, secondly stop building property without parking.

I apologise about the obvious passion behind this email, however I have seen the flaws already whilst a resident in the KC zone. It's costly, especially when so many people are already struggling.

it would appear that the undertone is that consultation or not this is going to happen.

If this is the case then it needs to be permit for residents 24/7 not for a minimal 2 hours, then to be honest most people are still at work or on traffic!

I find the response unresolved, residents are angry, but many are exhausted of politics and council decisions especially in the current climate.

I would urge the council to explore 24 hours resident parking. It will cost already struggling families huge amounts of money to pay for such permits and the addition of permits tickets for family visits etc.

**125. Resident, St Albans Road**

I wish to object to the proposed parking zone ME. People should not have to pay to park in the streets of their own city. It is just another way to obtain money from motorists. There is still no guarantee that a parking space will be available so I object to a new motor tax

**126. Resident, St Albans Road**

I'm writing to state my objection to proposed parking permits in my road.

It is so unnecessary to charge me to park outside my house when there are generally spaces available. It's the work vans and campervans who clog it up, charge them!

If you do start charging, which I'm sure you will as it's such an easy income for the council, then at least only start charging on the second car in the household. Everyone should be free to park one car! And have a visitor for a day at least.

I moved to move here because they started charging. I will move when you start to charge me!

Stop building houses and letting businesses trade where there is not enough parking....not rocket science!

**127. Resident, St Ann's Road**

We are writing to object to having parking permit zones in our area. It is not worth £130 a year to not even have guaranteed parking. If you were introducing permit only parking 24 hours a day 7 days a week we would sign up to it but quite frankly it's a money making scheme for you with no benefit for us.

**128. Resident, St Augustine Road**

Introducing a parking zone on the whole, let alone between 4.30pm and 6.30pm, is entirely useless. If anything, it is only a way for the council to make more money whilst seriously antagonizing residents.

I work and rely on my car as I work outside the city, there are absolutely no direct public transport links there.

I return home at differing times between 4.30 and 6.30 and have absolutely never once struggled to find parking - nor do I believe has anyone down our road, it's genuinely that free. The only time I do, are match days and if I am returning home after 10 pm. Even if I arrive home at 1am I can still find a space and it is only a mere 2 minutes walk maximum to my house. A 24-hour permit zone and especially a 4.30 to 6.30 permit zone is completely redundant.

Furthermore, £130 for myself and my partner's car PER YEAR is an absolute joke. We are completely reluctant to pay that money on top of the taxes we already have to pay.

I really do hope you can understand my frustrations.

We would really appreciate receiving updates on this ongoing proposal.

**129. Resident, St Augustine Road**

In response to the above proposal, I would like to register my objection. Typically I am not against a permit scheme for this area, however, I do not believe that the timescales proposed are effective for the desired outcome.

As a resident of St Augustine Road who also works from home on a frequent basis, I can see when the roads are busy and when parking becomes an issue. The proposed period between 4.30 to 6.30PM pose no effectual aid in obtaining parking within the street for residents returning from work. Through my own experience, I can return from site visits up until 7.30 and regularly find a parking space, however anytime after this is always a difficulty.

A much better permit proposal would be between the hours of 6 pm and 6 am with a Waiting Limitation of 3 hours with no return in 2 hours during this period. The reason behind the waiting limitation is because of the local restaurants, cafes and bars in the area who would be impacted by a full permit only zone without any local provision for parking for such businesses. No restrictions should be put in place between the hours of 6 am and 6 pm.

**130. Resident, St Augustine Road**

I wish to enter as matter of record, my objection to the above proposed parking zone.

**131. Resident, St Augustine Road**

I'm writing to inform you that I strongly object to the creation of the proposed ME Parking Zone.

I live on St Augustine Road and despite it being a densely populated area, I rarely, if ever experience issues with parking. The only time this is ever a partial issue is on Portsmouth FC match days and late at night, which is to be expected. Even then, I can't think of time i've had to venture more than a 5 minute walk away to find a space.

Between the proposed hours of 4:30pm to 6:30pm I cannot recall a single time that I haven't been able to find parking outside my home within the last year. To me this strikes me as nothing more than an additional tax rather than a beneficial service.

The introduction of this parking zone will be severely disruptive to my household which is made up of 3. All of us have cars, and due to the nature of our jobs we have no option to get rid of them. My household will be at least £130 out of pocket each year, if not a ludicrous £720, for zero benefit.

I find it laughable that the government has set up the rent a room scheme to encourage efficient use of spare rooms, and yet when we do, the local council essentially taxes us. It's all rather contradictory and simply makes Portsmouth a less attractive place to live, work or even visit.

**132. Resident, St Augustine Road**

I OBJECT to the proposed ME parking zone because:-

- It is the wrong approach to dealing with excess vehicles – deal with the problem not penalize all!
- 
- It look like just another ill thought out revenue raising scheme to further bleed the motorist by the anti -motorist Lib Dems. See quotes last paragraph below.
- £5.3 million was the published figure for 2017-18 from parking – (£71,000 from residents parking)! Far in excess of what it takes to operate the residents scheme! What has happened to this our money?
- Reminder - we residents already are contributing because we also pay to park in Portsmouth; to shop, to visit family and friends, to park almost anywhere now in Portsmouth
- Why is that revenue raised not being used to allow 1st car free residents parking?
- Why are over 60's senior citizens not given free bus passes -
- 1st vehicle should be free ! How much more will be trawled in if ME zone goes ahead ??

- 
- The council are supposed to represent the residents not find more ways to punish us!
- Should be free for 1st non-commercial vehicle!
- 
- Family and visitors should not be put off of visiting by being penalized to do so – Our so called representatives, not representing us making life more difficult and not listening!
- 
- Pay enough; Road tax, insurance , MOT, fuel, upkeep costs already without further taxation from our council. Shouldn't have to pay for one small family car!
- 
- It penalizes everyone and should be penalizing only those causing the problems; students, students, students, HMO's, those with 2 or more vehicles per household especially commercial.
- One household here in St. Augustine road has 4 vehicles; 3 large vans a car and 4 motorbikes why not just introduce a byelaw to stop this rather than penalizing everyone?
- In the deeds to my house and is probably similar for other houses in PORTSMOUTH, it clearly states in the Covenants ;' the land ,house or building .... Should not be used for the purpose of any trade or business or in any manner so as to be a nuisance to the neighbours or neighbourhood' ! all of those vehicles are a nuisance surely are 'a nuisance'! because they are operating a business from that property and all commercial vehicles not owned by the residents Aren't there any controls already in place to deal with that?
- Is that covenant not somehow binding in law or is it meaningless?
- 
- It will not solve the parking problems the excess vehicles have nowhere to go! Commercial should be kept at company premises why is this not the case now?
- 
- It is only for 2 hours per day what about match days and when there are events in Southsea that sees a huge rise in parking problems during the day?

As a cllr was quoted in the press – “ Motorists were (are) unfairly penalized”. “Motorists unduly picked on”.

All of my neighbours I have spoken to, truly believe she is right, that is the case and that the imposition of this flawed penalizing all scheme will go ahead regardless, that it has already be decided. If it goes ahead in St. Augustine road against the will of the people I personally will not be surprised!

### **133. Resident, St Augustine Road**

I am AGAINST the introduction of the ME Parking Zone in St Augustine Road Southsea because I do not think it will be policed correctly. The charge is far too much, to just be able to park my car in the street with no guarantee of a space anywhere in the road I live in. This is a money making way of raising money for Portsmouth Council to spend on other projects.

### **134. Resident, St Augustine Road**

I am a student currently living within the new proposed parking permit. As a student, I already find it hard enough to get through University with the little money that I am supplied by Student Finance. Adding this parking permit to my road would make it even more difficult not just for me but my family and friends. I have a car currently parked on the road. This means I will be losing an additional £30 per annum plus family that come down to visit



as well as any friends, who are also in University, will have to pay money that they can not afford. Not to forget that there are families within this area who also do not have the extra money to pay a permit. The cars could be the only way that they get to work or see a loved one.

I find that adding this permit to this area is unnecessary and somewhat unacceptable for the families and student who live in it.

**135. Resident, St Augustine Road**

I object to the proposed residents parking zone (ME) - I think it is just about raising money. If the council can come up with a scheme where residents do not pay then I may reconsider.

**136. Resident, St Augustine Road**

Please accept this response as an objection to the proposal. Reason being:

1. There are no severe parking problems noticeable in these streets. The parking demand self regulates itself. As such there is no significant and positive benefit from introducing the scheme to local residents.
2. The benefits are extra revenue for the council for which they will gain significantly.
3. There is limited demand from commuters or parking related to non residents visiting the local area. Has any evidence been collated to demonstrate that the potential parking demand from non residents is causing a need to control street parking in the early evening for the benefit of residents?

**137. Resident, St Augustine Road**

I strongly object to the proposed parking zone.

There is NOT a problem with parking in this road and I just see this as a money making scam for the council. What happens to the money?

The only time we have a problem is if my son works nights and gets home at midnight with no where to park he generally ends up with a parking ticket but this proposed parking zone will not to anything to help this situation

**138. Resident, St Augustine Road**

I am writing to object to the proposal that there be the introduction of permit parking to roads in Southsea including St Augustine Road. I feel that it is unnecessary to have permit parking on these roads as finding parking is not an issue and having permits will only serve to be an extra bill to pay.

In conclusion, I am formally objecting to this proposal.

**139. Resident, St Augustine Road**

I am writing to object to the proposed permit zones in St Augustine road as I believe it to be unnecessary and not in the best interest of residents in the area.

Please use this as a formal objection to the ME zone proposal.

**140. Resident, St Augustine Road**

I would like to register my OBJECTION to the proposal.

**141. Resident, St Augustine Road**

I object to the proposed parking zone

**142. Resident, St Augustine Road**

I would like to know how the ME parking Zone will operate?

Whilst I believe in principle the parking restriction, however doesn't address when Portsmouth are playing at home, may have an impact on student lets, but I'm sure the landlords will get around that?

Any way my question is:-

Parking is a real issue as St Augustine seem to have a lot of letting rooms available, which produce many additional car to an already congested road. and due to it being my place of residence I pay my council Tax

I opened my own business in Old Portsmouth, and have been paying for a permit to park within the zone of Old Portsmouth since and due to being a business I pay my Business rates.

1. Council Tax
2. Business rate
- 3 Parking permit for Zone MA
- 4 Now you want more money for another Parking Zone?

So Will I have to now pay again to park my vehicle outside my permeant address when I'm not at work or on a day off?

may be you can advise your views on how this will work?

The bases of my object are.

Guarantee parking.

If I'm to pay for parking how is this going to be policed.

How are you going to guarantee parking close or near to my place of residence.

The time frame is not adequate. Given when football is on. I cant park anywhere near my house. And all these drivers park for free. ( suggestion while dont you come and see for yourself)

So in short what guarantee are you giving me. And how is the introduction is going to be policed.

I will escalate. As I feel the council have not thought the parking crisis through and it now become a money generating exercise.

**143. Resident, St Augustine Road**

I contact you today to give my written opposition to the proposed ME parking scheme in Southsea.

Whilst a parking zone would have benefits to the local residents, a short window of 2 hours in the afternoon would not justify the planned charges laid out.

To charge a resident £100pa to park their second vehicle in their road to 2 hours would put

a huge burden on many families already struggling with living costs as many families have 2 working parents who both needs to drive for work. To have 2 cars in a family is reasonable today.

As a resident of St Augustine Road I witness the parking issues daily. And to put a 2 hour window in place would not ease the situation, as some cars are only parked for a few minuets in the late afternoon to go to the shops etc, the majority of cars that park down this road are done so after 6pm and are left over night or until late into the evening. As there are many HMOs in the road also this means that cars are left for days without moving.

If a parking zone was to be put in place then one that allows visiting vehicles a few hours parking only would suite the local residents better, rather than one that only limits in the afternoon. And to charge households for the privilege to park 2 cars in their road for 2 hours a day in the afternoon for the cost of £130 a year, would be better received if that was for all day parking.

A window of 2-3 hours parking at any time of day with no return with 3-4 would work better than a residents only parking in a 2 hour window.

If the first 2 vehicles are charged at £30 and a third £100 - £150 or if the charges were for a total parking zone 24/7 I could see the benefit for all parties, this just looks like a another road tax to me.

#### **144. Resident, Tredegar Road**

I live in a shared property with 3 other tenants. We would be unable to remain living in our current residence if this permit zone went through. We all need our vehicles because we work unsociable hours, late shifts and night shifts which either start or finish at times when there is no public transport. I think these permits will do nothing but transfer the local parking problem elsewhere as the number of cars aren't going to decrease. I think the price of the permits are ridiculously expensive and the restriction is unfair on car owners.

The amount of increasing permitted areas will be a driving force for people to move out of Portsmouth and therefore worse for the local economy.

I am very strongly against permitting this part of Portsmouth.

I object very strongly against the permitting of this part of fratton/southsea. This is a stealth tax on those with cars. It will not reduce the amount of cars. It will penalise working professionals, sharers, shift workers.

I am living in a shared household. I work shifts which are unsuitable to public transport. I should not be penalised for my job because I choose to live in southsea. I contribute to my community. I pay my taxes.

We all drive and all have cars. We all need them. Under this ridiculous permit, 2 of us would have to get rid of our cars. How do you suppose we choose who they are? Perhaps we should just move out of southsea?

I'm extremely against permitting this area. This is not the solution.

I understand that you can't accommodate everyone. But I know people in this area do not want permits. There are a lot of shared households here in addition to working families. Our cars are a requirement. Unfortunately car pooling doesn't work when people start and finish at different hours due to the nature of being a doctor and doing shift work.

I really hope this permit doesn't go through because asking 3 people to pay £700 for 3 cars is way too much money and wouldn't make living here as financially viable.

**145. Resident, Tredegar Road**

We are writing to advise we object to the proposed parking zone for Tredegar Road ME zone.

We feel introducing parking permits will create more issues with parking then to actually address the issues with parking in these roads. If you restricted commercial vans from being parked in these roads, this alone would help with creating more space in the roads.

If the you receive enough backing for the proposed permits, then at least the first permit should be free to each household.

So please put forward our objection to any sort of proposed parking permits in regards to cars in our road.

**146. Resident, Tredegar Road**

I object to the proposed parking zone because

- a) it will cost our household too much
- b) it won't make parking easier or solve any parking issues

**147. Resident, Tredegar Road**

I am emailing to express by displeasure at the proposed permit parking in my area. This permit parking proposal won't reduce the number of cars in my area as you suggest but instead will penalise residents. I am a young professional and therefore work shifts which could finish at any time of day making a vehicle a requirement. I live in a house of other young professionals who also require cars for work. This parking tax would penalise people like us. We already pay extra council tax, making us feel unwelcome in your city.

Not only would this proposal punish residents, the pricing of the permits is extortionate.

The price increase is unjustified, especially for the 3rd vehicle. Your proposal doesn't even include a proposal for further vehicles.

I understand a need for the city to make environmentally friendly changes, but extortionately priced parking permits is not the way to do this.

**148. Resident, Winter Road**

I really strongly disagreed with having parking permits for winter road, I do not want permits in my area as I work shift pattens, I rely on family members for child care, I finish work at 8.30pm in that time I sometimes have family members who pick up my children's from school and take them home who then be at my home until 6pm then another member of my family will watch them from 6pm until I arrive home at 9pm that is 2 cars I would have to pay for each time they help me with child care that everyday over 7 days a week will cost me more then I can afford and then would it be worth me working at all. I really really strongly do not want parking permits in my area, I have spoken to many of my residents in my area and they strongly agree they also do not want the parking permits

**149. Resident, Winter Road**

I saw the notice at the end of my road today that stated the council plan on implementing

parking regulations and that I could find a statement for reasons and plans online which I couldn't find on the portsmouth.gov.uk website.

I strongly appose this as it will not improve the parking situation or congestion and is purely just a stealth tax from the council.

**150. Resident, Winter Road**

I object to these proposals. My reasons are as follows:

We are a group of young professionals in a house of multiple occupancy. As young adults in today's climate we are unable to afford to live alone and so live as a house share. Most of us have cars, and this proposal will mean that we are unable to all have our cars here that are used to commute to work.

Given that I have just resigned my contract with my landlord, I object to these plans. I will not be able to afford the £590 per year for additional permit, neither would any of my housemates.

**151. Resident, Winter Road**

I am writing this email to OBJECT to the proposed parking zone because I do not see the need for it.

**152. Resident, Winter Road**

I am not in favour of any zones as it only pushes the problem to an adjoining road. However, there seems to be alot of vehicles in this area that never move, especially in Haslemere Road with a lot of work vehicles . I am also not sure about the proposed times of 4.30 to 6.30 as parking after 5.00pm is always a problem. We have two vehicles and appreciate costs involved, however, £130 for two hours of unguaranteed parking seems alot per year. I also understand a third vehicle is not guaranteed at all for some neighbours and some will only pay for one vehicle and park it in neighbouring roads. I really do not know the answer but zones just seem to push the problem onto other people. We already pay to park at nearly all shopping areas, seafront and districts near the centre. There is no easy answer. Move these big mobile caravans that sit there for months on end they should pay to park like caravans do.

**153. Resident, Winter Road**

I am writing to object to the proposed Resident's Parking Zone: ME Haslemere Road Area.

As a resident of the southern end of Winter Road, the parking issue that myself and my neighbours encounter is not a problem of non-residents parking on our street. Our issue is a lack of parking spaces in general. The implementation of a resident's only parking zone will solve nothing for us. It will, however, force us to pay to park on our street while seeing no improvement to the parking problem. It will just become another tax on local residents.

I cannot support a scheme where the cost to residents will outweigh the benefit.

**154. Resident, Winter Road**

1. I have lived at my current address on Winter Road for many years.

One of my concerns when we first moved to this address was parking. At times we have owned two cars - needed for both work and social reasons. It may be surprising to hear that generally we have been able to park on the road where we live or in roads adjacent to our road. There have only been a few occasions when we have needed to park further away- returning home later in evening and this appeared to be connected with Portsmouth Football Club playing at home.

We have found that ours and neighbouring roads expect and accept we will not park directly outside our homes and there is goodwill about sharing parking spaces locally.

2. A more recent change in our area is the parking of work vans overnight. Again these belong to neighbours who drive them to and from work which is entirely understandable. The issue here is that these vehicles are larger than the average car and take up more space on our narrow roads and make it difficult to reverse park behind even when there is a space. These are used for business purposes and therefore these owners if self-employed should pay a business fee or their employers should pay a fee to cover this cost. However this would still not address the need for greater parking space but would bring in income for the council to address this.

3. The implementation of parking zones does not address the overall issues of the need for increased and better parking facilities within the City. Some privately owned car parks- off street- have no overnight parking. Could these be better used?

4. The issue of displacement between areas zoned and currently non-zoned appears to have caused problems. I would think some areas have a higher number of cars than others and so containing residents within a certain zone may cause greater difficulty than allowing a natural process of displacement.

I do not agree with the proposed plan to implement a controlled zone here in the 'ME' area of Southsea and therefore would like to object to this plan by Portsmouth City Council.

**155. Resident, Winter Road**

I am writing to voice my complete opposition to the proposed resident parking scheme for my Winter Rd area. It will not in my opinion solve any of the parking issues that are being experienced at this time. I do not get back home until around 7pm so does not help in any way. It will only cost me £130 a year to NOT be able to park.

It would help if you sorted out the people who do live in the area who believe that the space outside their residences belong to them exclusively and proceed to damage vehicles to "deter" others from parking there.

**156. Resident, Winter Road**

I strongly object to having parking permits enforced in my area. I feel I will be paying extra money that I don't have for absolutely no benefit. Life is expensive enough without being made to pay out more for completely unnecessary parking enforcement.

The times that I have been around during the proposed permit enforcement times I have seen no issues with parking anyway?? I usually leave for work about 8am and return about 6:30-7pm and even at that time I have no real problem finding a space. Even on days when I return from work between 11pm and 3am I have still been able to find spaces, if you know where to look there is always somewhere to park.

The only times parking is an issue is during the football and that's the time that it doesn't seem to be enforced whatsoever as cars are parked on the pavement/yellow lines on a regular basis. This needs to be a point of concern as cars park on junctions, making them difficult to pull out of safely due to the lack of visibility of oncoming traffic due to poorly parked cars. Illegally parked cars during the football are a danger and sooner or later accidents will happen as a direct result!

My main concern regards permits is that there are obviously no more spaces to appear from anywhere and the number of cars in the area stays the same therefore people who

have a second car and don't want to pay for a second permit will start parking in the next zone that doesn't have parking permits, therefore the problem isn't solved, purely moved somewhere else! The only winner here is the council's bank balance!

Our house has 2 cars, I will not be buying a permit for the second car, I will start parking this in the area east of winter road instead of west of winter road like I currently do, thus enforcing the point I made above.

Finally permit parking is an inconvenience for when visitors come to visit and embarrassing telling people they have to pay to visit me.

I have always been strongly against parking permits, the whole subject makes me really angry. I feel that it is a huge waste of resource while other services in the area are being cut back.

**157. Resident, Winter Road**

Permit parking will not reduce the amount of cars in the Winter Road area. It will just move the problem. It has not worked before and residents do not like it.

The council is just trying to generate even more income for itself by trying to pull the wool over our eyes with a pointless scheme.

If you still want people to live here and pay your exorbitant council tax (in filthy streets) then please withdraw the plans for permit parking in this over-populated area.

You should think about introducing an SUV tax/surcharge as those vehicles are the ones stealing all the spaces by being far too large for the streets.

**158. Resident, Winter Road**

I wish to register that I strongly object to the proposed parking zone ME Haslemere.

Yes, there are parking problems, but it is a city-wide problem. Introducing a new zone will merely serve to push the problems into another area.

I have previously lived in a town with parking zones, where quite a lot more permits than spaces were issued. This caused chaos as residents felt they had a 'right' to park. Some became aggressive to non-permit holders, even outside of the zone time limits.

Unfortunately, I can envisage the same happening here, particularly with a few of the commercial vehicle owners.

The car-shuffling that time limits in zones result in will merely add more vehicle movements as their owners move them more often to keep within the permitted areas and times. These very short journeys must be bad for the environment as vehicles produce more pollutants at start-up and the initial part of any trip.

I also object to paying what is in effect a parking tax. Less than 12% of households in the original survey (yes, the households that did not respond should be included in the percentage as there was no follow-up done to indicate why, and it could have been because they had no views either way). So I feel that the council is trying to impose a parking zone here without a full remit from the residents.

I would also like to complain about the poor communication about this proposal. I did not receive a letter regarding this zone either. Odd, seeing as how we received the initial survey, and the results letter, and how it affects us just as much as those houses on the other side of the road. It was quite difficult to find the information about the proposal on the PCC website without knowing the exact details. And I have been unable to view it recently; the link just goes to an error page. Why not put a link from the original survey results page? It would be so much easier to find then - or is that not the idea?

**159. Resident, Winter Road**

I'm disappointed with the solution you've put forward.

I feel the need to register my strong opposition as its not fit for purpose. As you will know from your surveys, and as I know from actually living in the area, the only problem with parking is in the evenings. This is some time after 7:30pm.

However your proposals don't cover this period. The fact that parking spaces are still being filled long after 7:30 pm suggests that many people will still be arriving home after your proposed control period.

Those people unable to attain a parking permit can still park elsewhere temporarily and move their vehicles closer after 6:30pm (ready for the morning commute). If this happens then this will fail to limit the number of vehicles in the area and we will still be left with the same problem of not being able to move our cars in the evening, but paying a premium for this.

In your statement "The restriction of 'permit holders only' for a short time has the same effect of deterring long-term parking as a 24-hour scheme" is suspect and quite likely inaccurate. For one the term "same" indicates "exact". As highlighted in the last paragraph this cannot be possible. Secondly the statement is made with no reference to any evidence or study whatsoever. It remains a subjective statement only.

As you've promised that this will have the same effect, can you offer guarantees that residences of this area will be able to use their cars in the evening and return to the area and be able to park (and not be displaced by non parking permit holders). After all we should see some benefit from the extra money we pay for these parking permits.

For my next question: Assuming that the parking in the area is curtailed through the parking permit scheme. What assurances can you provide that the parking permit allocation number will be fixed and not increased incrementally over time. As I see it, any temptation to increase the permit allocation (over time) will negate any possible benefit. In which case residents will again find themselves paying for a parking permit without any added benefit.

My third question: As you stated "A charge was reintroduced for the first Resident permit (£30) in November 2015 so that where there is cost to the council for providing a service (not covered by Council tax, or road tax) a charge is made is made to cover that cost". Can you also assure me that the funds raised from parking permits will not utilised for any other way other than running the parking permit scheme? Any intention to use these fund for other purposes for the council would surely make this effectively a tax on parking? The bigger risk from this is the temptation to raise council fund through both increased permit



prices, and increasing the number of allocated permits. Hence the reason for my second question in the previous paragraph.

Lastly I must bring your attention to another inaccuracy statement in your proposal. The statement "The restriction of 'ME Permit Holders Only' between 4.30pm-6.30pm also aims to give priority over parking to residents when they need it most, ie on returning from work." In my time living in the area I have never had an issue parking before 6.30pm. Issues always start later in the evening than that. Its simply not right to make these statements as fact without suitable insight or research.

I would appreciate your feed back on the questions I've asked above. In summary these are:

- 1) What if after your proposed permit scheme is pushed through, people who have paid for parking are unable to park after 7:30pm. Is it right that people should have to pay for this?
- 2) What reassurances do we have that the number of parking permits allocated will not be increased?
- 3) Will funds from this parking permit scheme be to supplement council tax. Essentially making this parking tax.
- 4) Will the parking permit numbers or prices be increased to generate extra revenue for the council?
- 5) Do you believe your statement that the parking problem is between 4:30pm and 6:30pm.

**160. Business, Winter Road**

Having owned a business in Winter Road for many Years and turning down these parking proposals at least 4 times now I would like to explain why I still object to this.

We now have two builders merchants in Winter Road who take up a lot of the early morning parking spaces and one of them has a permanent skip in Bramshott Road (is this even legal) If these were managed better it would ease a lot of the problems.

We employ people all from outside the area, where would they park?

On football days the parking around us is, as you would expect, very busy, yet we still manage to get all our clients in without too much of a problem.

Most of the businesses down Winter Road are small retailers whose customers are in and out within the hour so its not long term parking.

I feel if Portsmouth CC do make this a residents parking zone it will be the final nail in the coffin of a thriving small business area, take a look along here, no charity shops, no closed empty shops just a thriving shopping area serving the local community.

Please lets keep it this way.

**161. Business, Winter Road**

I am writing to object to the proposed ME parking zone.

We are a local business and the parking zone permits will heavily affect both our employees and our patients. The parade of shops along Winter road brings money into the community and we believe that bringing in parking zones will have a negative impact on these local businesses. Therefore, this is something that we do not support.

**162. Business, Winter Road**

This proposed parking zone change will impact negatively on both local residents AND the

handful of business we have on Winter Road. I operate a business on Winter Road and my staff all travel in from as far as Chichester and rely on parking near to work. There is always plenty of parking during our business hours. We also benefit from the fact that customers (60% from outside of Portsmouth - bringing money to the local economy) can park for free and find it easy to find parking, near to the business. The handful of 1 hr zone parking spaces outside the parades of shops are not really adequate for the numbers the businesses attract nor is 1 hour long enough for customers who visit us for over 1 hr). I also have local residents amongst my staff who also vehemently object to these changes. This reactionary proposal is short-sighted and many of us believe that it will have far-reaching and negative consequences on quality of life for residents and survival of local businesses.

**163. Business, Winter Road**

I wish to highlight our Objection to the proposed parking ME Zone. We sell products from our location in Winter Road and employ local staff, some of which are apprentices. It's vital to allow business areas to survive within the community in order to maintain job opportunities.

I empathise with residents but would ask that restrictions are only imposed from 5.30pm until 8.30am Monday to Friday.

Many thanks for your time and consideration.

**164. Business, Winter Road**

I wish to highlight our Objection to the proposed parking ME Zone. We provide high skills jobs locally, keeping talent in Portsmouth (rather than London). Limiting parking restrictions will restrict these employment opportunities.

I would ask that restrictions are only imposed from 6pm until 8.30am Monday to Friday.

**165. Business, Winter Road**

I'm writing to raise my concerns over parking restrictions that could be on the cards for Zone ME. My office is located on Winter Road, this is my working office but my job role requires me to visit my suppliers regularly, therefore unfortunately I do require the use of a vehicle to get from the office to my suppliers. The proposed parking restrictions do pose a challenge for me and my clients and suppliers, that will, very occasionally come to the office.

I'm sure that local business is good for the area but having parking restrictions in place, I believe will be detrimental for the local economy. Therefore I must strongly recommend that the parking restrictions are reconsidered.

**Objections to proposed ME zone (outside zone)**

**166. Resident, Andover Road**

I would like to register my opposition to the city plans to extend the parking schemes, especially the fact that this plan does not include our Andover Road.

Our Road is already used regularly for parking by commercial vehicles, vans and overflow from Albert Road & other local roads, which causes severe parking issues and great distress to the residents.

The proposed piecemeal parking will no doubt cause people to further use our road as an overflow parking road.

I would be grateful if you could consider either extending the parking zones to include Andover Road, or reconsider how this parking is approached.

Just to be clear, in principle I agree with the idea of parking zones to help manage the rising demand for parking on the public roads. I also understand that 'one size' does not fit all and thanks for taking note of my request and the invite to attend further public events.

I am unsure of the current status, hence please excuse me if I am not correct, however myself and my neighbours main concern is that introducing a huge new parking zone as indicated in the map below to the adjacent streets of Exeter Road, Andover Road and Bristol Road will really cause a catastrophic additional overflow problem for our Roads.

Grateful if you could confirm that this is the current plan and when decisions will be made to continue this or rethink the scheme. Also if there a meeting coming up to voice concerns publically.

**167. Resident, Bruce Road**

As a resident which is affected by displaced parking from another Parking Zone, I object to this further Parking Zone proposal

**168. Resident, Cadnam Road**

Just wanted to say I'm not sure what the benefit of this parking scheme is? It does nothing for football parking and I would imagine makes things worse - it would only push the parking problems further afield in to the city, as what happens with most parking zones.

You're inferring that residents would need to pay for permits to park in their own streets - seriously, for a restriction that's only 2 hours per day, they have to pay for those 2 hours to park outside their houses? Crazy!

Fortunately, I don't live in that area but I can see the football parking problem spreading to Eastney, where I do live, if you try to bring in parking zones around Fratton Park! (It should have been moved out of the city when you had the chance .... but that's another discussion!)

**169. Resident, Cousins Grove**

I would be grateful if you would add my name to your petition to object to the proposed new parking zone between St Augustine Rd and Winter Rd.

As a resident of Cousins Grove we are finding more and more pressure from outside parking coming into the already limited space in our road, the new proposed parking zone will only add to the knock-on effect and increase the problem in ours and in other areas.

The proposed areas have exponentially increased their HMOs, usually for student occupation, and as such these houses have created a problem which should not exist. All new HMOs should have limitations placed on the number of vehicles allowed (one vehicle) and others should have their licences amended accordingly.

**170. Resident, Devonshire Avenue**

The proposals list 22 'whole roads' to be included . At no 6 on this list is Devonshire Avenue.

The map shown at A) ME ZONE BOUNDARY on the notice shows the zone to cover Devonshire Avenue only between Winter Road west to Bath Road, which is not the whole

of Devonshire Avenue. Devonshire Avenue also stretches east from Winter Road to the junction with Eastney Road at Bransbury Park.

I make the following observations concerning the proposals:

1. The wording of the Order saying the whole of Devonshire Avenue is included in the proposals is contradicted by the zone boundary map which only shows a part of Devonshire Avenue included in the Order.
2. The proposed times for permit holders between 4.30 pm and 6.30pm are intended to stop non permit holders leaving their vehicles parked for long periods during the day and into early evening e.g drivers wishing to park and use Fratton Railway Station
3. The proposed zone is being introduced to incrementally push such vehicles further way from Fratton Railway Station which will result in such vehicles now being parked east of Winter Road which will include Devonshire Avenue and all side roads to the south and north between Highland Road and Goldsmith Avenue. This will cause residents in these areas to suffer further problems due to further displacement away from the railway station but still within reasonable walking distance.
4. This in turn will result in Portsmouth City Council extending the zones into the areas listed at 3

We object to the Order for the following reasons:

- The wording of the Order is contradictory – see 1 above
- The Order will result in displacement of parked vehicles into areas still within walking distance of Fratton Railway Station which will adversely affect our property and parking for residents in an area which is already being used by non-residents and business vans/lorries.
- It will lead to an eventual introduction of Residents Parking Permits into the areas listed at 3 above

I would like to have some clarification on the points you raise in your reply which relate to the Council's Statement of Reasons for the Order. They are just stated objectives without evidence that the proposed parking restrictions would achieve the Council's stated reasons.

I would like answers to the following questions, bearing in mind that the parking restrictions will effectively only be between 16:30hrs and 1830hrs.

Council's Statement of Reasons for the Order

- To manage parking congestion:

Q: How would parking congestion in the 'restricted areas' be improved outside of the restricted hours? Generally there is insufficient parking for the residents at most times of the day. What numbers of 'freed' parking will become available during and outside of the

restricted hours by persons who will be dissuaded from parking there all day e.g. users of Fratton Railway Station etc ?

How will congestion be avoided in the roads that are likely to become affected by 'displacement' i.e the roads east of Winter Road (which will still be within walking distance of the railway station) ? These roads will include all of Devonshire Avenue to from Winter Road to Eastney Road and all side roads to the south and north between Highland Road and Goldsmith Avenue.

- To introduce a residents' parking zone to improve parking opportunities for residents, particularly during the evenings when the parking demand is highest;

Q: This statement is assuming that most residents are at work and return between the 'restricted times'. What are the numbers of such vehicles that would benefit compared to the numbers of 'freed ' spaces between such times ?

How will the proposals improve parking opportunities for residents affected by 'displacement' ? It is already difficult to park in Devonshire Avenue between Winter Road and Prince Albert Road during the daytime hours.

- Preventing long-term parking by vehicles in the area enables a regular turnover of vehicles, increasing the availability of parking spaces;
- To introduce sections of limited waiting to provide availability and turnover of parking spaces for users of community facilities, shops and other amenities;

How can the restricted hours improve parking during the remaining daytime hours and increase regular turnover of vehicles during daytime hours? People generally use the local shops and facilities between 0800hrs and 1700 hrs. The Coop shop in Winter Road stays open late but there are already adequate parking facilities in Winter Road that can deal with the quick stop shopper in a car.

- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- For preserving or improving the amenities of the area through which the road runs;
- For any of the purposes specified in section 87(1)(a-c) of the Environment Act 1995 (air quality).

Q: A very simple question to these three points. How does the limited parking restriction achieve any of these aims?

I am presuming the Council has carried out surveys (apart from resident's surveys) which have been objectively evaluated and be shown to justify and evidentially prove that the proposals will meet the Council's Statement of Reasons for the Order that will form the basis of your replies.

Also I would like to be informed of the dates of any Public Meetings and Council Meetings that will discuss and/or approve these proposals so that I can attend to make any

representations should it be necessary.

Thank you for your detailed response which I will comment on. This is not a personal criticism of a professional council officer but a criticism of the Council's approach to the problems of parking in an overcrowded city, an approach which the officers have to follow.

However, before commenting, I did reply to a councillor's email and copied it to your department. I presume you didn't see it before replying to me or you would have seen that I do not share your view that the "Cllr's reply has largely addressed and provided more clarification on why the proposals have been put forward." Quite the opposite – none of my questions were answered. Generalised responses lacking detail and evidence are not a convincing argument and the Cllr's reply fell into that category – only in my opinion of course. I will include the copy of my reply to the Cllr at the bottom of this email so that you can see what was said (in case it was not passed to you) as I will refer to it.

In my original email, I was not questioning the mechanics of RPZ surveys with residents. They are a necessary part of the process but they are by their nature a series of localised individual's subjective assessment of a problem situation in a small area of the city. You will see that I do not agree with the Cllr's comment that it is a democratic process. It is not – it is a small but necessary part of the process and is certainly not democratic in the wider community sense or city sense. What concerns me with part of your response is where you say "The Council does not decide where parking zones will be proposed, it is in response to the demand from residents and the information they provide. This forms the basis of the evidence you refer to." That only provides subjective evidence of the perceived problem - it does not provide evidence that the solution imposed actually works or that any solutions will not create worsening problems elsewhere. I have not been provided with any evidence that measures taken in RPZs achieve the Council's Statement of Reasons for the Order. This was the basis of my questions which have still gone factually unanswered. It makes me question whether the Council actually evaluate the results of RPZs at all! Is there any ongoing objectively based evidential assessment that the measures taken achieve the desired aims both within the zone and elsewhere?

This interchange of emails confirms to me that the Council adopt an ad hoc approach to solving parking issues (i.e. from resident's raising a perceived problem) rather than having a properly researched, assessed and planned strategy to long term parking problems in the city. (Please see the last three paragraphs of my response to the Cllr.)

The problem with the City Council's current approach is that it is constantly using a 'sticking plaster' approach to small areas identified by concerned residents. All this does is create a bigger problem somewhere else (displacement) until the residents of that area complain and so the whole process continues. The end result will be a complete coverage of the city with different areas having different schemes. An evolutionary process that has not been coordinated by any forward looking planned strategic strategy.

The questions that I raised in my response to the Cllr are unfortunately relevant to your response.

One final thought would be that for the process to be truly democratic a radical and properly researched strategy for a city wide scheme should be proposed by the Council preferably before local elections are due. The population of the city could then vote on it in

a truly democratic fashion rather than an ad hoc fashion. I will not hold my breath on that proposal !

Copy of email content to a Cllr:

Thank you for your response.

Your final sentence hopes that your response has helped. Regretfully it has not helped at all. It has gone some way to confirm that little, if anything, has been done in the following areas:

- Properly researching the issues and solutions in the proposed parking zone in question
- Evidential evaluation of the RPZ's that have already been introduced throughout the city
- A coherent and properly evaluated city wide strategy to improve the parking issues for city residents

You will see from my original email that I was not questioning the democratic processes or the resident's parking scheme surveys that you refer to in your reply, but as you mention both I will respond. Your implication is that resident's surveys are democratic. They are to a certain degree but only as far as the number of surveyed residents in a small area at the particular time a RPZ is proposed. This is democracy on a very small scale as the majority of residents outside of the areas are not surveyed at the same time. Also, RPZ surveys are by their very nature subjective and not based on objective and evidential research.

Your reply contains no evidentially based statistics apart from the number of cars registered to Portsmouth residents. This of course is a starting point but what else did you tell me?

- Have you researched what beneficial effects have resulted in the introduction of your RPZ's?
- Have you told me how many commercial vehicles have been removed by these measures? (And on that point I see you state 'usually excluded' rather than definitely.)
- What are the numbers of vehicles that have gradually been reduced?
- Have you told me how your measures have reduced pollution?
- Regarding pollution have you researched the effect that piecemeal introduction of parking zones has on people having to drive outside of the zones in ever increasing circles in an effort to find parking spaces in reduced free parking areas?

Sadly your reply is just another Council's statement of generalized comment with no evaluation or evidentially based assessment of success or results.

Finally your comment that this is happening across other cities is again another general comment that lacks any evidential assessment or detail. What is clear from cities that strategically approach parking issues is that by necessity a complete introduction of a city wide residents only parking zone is the inevitability. If this is the case it needs to be researched properly and introduced as a complete scheme not little by little in an uncoordinated fashion which seems to be the Portsmouth approach.

A city wide scheme allows residents only to park in residential areas and needs to be complete across all residential areas. Permits need to be issued according to numbers of vehicles that the area can accommodate which may mean only one or two per household. Commercial and shopping areas need to have their own parking areas outside of residential zones. This needs to be supplemented by park and ride schemes that make this the only viable way for visitors to park within city boundaries and larger car park areas that visitors and residents can use if required. Also a city wide scheme would be unpopular and would require evidentially based assessment to give it credence. It would also require hard work and courage by the Council to implement (perhaps to the detriment of being re-elected?)

To finish, disappointingly none of my specific questions were answered with any evidential detail. I can only assume that the Council's research only extends to statistics that require very little effort i.e simple DVLC searches that give you numbers of registered vehicles.

The additional information you have provided is interesting and useful. You are right when you say it has not satisfied me that the system is strategically planned, objectively evaluated and evidentially assessed. This is simply because it isn't and that is the fault of the local politicians.

The 'one size doesn't fit all' is not what a city wide scheme should mean. It is one scheme covering all the city but that doesn't mean that every road is subjected to the same restrictions in terms of numbers of permits, classes of vehicles, who can park in what zone etc. Its objectives should include protecting and benefitting all city residents and businesses but restricts visitors, non-residents etc to transport schemes such as park and ride or designated car parks/areas i.e on street free parking is not possible. It should more importantly look to the future in relation to environmental issues.

We replied to a RPZ survey a few years back and voted not to have resident's parking. Ask me in a few months and my answer will more than likely be yes because of the inevitable displacement that will occur with the proposed scheme neighbouring us. This is the inevitability of the ad hoc approach currently favoured by local politicians. This causes creeping discontentment. Because of local politicians' failure to strategically plan ahead for the greater good, the overall result will be failure – and this is evidenced already as I have not seen one statistic that proves the approach is satisfying Council's Statement of Reasons for such orders. Inevitably Portsmouth City Councillors will have to grasp the issue .... impending environmental legislation and deadlines will make it happen and yet again they will be reactive instead of proactive ..... but at least they will be able to blame Central Government to keep their votes intact...maybe.

#### **171. Resident, Essex Road**

I am writing to object to the proposed parking zone between St Augustine Road and Winter Road. I believe that whilst it may improve the affected roads it will have a huge detrimental effect on neighboring roads. Parking throughout the City is difficult but this piecemeal approach has been badly thought out.

I always knew living near the football ground would make parking difficult on match days but the introduction of this zone will mean I can forget about parking anywhere near my house at these times.



Also why would people pay for an additional parking permit for their works vehicle when they can simply park "around the corner" prior to those residents return home.

I understand the residents of these roads may see a benefit, but as in other areas when a zone is set up all that happens is displacement into other non-zoned roads.

Please do not introduce this zone and add too the parking misery for myself and my family.

**172. Resident, Essex Road**

I have lived in Portsmouth, with a Car, for many years. On road parking has always been necessary and difficult. When I moved to Essex Road several years ago (from Craneswater) the parking was even more difficult. However, in the past two or three years it has become a nightmare! I have a disability which makes it awkward to carry things, so if I do a major food shop it is important I can park very close to my home to unload and carry it inside. I live on my own. Recently, I have had to shop at unusual times to increase my chances of parking close to my home, when I return. (I do not qualify for a Blue badge.) So any piecemeal parking scheme that makes parking worse in my Road, I AM TOTALLY OPPOSED TO. Please, either scrap piecemeal parking schemes that DO cause vehicle displacement, or introduce residents' parking schemes City wide. Households with 1 car should be free, but charges should increase exponentially for those with 2, 3 or more cars.

**173. Resident, Essex Road**

I object to the proposed ME parking zone on the grounds that people will pay for one permit but will then park their second and/or third vehicles in other roads not in the ME parking zone. This would directly mean they would be parking their extra vehicles in our road, among others as we are one of the first roads outside the proposed parking zone. Those with commercial vans not willing to pay for a business permit, will similarly park their commercial vehicles in the nearest road outside the parking zone - which would 100% include our road.

Parking in our road is difficult at the best of times, without having to deal with additional displaced vehicles from the nearest parking zone.

**174. Resident, Essex Road**

I would like you to note my objection to this scheme and it's implementation in this area.

It is my feeling that this does not solve the transport issues facing the local community and does not solve the residents parking either.

Please can you confirm that this has been logged as an objection.

People will now just park elsewhere as has been seen across Portsmouth so far when these schemes are introduced.

However, I'm all for residents parking schemes, but they need to be for all residents not only a few.

**175. Resident, Essex Road**

I wish to register my concern regarding this new resident's parking zone. I am against this scheme. It is bad enough now, especially on match days, when it is almost impossible to park in Essex Road. If there is to be another RPZ, this should include ALL the roads as far as Milton. A number of years ago, we were asked if we wanted a residents' parking zone

in our area and I think the majority said yes, but PCC did not think they would be able to enforce it. Now I think it is time to have parking zones throughout Southsea and to promote Park & Ride for visitors especially on football match days. I would prefer to pay for a parking permit, rather than drive around trying to find somewhere to park - which is also not good for the environment!

**176. Resident and business, Essex Road**

I wish to raise my opposition to the latest ridiculous parking scheme proposed for the Milton Eastney area.

As a resident of a road which is already full to bursting with parked cars im concerned of the effect this will have. My street is not in the proposed zone but will be affected by the displacement of vehicles whos owners cant or wont pay for a permit spilling over into the surrounding streets. This scheme does not provide any solution i.e. additional parking but is a further form of tax in my opinion. Last i checked i pay road tax, council tax, and even my car insurance contains tax!. I see no benefit to a tax (permit) where even permit holders arent guaranteed a parking space !! Perhaps providing options like car parks for commercial vehicles or thinking about planning for housing developments which include parking would be a good idea. We cant keep allowing flats/complexes and conversions into multiple occupancy with no thought to this issue.

Secondly i hire a hall once a week to run a very small business. This runs across the time you propose the part time permitting to be in action. Where do you propose i park to run my business ? Its once a week i won't qualify for a permit nor would i want to pay a business rate for a permit that is used for a couple if hours per week and as mentioned above still wont guarantee a space! I couldn't afford it anyway! I leave with expensive equipment and my takings and already have to deal with sometimes drunk, drugged aggressive and difficult people (homeless, residents, addicts etc) coming into the hall and causing trouble from time to time. Police are aware. If i have to walk the streets to my car with expensive equipment and my nights takings i would feel very vulnerable indeed. Many clients will not come if they cant park and have voiced this to me already so i fear my business will fold if this goes ahead. This would be devastating to me im a single mum working x2 jobs and barely geting by. I get no assistance and i dont want any. Portsmouth city council should be helping businesses not helping them to fail.

I urge you to reconsider this and other schemes. You simply move the problem without solving it!

**177. Resident, Evans Road**

This new parking zone will mean congestion in the next area east, which already suffers from heavy parking from those living in Winter Road with its restricted parking.

The piecemeal system of creating areas only forces the next area along to suffer before having to accept the concept in their area.

The area from Winter Rd. East to Milton Rd. Already suffers from the football fans vehicles and the congestion at Wimborne School traffic,.

**178. Resident, Exeter Road**

Please note my objection to the proposed new parking zone north of Albert Road and Highland Road.

This will inevitably cause problems for residents like me living south of Albert and Highland Roads due to displacement of cars affected by the new zone. There must be a city-wide strategy, not this creeping death.

**179. Resident, Exeter Road**

I am writing to oppose the introduction of TRO 30/2019.



I live in Exeter Road, immediately to the south of the area, and parking is already at a premium here, and a source of tension between neighbours. We already suffer from people outside the area parking their vehicles on a long-term basis, and I often have to sometimes park several streets away. Further, on summer weekends we rarely leave the house because visitors to the beach park in our road. If TRO 30 is given the go ahead, things will get much worse.

If the restrictions are introduced there will be a double impact on parking in our road:

1. Displaced parking from multi-vehicle households in the ME zone, and all the other restricted zones to the west of us, who may currently be parking in ME zone.
2. Our area will be the only one directly abutting Albert and Highland Roads without a 430 to 630 pm permit holders only ban. This will mean that full time workers in the shops there will park their cars for the day, so residents returning home from work will be unable to park.

(From an individual perspective, because of my partner's health needs, needs support from me in going from house to car and vice versa. So, I will end up having to block the road temporarily when we cannot park nearby.).

I am sympathetic to the parking issues of ME zone residents, but these are also experienced by those of us living south of Highland Road. I am very disappointed the council is taking this piecemeal approach, and has not consulted people in this area, or notified us by mail of the TRO.

I request that either you do not introduce the scheme, or wait until it can be consulted on and implemented across the whole of Craneswater, Eastney and Milton.

Without this, this scheme will cause parking misery for everyone in our area, and unfortunately our displaced parking needs cannot be met by the already over-crowded Eastney streets, or the Solent.

A final point ... I note when I drive in the streets adjoining Fawcett Road, there are loads of empty parking spaces, which cannot be an effective use of a scarce and emotive resource. Surely, some review of this needs to be carried out across the whole of the city.

So that I understand the topic better:

1. Is displaced parking one of the reasons ME residents asked for a residents zone. (If so, it would seem very likely this will impact my area if ME zone is introduced.)
2. What is the area covered by the extended Residents Parking Programme? Does it include a. ME zone, b. my area, and if there is a difference, why is this?

Note The points you make about parking spaces being available in the MB Fawcett Road area because it is a residents zone is exactly the point I was making. :)

Please take this email as a formal request that our area is surveyed regarding demand for a residents parking zone, as parking is already difficult, and will only get more difficult due to displaced parking should the ME zone be introduced. Further, I would request the council defer introduction of zone ME until after the residents of the area to the south of it are consulted on whether we want a residents parking zone.

**180. Resident, Exeter Road**

I am writing to oppose the introduction of TRO 30/2019.

I live in Exeter Road, immediately to the south of the area, and parking is already at a premium here, and a source of tension between neighbours. We already suffer from people outside the area parking their vehicles on a long-term basis, and often have to park several streets away. Further, on summer weekends we rarely leave the house because visitors to the beach park in our road. If TRO 30 is given the go ahead, things will get much worse.

If the restrictions are introduced there will be a double impact on parking in our road:

1. Displaced parking from multi-vehicle households in the ME zone, and all the other restricted zones to the west of us, who may currently be parking in ME zone.
2. Our area will be the only one directly abutting Albert and Highland Roads without a 430 to 630 pm permit holders only ban. This will mean that full time workers in the shops there will park their cars for the day, so residents returning home from work will be unable to park.

**181. Resident, Exeter Road**

I am contacting you to object to the proposed resident parking zone in the streets north of where I live. As the first road outside the zone it is extremely likely that those unable to park in the residents' zone will try to park in Exeter Road, where parking is already at capacity, with residents frequently having to park elsewhere on their return from work in the evening. I realise that any zone has boundaries, which is why I support a city wide approach to residents' parking. Prior to the local government elections, a restricted zone was also proposed for Craneswater, and if that were to go ahead Exeter Road would again be the first Road outside the area with restrictions.

I would be grateful if you would register and consider my strong objection to the proposed residents' parking ME zone, TRO 30/2019.

**182. Resident, Goldsmith Avenue**

I object to the proposed residents parking.

**183. Resident, Hatfield Road**

I see that parking zones are going to come all down the roads to the west of winter road ,I object to this as it will push all second cars and vans to the roads the other side of winter road which are already over flowing,I feel that something should be done about the large vans and camper vans which seem to be left for days and weeks all over Milton and eastney.

**184. Resident, Hunter Road**

I am owner occupier of a house in the part of Hunter Road that you are choosing to exclude from the proposed parking permit zone and I wish to place on record my concerns and objections to your proposals as they are intended.

I am sure you are already well aware of the difficulties us residents face on a daily basis

with our parking and it is my view that your plans are going to make an already bad situation considerably worse for us. You really need to have regard to the well documented history of other parking permit zones in the city and how they have resulted in additional pressure from people parking outside of the zone into areas where permits are not required. My property lies very near to Winter Road and we already have difficulties with the sheer number of those residents using our road for their parking. Making a permit zone of other nearby roads to the west of Winter Road is just going to push more vehicles over to the roads on the east side.

Whilst writing on the subject of the difficulties of parking in the east side of Hunter road I would invite the city engineers to perform a study of the present parking practicalities and the amount of traffic using what is a residential side road. I work outside of the city and long hours and am rarely home before 7.30pm in the evening and it is not uncommon to be having to drive around and around the roads near my property searching for a parking spot. It is stressful and extremely frustrating and on the face of your proposals will just get worse. Hunter Road has become a rat run due to the fact that you have made other nearby roads one way and in particular Oliver Road has impacted. The properties in this road were intended as one family occupancy properties and instead there is now a plethora of multi occupancy units which have been allowed by the city council. The simple fact is that those properties have up to 4 vehicles because each occupier has a car and it is just overloading and placing more and more pressure on the parking availability.

Another problem that has been caused is the removal of certain nearby parking spaces due to the fact dropped kerbs get created so as to allow homeowners to be able to utilise their rear gardens for parking. The access should be left clear to allow access but all that is happening is that homeowners treat the parking across the dropped kerb access as though it is their own personal space. We other nearby property owners have to leave the space yet the homeowner can use it - hardly fair!! I've attached a photo taken just last night that shows the typical scenario we face (car not parked off road in space created but instead on the road) and which leave us less potential parking on east side of Hunter Road than we ever had.

I implore the city engineers to treat all of us residential property owners equally. What you are proposing with your scheme as it stands is going to make living where we do more and more unpalatable to the point where I will seriously consider moving away from the City but that would not be my preferred choice. My preference would be for you to extend the scheme further and to at least also be afforded the option of a parking permit instead of being left on the frontline buffer area abutting a scheme.

#### **185. Resident, Hunter Road**

I am all for permits and would support this all day long, however I think this will have a major knock on effect for the residents in Hunter Road (between Hunter and Hatfield Road).

I would actually like to invite someone from the council to spend an hour or so in this part of Hunter Road to see how horrendous a) the parking already is and b) that this road is used as a rat run. At least half of the cars parked in this side are not residents of Hunter Road and your proposed permit scheme is only going to serve to exacerbate the problem and make things even more difficult. It doesn't help when the council have allowed multiple occupancies properties. There a single bay forecourt property which have 4 cars between

them - our neighbours being a representative of this.

If the above goes ahead then I believe as well as other residents, it will make the parking even more horrific than what it already is. Can you please not make Hunter Road (between Winter Road and Hatfield Road) permit parking as well, otherwise the problem will just shift along to the roads that are not effected? Alternatively, make this part of Hunter Road no entry from Winter Road, as you would not believe the amount of traffic for a side road that use this on a daily basis. There are cars constantly coming up and down.

I am all for permit parking and would only support this proposal if you make this part of Hunter Road (between Winter Road and Hatfield Road) in the scheme.

**186. Resident, Kimberley Road**

I'm writing to oppose the parking restrictions in the ME zone as it will likely displace vehicles to Kimberley Road, and we already have a lot of flats on highland road that were given planning permission without additional parking spaces, which has seen a marked increase in cars parking on the street, particularly at 5pm. The inclusion of Winter Road is of particular concern.

In order to avoid displacement the whole of Southsea needs to be zoned, including Kimberley road.

**187. Resident, Kimberley Road**

Just wanted to say that I'm very unhappy with the new zone west of Winter Road. We already have cars and vans from other roads in Eastney parking in our road (Kimberley Rd) and this proposal will make it much worse!

Please reconsider.

**188. Resident, Landguard Road**

I've just learnt that there are proposed parking permits being thought about in quite a big catchment area on one side of Devonshire Avenue Winter road area,

I don't need to go into specifics as you already know of the area in question. Our concerns and they should matter is where on earth do you propose to put those displaced cars that can no longer find places to park that are not parking permitted to those roads?., in an already over crowded city with very limited options to park.

We've already forked out numerous parking tickets to the council due to not being able to park near where we reside, and whilst its annoying paying the fines you still see cars parking illegally where We've already been issued a ticket from and think Really where are they now?...

So getting back on track where are the cars going to go?, we have at least 4-5 non moving cars down our Road as it is , also work vans park down here ,what we've now got to be penalised for having a wider road than some because they wont be able to park either.

Are there now going to be more frequent parking wardens on patrol?,parking down our Road after say 5 pm is near on impossible, and my wife who works late shifts and cant find a space when finishing about 9 pm .She doesn't feel safe sometimes walking back home .

Another big issue that we have is what happens to football parking ?,this has to increased the amount of home supporters and their cars that venture down Eastney way.

Why cant B&Q offer up a certain amount of parking spaces on match day and send the collected revenue to a nominated charity?..

I was led to believe that the consultation was still under way and that emails sent to your office would be taken into consideration with regards to what might happen. I have read your email and did not see any notices displayed on lamp posts, these are regularly removed by children when they are put up for residents to read, also which households received letters? Was it just the area concerned? Or did it cover a wider area? As to the congestion on match days, it goes further than a half mile radius, Landguard Road and the surrounding roads are also full of cars parked for the football matches as its not very far to walk to the football ground causing yet more issues for car parking.

At night when my wife comes home from working a late shift, she is finding it increasingly difficult to find anywhere near our house to park so she is having to walk a long way on her own in the dark and she doesn't feel very safe. The Civil Enforcement Officers seem to only target the Prince Albert end of all the roads, and we have had a parking ticket for a wheel being just on the yellow line when at the opposite end of the road, people are parked on yellow lines and even right up to the junction making it hard to turn into the road. Why are the enforcement officers coming out during the night and early hours? We rarely see one during the day time, and when we do they are not targeting an area that has been mentioned to them where people are parking on a main road and obstructing traffic where a potential accident could occur. Will Enforcement officers be available 24/7 for people who have parked in the wrong place? What will happen if someone is parked in a road that requires a permit and they don't have one? And how will the officers be able to check if they have one?

We pay a lot in council tax and Portsmouth seems to be doing nothing to help the parking situation except move it from one road to another, and when all the roads are full, where will we park then?

#### **189. Resident, Landguard Road**

I would like to appeal against the proposed parking Zones in Bath Rd and Winter Road. I live in Languard Road where parking is already problematic and at times don't even want to take my car out due to the problems with parking on my return.

Some evenings I am sometimes having to walk 4 roads away from my house in the dark, which makes me feel vulnerable as a woman!!

I feel the above proposal will encourage parking in this area to become even worse!!!

Apparently on 12% of residents in the area wanted parking zone so I wondered why you propose to go with the minority?

#### **190. Resident, Maxwell Road**

I am writing to raise an objection to the proposed ME zone parking permit scheme, TRO 30/2019.

As a resident on Maxwell Road, which is on the border, but outside the zone, I see a couple of concerns:

1. Any vehicles in the ME zone which do not have a permit will be pushed into other surrounding areas, namely roads such as Maxwell Road, and increase congestion here. In particular, I am concerned with increased numbers of vans and similar commercial size

vehicles, which would take up more space, that will be pushed out the ME area. Already, I have noted an apparent increase in these sort of vehicles in the area.

2. I often park on roads on both sides of Winter Road, and this parking zone will effectively half the available spaces I can park. Combined with the fact that I often need to return home late in the evening (often with luggage), when parking spaces are very limited anyway, I will need to park much further away. It's not unknown for me to already needing to park close to Eastern Parade! When also considering the additional overflow vehicles from ME zone, this will make parking much further away.

Could you consider creating a wider buffer around the zone for people such as me, who could be issued permits for that area? I note that houses on the East side of Winter Road are already included in the ME zone permits.

Given the fact that it seems as though parking zones are gradually being introduced sequentially across the city, it would almost make sense to introduce it in one across the city. I'm guessing that once the ME zone is in place, then my area will likely be looked at in the near future, so it may make sense to bring that consultation forward?

**191. Resident, Maxwell Road**

With regards to the above parking zone.

I would like to object against this. I live in Maxwell Road and parking is bad enough at the moment without this parking zone coming into affect.

All this will do is cause more parking issues in other areas and this does not make residents happy.

**192. Resident, Methuen Road**

I would like to object to the proposed permit parking!

Just another tax that if implemented with spread further.

**193. Resident, Oliver Road**

My husband and I wish to register our utter dismay at the new proposed parking permit zones.

We have lived here for years and it is a constant nightmare finding somewhere to park. On many occasions we are forced to curtail trips out in order that we might have some chance to park not too far from the house. I have on a few occasions had to park down on Festing Grove - well over half a mile away - and walk back to my home. I do not feel safe walking as a lone female on dark evenings and have indeed given up trying to meet new people via any evening activities because of the difficulties with parking.

It was with utter shock and dismay that we found out about the new proposed parking restrictions. It is horrendous enough and now you are actually planning to make it even worse. Where will the people park who are either visiting or, for residents who don't want to pay for a second permit? ..... in our road and all others that adjoin/surround the new zone.

We curtail normal life as it is. We shall feel we can't go out at all. This may all be fine for those who think up these new plans but I can only assume that these people don't live here themselves. This is seriously bad news and we strongly object to it.

**194. Resident, Oliver Road**

I am a resident of Oliver Road and strongly object to the proposed ME zone.



We already have difficulty parking near our house. A situation that has become worse with the introduction of other parking zones in Southsea.

We regularly have to park several roads away from our house, with (sometimes carrying) my children when we return from work/after school club at 17.45. Not ideal with young children, particularly when the weather is poor and we have many bags to carry.

The ME zone has a boundary on Winter Road, which is a road we often need to park in as the road we live in, and those around it, is full. The proposed parking zone will mean this is no longer possible.

The displacement parking resulting from the proposed ME zone will mean we will be parking even further away from our family home, something that is already difficult to manage at times.

The introduction of the ME parking zone will have a negative impact on the lives of residents living on the roads to the east of Winter road, residents already feeling the affects of the parking zones introduced thus far.

**195. Resident, Prince Albert Road**

I want to have my objection to these restrictions noted and taken into account

You are well aware that in my area it is very difficult for a resident to find parking currently and, given the documented problems in areas adjacent to other similar schemes with vehicles displaced to avoid cost your plans can only make the situation worse for us to the benefit of other residential areas included in the scheme. We already suffer from the parking of staff from nearby schools and on football match days which carry into the periods when your restrictions will apply and so amplify the problem. If the scheme is to go ahead it should include the adjacent areas which experience similar problems, that is the only equitable solution. Whether these schemes unfairly inflate property values I don't know but they improve the quality of some resident lives at the expense of others.

**196. Resident, Priory Crescent**

I wish to register my protest at the proposed plan for this parking zone.

With the introduction of parking zones in and around Southsea, this has created a displacement of cars/work vehicles that are unable to pay/refuse to pay/or do not live in the area.

I live in Priory Crescent and have to put up with commercial vehicles and people parking that do not live in the area.

If this zone goes ahead it will have a knock on effect on those roads closest and just make it more difficult to park.

I urge you to think again about this matter or come up with a proper solution for those who have to suffer as a result of your decision.

**197. Resident, Reginald Road**

Can I please object as strongly as possible against the proposed ME zone parking proposal. My reasons are the proposal will only move the parking problems firstly onto my area and will not get to the core problem of poor public transport, overpopulation, lack of local jobs and uncontrolled housing development.

**198. Resident, Ruskin Road**

I wish to tender my formal objection to the top half of the proposed parking zone (north of Devonshire Ave) on the following three grounds:

1) Displacement into Frogmore/Ruskin/Apsley area. Residents in the above have recently rejected an RPZ. If an RPZ is implemented north of Devonshire & east of Heidelberg, too many residents from these eight roads will park there instead of buying a permit & we then won't have anywhere to park ourselves as we'll be sandwiched between two RPZs (Alverstone has to have one because it's near the hospital).

2) The proposed zone is

- not near a hospital
- not near a tourist area
- not near a shopping area without its own parking
- not near an industrial estate
- not near a theatre or cinema

3) there's spare capacity in the area north of Devonshire Ave at every road junction: half a car length left between the last car & the beginning of the double yellow lines on most corners. That's forty corners, potentially eighty half spaces, potentially forty extra spaces for cars of average length.

#### **199. Resident, Salisbury Road**

I would like place on record my objection to the imposition of the new parking zone that is proposed, we have seen a number of cars that have parked and not moved for weeks on end presumably these are either student cars or cars not oft used and dumped into our area in order to avoid having to pay for a permit to park them.

The new parking zone if created will exacerbate the issue not help things as vehicles will just be displaced into the next area, the only way round it would be to cover the whole city at the same time.

So untill a suitable consultation document for covering the whole city has been put before Council members, this extension should not be commenced.

Those who park caravans and trailers on the road really need to be taken to task as these are not insured unless hitched up and those that have untaxed/unissured vehicles, it takes an age for DVLA to actually do anything.

#### **200. Resident, Selsey Avenue**

May I state my concern on the effects of the new parking zones creeping ever closer to St Georges Road. Residential roads such as Selsey Avenue become prime parking areas for beach goers who do not wish to pay the sea front parking charges and, with Selsey Avenue having an active Neighbourhood Watch, we also become long term car parking for people going on holiday who wish to leave their cars in what they perceive to be a safe area. This is all understandable and legal but residents almost feel locked in by the knowledge that driving off means you probably won't be able to park when getting back. Even a short trip shopping frequently means having to park in neighbouring roads having blocked the road outside the house to unload. Add the 2nd and 3rd cars of people living close by where resident parking is in force and parking will become unbearable. One recent incident when I was just about to leave, a visitor to the sea front asked if I was going. I said to her that I was only going to be 2 minutes and needed to park outside my

home. She replied rather rudely that this was the price I had to pay for living here. I don't agree. I would like to see more zero cost parking available to people visiting the Eastney sea front areas and a means of preventing non-residents parking overnight through displaying a residents permit. Selsey Avenue has also had an electric vehicle charging point installed which further reduces parking slots for non electric vehicles by 2. These would have been better placed on Eastern Parade as these are for public use. Thank you for considering my comments.

**201. Resident, Teddington Road**

I am writing to express my concerns over the proposed extension of the parking permit scheme to the area bordering ours (TRO 30/2019). Since the inception of the previous scheme we have already seen an increase in difficulty in parking, caused by an increase in vehicles, vehicles that never move, work vans etc. Any extension to the programme is only going to make matters worse.

We made the decision a few years ago to become a one car family. I walk everywhere, being fortunate to work in the city. My wife works and requires the car for out of hours working.

Out running this morning I ran down Permit KB area I believe and on a Sunday morning there was ample parking free. When I got back to my street (Teddington Road) a traffic warden was out ticketing cars on the corners who have been forced to park on double yellow lines.

I fully understand the challenges of parking in a city such as Portsmouth, but in my opinion this represents a system that is clearly not working and should be addressed as a whole for the city.

As such I cannot support any extension of the current scheme which is not solving the problem and would like to lodge my objections to this and the current scheme as a whole.

**202. Resident, Teddington Road**

I am heavily against the proposed parking zones.

The single minded approach is just displacing cars and causing more parking issues for local residents.

Winter road residents now flood our streets causing us to have to park miles away from our house after work. My partner received a parking fine because of this reason. After a 12 hour shift gets stung by a council funded warden.

Not only will parking permits hit us heavily in our pockets but move the parking issue to another area of the city. We already have to cope with Portsmouth football fans parking in our streets!

We pay a great deal of tax already then to be stung again with charges totally unacceptable.

**203. Resident, Tredegar Road**

I would like to place an objection against the introduction to the following residents parking zone. We already have a nightmare with work vans parked down our road and the introduction of the scheme will just push more onto our side of the road that does not have

a permit zone. Either introduce it on both sides of Winter road or neither.
<p><b>204. Resident, Tredegar Road</b></p> <p>I wish to register my strong objection to the ME Haslemere parking zone.</p> <p>It will have a really adverse affect on the surroundings roads, mostly the ones to the east of Winter Road as we will get all the overflow. And we have schools here that make parking difficult to start with - it could easily become dangerous if the roads are full of parked cars and vans from the new zone.</p>
<p><b>205. Resident, Tredegar Road</b></p> <p>I have just seen notices advising of a new parking permit scheme that includes one half of Tredegar Road. I strongly object to this, as this will simply cause a parking issue on the other half of Tredegar Road where I live. Parking permits have not worked in other areas and will not work in this one - people avoid paying for parking permits by parking in adjoining roads without permits. It has been ill thought through.</p> <p>Please send me further information regarding the proposed scheme and details of the Councillors responsible for agreeing it. I would also like to request information showing the amount of money that is generated by the council bringing in parking schemes for the last 10 years - for all the areas where permits are implemented in Southsea.</p>
<p><b>206. Resident, Westfield Road</b></p> <p>I am writing to object to the proposal to install resident parking in Southsea, Zone ME. I fear that my own parking issues will be compounded by displacement from this zone. Should I fail to park my car in the road where I live, not only will I not be able to park in any of the side streets the opposite side of Winter (within the zone) but also the remaining streets this side of Winter will no doubt also be suffering from similar displacement and be likewise full.</p> <p>I can only see a chaotic outcome which will compound the parking issues we already suffer from, rather than alleviating them.</p>
<p><b>207. Resident, Westfield Road</b></p> <p>I am concerned that when this zone is implemented displaced vehicles will be parked in my road, making it even more difficult for residents of Westfield road to be able to park especially at weekends when these roads are full of works vans.</p>
<p><b>208. Resident, Westfield Road</b></p> <p>Yet again the lib dems are using residents parking as a back door tax. everybody knows it does not work. it has been noted that it is going to happen in the area up to winter road, which of course just means that they will not buy permits and will park across the road in Westfield and other roads running down this side of winter road. There are people with huge vehicles that already take two parking spaces and are totally unnecessary in the city. So if the Leader is determined to tax people , maybe he should start by allowing smaller cars free and then tax vans and bigger cars more. Of course since this is a lib dems policy we should simply vote them out, which is what I will do. They have made it clear they do not care about the poorer people of this city, or maybe they are trying to drive them out.</p> <p>It doesn't make me any happier about the situation but we know we have no choice except to leave the city. currently in my road there is a large mobile home parked which having looked on line has no mot so maybe no insurance is being moved around but my argument with regard to resident parking is that this vehicle is take the space for three average size vehicles and will still only pay £30 which is not fair based on the fact it is going to take 3 spaces sure people with very large should have to pay.perhaps you could check into this.</p>

i am totally against resident parking and it is noted that your decisions are made based on so few replies in the areas

**209. Resident, Westfield Road**

I feel this proposed parking zone, is not a good idea.

By implementing such a zone, you will be forcing people to park in all surrounding roads.

This area is already congested beyond ridiculous, with vans and cars! Any van drivers at that end will no doubt park in the surrounding roads.

Parking after 5pm in this area is a nightmare as it is and this will make it a whole lot worse.

If you implement a zone there, you will also need to put one in place going all the way down to Eastney Road also!

This home objects!

**210. Resident, Westfield Road**

All permit parking zones do is move the problem to areas that don't have one. Even with permits there are simply not enough spaces in the roads in Portsmouth.

I don't live in a permit area (yet) but parking here is an absolute nightmare at any time of day. When I first moved into the road only a few cars would be parked on the street during the day. Now it's pretty much full, I assume because of HMOs, students and non workers who leave their cars all day every day. Permits will not solve the problem though.

I've also noticed a huge increase in the number of works vans in the road. Not self employed people's vehicles (which could be their only one) but ones for big companies like Sky. Presumably these companies allow the employee to go to and from jobs from their home. This is something that could be changed by those vehicles having to use company compounds or public car parks overnight. This would free up many spaces, certainly in my road.

Another huge issue is selfish parking by people leaving massive gaps between cars but not big enough to get a car into. Maybe spaces could be marked on the road or signs put up saying to park considerately. This won't change some people's behaviours might make them think a little and be less selfish.

My husband is self employed and uses a van, which is his only vehicle so I understand that not all commercial vehicles can be banned nor should they be. I am more concerned about the number of large company vehicles parked up outside office hours which seems to be increasing.

**211. Resident, Wimborne Road**

We have noticed that the roads mentioned in the above reference are being considered for residence only parking.

We would like to know why aren't Wimborne, Essex, and Evans roads also included.

We live in Wimborne road and in school times it is impossible to park as the teachers take

up any spaces that may be there.

It is quite common for the teachers to remain parked up until 4.30 to 5.00pm. So when we arrive home we often have to park in one of the roads selected under TRO30/2019.

So if the residential parking is agreed for these roads it will be extremely difficult for us.

We realize something needs to be done about the parking problem, but also consideration for the roads adjacent to these should be considered so as to help with the hardship that will be put on us.

If all the roads were to be residential parking only this would help.

We find that people use Wimborne road now because it is difficult to park in Evans road and the tree sap turns people off from parking in Essex road.

The other thing we would like to know is why hasn't Wimborne and Evans roads been made into one way only. Surely there is someone on the Highways Committee who can see that this should have been done years ago.

#### **212. Resident, Wimborne Road**

I am STRONGLY objecting to the proposed parking restrictions!

Firstly I am intrigued as to how the proposal of the ME Parking zone has come about...directly from the council or as a result of the residents? Is it to generate income for the council? Deter businesses from using our roads as car parks? Reduce the number of cars on the road? I would be grateful for some clarification.

We live near a school which quite right means that parking is restricted during school time, parking is difficult at times and I believe that this zone will further complicate issues. Is this another reason why we do not have the permits to help the school continue to use our road to park down in school hours?

#### **213. Resident, Wimborne Road**

I am very concerned at the proposed parking restrictions and strongly object for the following reasons;

1. Parking congestion will increase only push the parking problem in to my road which is already heavily congested. The roads have become noticeably more congested since the introduction of the residents parking zones and other such schemes in the roads surrounding the proposed new scheme. I believe that such schemes have been poorly thought through - the schemes simply push the problem in to the next roads not in the zone.... only for another introduction of a zone and another pushing the problem elsewhere. surely it would be more equitable to introduce the scheme completely across the city rather than selected roads? Or completely abolish such schemes completely?

2. We live near a school which quite right means that parking is restricted during school time. Therefore parking is difficult at times and I believe that this zone will further complicate issues. I believe that some may choose to ignore and park illegally thus endangering the lives of young children who attend the school – this has often been the case during match days (Portsmouth Football Club) where parking has become erratic and

obstructive as people 'panic park' in order to ensure that they get to the stadium before the game.

3. It will reduce trade for a number of up and coming and already established businesses on Winter Road if parking is further restricted. It is at such times when many working people will be able to frequent such businesses so in effect it will stunt business growth.

4. I am concerned that I will not be able to find a parking space on my return from work. I may be forced to search for a space which could take a considerable amount of time. I know that the zone does not guarantee a space but on the balance of probability: those in the scheme will be more likely to get a space compared to those out of the scheme...( see point number 1) so, by affording the residents of the neighbouring streets the privilege of resident parking - you are in fact disadvantaging those in the neighbouring streets not in the zone... such as myself- how is this fair?

5. I am concerned about those most vulnerable in our community - those who are elderly, at home, unemployed... for some of these residents you could be potentially severing their contact with the outside work by introducing payment for parking and residents only parking bays. Some families may not be able to afford to visit or pay for their visitors to park. This could lead to those most vulnerable as feeling isolated.

I do hope you consider these objections seriously and do not go ahead with the proposed zone.

#### **214. Resident, Wimborne Road**

I am writing to you to object to the implementation of parking zone ME.

Whilst I appreciate that this has been considered by council members, as a resident of Wimborne Road I cannot see how this will positively impact the road/ our community.

In the immediate our road will be used as an overflow by the surrounding roads where the permits will be initially instigated and as a Mother of a young child, this will restrict my ability to park near my house and safely get my son out of the car. As the permits move around towards our road this will only get worse and make it more unsafe.

I also do not feel it is fair to stipulate that residents should be parking for the right to park on there road. My husband who often works away and requires use of a second vehicle and I do not feel it is fair to enforce us to pay for two permits, especially after a long week working away.

I do hope you listen to the voices of the residents and take on board our concerns, rather than rolling out a programme without consideration of those living in the area.

#### **215. Resident, Wimborne Road**

I strongly object to the proposed parking restrictions for the following reasons;

1. It will only push the parking problem in to my road which is already heavily congested. The roads have become noticeably more congested since the introduction of the residents parking zones and other such schemes in the roads surrounding the proposed new scheme. I believe that such schemes have been poorly thought through - the schemes simply push the problem in to the next roads not in the zone.... only for another introduction

of a zone and another pushing the problem elsewhere. surely it would be more equitable to introduce the scheme completely across the city rather than selected roads? Or completely abolish such schemes completely?

2. We live near a school which quite right means that parking is restricted during school time. Therefore parking is difficult at times and I believe that this zone will further complicate issues. I believe that some may choose to ignore and park illegally thus endangering the lives of young children who attend the school.

3. It will reduce trade for a number of up and coming and already established businesses on Winter Road if parking is further restricted. It is at such times when many working people will be able to frequent such businesses so in effect it will stunt business growth.

4. I am concerned that I will not be able to find a parking space on my return from work. I may be forced to search for a space which could take a considerable amount of time. I know that the zone does not guarantee a space but on the balance of probability: those in the scheme will be more likely to get a space compared to those out of the scheme...( see point number 1) so, by affording the residents of the neighbouring streets the privilege of resident parking - you are in fact disadvantaging those in the neighbouring streets not in the zone... such as myself- how is this fair?

5. I am concerned about those most vulnerable in our community - those who are elderly, at home, unemployed... for some of these residents you could be potentially severing their contact with the outside work by introducing payment for parking and residents only parking bays. Some families may not be able to afford to visit or pay for their visitors to park. This could lead to those most vulnerable as feeling isolated.  
I do hope you consider these objections seriously and do not go ahead with the proposed zone.

**216. Petition signed by 28 residents, Wimborne Road (5 residents have also written in separately)**

We the residents of WIMBORNE ROAD OBJECT to the introduction of the 'THE PORTSMOUTH CITY COUNCIL (ME ZONE: HASLEMERE ROAD AREA) (RESIDENTS' PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO.30) ORDER 2019) and wish for this to be taken into consideration

**Objections to proposed ME zone (address not given)**

**217. Resident**

I object to parking permits for haslemere road and surrounding area.

**218. Resident**

I DO OBJECT TO THE INTRODUCTION OF ME PARKING ZONE.

THE CAR USERS ARE ALREADY CONSIDERED AS AN EASY TOUCH FOR CASH RAISING PURPOSES.

THE PROPOSAL WILL GET MONIES FROM HOUSEHOLDS WITH A CAR WHETHER FOR THEIR PLEASURE OR WORK.

TRADE VEHICLES SHOULD NOT BE LEFT IN DOMESTIC AREAS....THAT IS SOMETHING THE COUNCIL SHOULD ENFORCE.

WITH THE PARKING ZONES ALREADY INSTALLED ....THE TRAFFIC WARDENS SWARM THE ROADS FOR EASY PICKINGS SO AS TO RAISE MORE COFFERS FOR THE RENOVATION OF COUNCIL OFFICES AND THE LIKE.



IMPROVE PUBLIC TRANSPORT AND LIMIT THE NUMBER OF TAXI LICENCES GIVEN OUT AS THEY DO PARK IN THIS ZONE.  
ONCE AGAIN I SAY NO NO NO

**219. Resident**

I think that this will be a terrible idea and cause much impact on the local community. Firstly the prices of the permit are extremely high as the third permit jumps to a significantly high amount of money from £100-£590 This will cause much impact on those who have less money than others and bring lots of stress to those in the community. I feel as though this will bring too much anger and upset to everyone and it shouldn't go ahead Please take all this into consideration and think long on hard about your permit prices and the actual idea of the plan!!!

**220. Resident**

I object to the proposed "pay for a permit" parking zone scheme in Portsmouth, this is absolute highway robbery and I should not ever have to pay to park outside or near my home. This ill thought out council money spinning scheme should be scrapped, there is no parking problem in Portsmouth that can possibly require citizens to pay so much. If you want it so badly why don't you make it free for all Portsmouth residences and anyone coming into the city can pay a super vastly inflated rate that you money grabbers can dictate? Why should citizens of Portsmouth fund parking for visitors? Why can't we move freely around our city in our cars? Why can't it be free? Why are you so greedy? How can you possibly justify not implementing a free parking scheme for Portsmouth citizens? I bet you don't live in Portsmouth? Where do you live? Do you own a car? Whose idiotic idea was this? How can you justify the vastly inflated cost when it is free now? It unfortunately smacks of incompetence and corruption? Citizens of Portsmouth should be put first by their public servants not last. This will not add to my life in Portsmouth and will only affect me monetarily when it clearly doesn't have to. Why the hell does it cost so much? Where is this huge amount of money going? Will my council tax be reduced because of this ridiculous cost for no benefit?

Please answer my above questions and concerns as I was asked to send my views to the above email address and I expect them to be answered with a justified reason. Perhaps your valid argument can sway my opinion? I'd loving to hear from you soon.

**221. Resident**

With regard to the parking proposals for the Haslemere Road area, this whole process has been less than democratic and more of a political mission by the current city council incumbents.

We object on the following grounds;

It's a piecemeal approach to the parking problem in the city.

It will create more social isolation for those who require family/friends to visit.

The costs for council tax payers are simply unacceptable. It really looks like a money making scheme rather than what it purports to be!

It is not part of a wider strategy for transportation in the city.

This problem really needs a proper and visionary approach across all parties to help our

island city. Where will we be in the next decade or so?
<p><b>222. Resident</b> I am NOT IN FAVOUR of the parking zone and therefore do not wish it for the area in question.</p>
<p><b>223. Resident</b> After numerous surveys which have been sent out over the past few years (which must have been very costly). Its now been decided that it will take place. I do not support this, as I don't think it will help the parking situation much. I do not have a car, but have family and friends who drive to visit me adn take me out. So will have no choice but to buy permits.</p>
<p><b>224. Resident</b> I an writing to object to the proposed parking zone for the following reasons.</p> <p>There has only been a noticeable difference is parking since the neighbouring zones were implemented in January this year, therefore moving the problem on. Where will the problem get moved on to when parking zones are in use everywhere?</p> <p>By only having a 2 hour zone we still have to pay the same as those with a 24 hour zone and we are not paying to be able to park but to stop others parking.</p> <p>Will traffic wardens operate everyday to enforce this parking zone?</p> <p>2 hours a day will not stop the employees from Winter Road parking here all day. They will, if need be, just move their cars temporarily and by doing so move the problem to a different area.</p> <p>People won't pay for visitor permits for 2 hours a day when all they have to do is move their cars for the duration</p> <p>This zone will not change the problem of not being able to go out in the evening because we cannot park when we get back.</p> <p>The only advantage to all these little 2 hour parking zones seems to be that it creates income for the council without much change to the residents.</p> <p>You need to find ways to make people less dependant on their cars, improving public transport by making it more affordable. Since the recent increase in bus fares I am unable to use the bus as often as I would like.</p>
<p><b>225. Resident</b> I am emailing to notify Portsmouth City Council that I object to the above proposals - I have no problem with the current parking situation in the area and I would rather not pay £30.00 for a permit and have to pay more each time I have a visitor.</p> <p>I hope this is taken into consideration before a final decision is made.</p>
<p><b>226. Resident</b> I OBJECT to these proposed parking restrictions.</p>
<p><b>227. Resident</b></p>

<p>I am writing to oppose the proposed residents parking zone ME Haslemere Road.</p>
<p><b>228. Resident</b> Thank you for your letter concerning the proposed parking permits in the Winter road area. I strongly appose this move as it is a stealth tax and nothing more.</p> <p>Please send me details of any meetings regarding this matter as I would like to strongly voice my opinion.</p>
<p><b>229. Resident</b> Please take this email of confirmation that we object to the proposals made for the ME residents parking zone.</p> <p>The introduction of the permit is not going to improve the parking situation in the area. There are simply too many cars to the road parking available and this in time is only going to get worse in the years to come. The permit will not discourage cars and vans to be parked anywhere else. People want to park as near to their house as possible.</p> <p>It is ludicrous that we will have to pay £130 as a household to park 'somewhere' near to the house we own. We pay council tax and to have pay further is totally unnecessary.</p> <p>Parking in the area is crazy when there is a football match at Fratton Road. What will happen on a Tuesday and Saturday when football is on and these cars are abandoned in order to get to the match for kick off?? We will be paying for a permit that means we have to park streets away from our own house? The permit will not deter these cars on a Tuesday evening either as the permit is only valid for 2 hours a day. Sometimes it can take 20 minutes to find a space a 6pm. If the permit is not valid from 6pm surely we will get more cars trying to park as they will be pushed into the area from other areas were permits are valid.</p> <p>Also, having to pay for a permit when we have visitors is just ridiculous.</p> <p>This just seems like a council money making scheme and the permit in no way will help the residents of the ME parking zone. Especially those that on a Monday – Friday arrive home from work after 6:30. The permit will simply be for the weekend parking only.</p>
<p><b>230. Resident</b> I object to the proposed parking zone for the following reasons</p> <p>A to expensive at that price should provide free car parking in council car parks as a benefit</p> <p>B doesn't guarantee a parking space so is just another way for the council to tax</p> <p>C I use a company car and this vehicle can change as required for the business and object to having to the possibility of having to buy a visitor permit to park at home on top of the permit cost.</p>
<p><b>231. Resident</b> I feel I have to oppose this proposal as I feel it will have little effect on the parking issues as the majority of people parked there are residents. I also feel it fails to address the issues on football match days too. I have previously lived in the Fratton area where this was introduced and failed to see any benefit. Thankyou for your consideration.</p>
<p><b>232. Resident</b></p>

I would like to object to the proposed ME parking zone. My main reason for objecting is the time "4:30-6:30" this will have no benefit to us as residents as we don't have issues parking during these times (except for match days) we do however have issues parking after 7pm!

If I am now expected to pay a fee to park down the road which I own my home I would like it to be of benefit to me. I would also like to know what all the money the council will set to make will go towards? The council will be receiving thousands of pounds will the rubbish collectors and road sweepers get a pay rise?

**233. Resident**

There are other solutions that can be applied rather than penalising all!

Poster image:

Permit Parking = Stealth Tax.

The permit parking will not reduce the amount of cars in the area!

The permit parking in 2020 will cost you...

£30 for car 1

£120 for car 2

£620 for car 3 if space allows!

Not to mention the cost of having anyone visit you.

Have your say!

Email your opposition to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) state TRO 30/2019 in the subject by the 21<sup>st</sup> of August and turn up to the subsequent public decision meeting.

Together we can stop this.

**234. Resident**

We would like to object to the proposed scheme for the following reasons:-

1 The proposal describes this a 'service', but a service is something asked for. This has not been asked for.

2 The scheme does not seem to recognise that most people work shifts and not 9 to 5. This scheme will make no difference to people who return from work very early in the morning or very late at night, like my wife, but we will still be charged for it.

3 There is nothing on here about restricting football parking, the gigantic elephant at the end of the road!

4 Without designated parking per house you are not fixing the problem just shifting it around, and charging for it.

5 it appears that the only real restriction will be parking between 4:30pm and 6:30pm, so we are being charged to park for 2 hours a day.

6 We are being charged for something we have already paid for through taxation - so are being charged twice.

**235. Resident**

Please accept this email as my objection to the above proposed parking zone.

As a resident within the proposed zone I have personal experience of the displacement and unrest caused by the piecemeal approach to other zones introduced across various parts of the Portsmouth in particular the adjacent zones MB and MC.

I note the proposed hours for ME zone differ to those referred to above.

I would challenge the proposed fee structure and in particular the quoted price of a third

vehicle of £590.00 and only "if zone parking capacity permits". Please can you confirm what in fact is the capacity of the proposed ME zone and clarify what methodology has, if any, been used by Portsmouth City Council to calculate the capacity. If no calculation has been undertaken please can you confirm and why. I would also like to seek an explanation as to considerable increase in the cost of a third vehicle compared to that of a second i.e. £590.00 and £100.00 particularly as no physical 'permit' is issued - how has the fee structure been arrived at? Are the costs proposed purely to cover the administration and work associated with non-compliance or are they set at a rate for Portsmouth City Council to make a surplus/profit? I request a written breakdown and explanation of the calculation and proposed costs associated with running the scheme.

I also note the price included in our recent correspondence associated with the third permit is "under review" can you please confirm when a final cost is to be announced and again what methodology has been used to calculate the potential fee.

As a family living within the proposed ME zone we potentially will experience our children living at home longer and therefore requiring in due course a vehicle to not only work but socialise. The introduction of this potential scheme I feel is costly and prohibits genuine Portsmouth residents from affording a permit pass to park within close proximity of a family home. I therefore strongly object to the proposed ME zone.

**236. Resident**

I would like to oppose the proposed Parking zone ME Haslemere Road area.  
I do not feel that any of these schemes help with making parking easier for residents.

**237. Resident**

I would like to express my displeasure at the proposed parking zone surrounding the PO4 area. It will merely move parking problems to Milton and Eastney residential areas.

To improve parking I recommend painting parking spaces on the road so that as many cars can be parked as possible. I would also like to see the introduction of motorcycle parking bays, where people can chain their bikes.

**238. Resident**

In response to the above proposal, I strongly object to the imposition of residents parking in my area :

1. Why should I pay to continue to not be able to park outside or near my house?
2. Ad hoc parking zones do nothing to address the issue of parking and traffic in Portsmouth - there should be a city wide plan drawn up and put to the whole city for consultation - not continuing to force this through on a piecemeal fashion.
3. Parking zones have an adverse affect on local business, particularly with the new two hour time slots in the afternoon to early evening.
4. It imposes an unfair financial burden on householders who have guests visiting, or who have carers or family visiting daily after work. People forced to pay to have family or friends with cars to stay if they stay overnight.
5. Householders penalised financially when they have contractors working on their property and who do not knock off work early.

6. Still being unable to park in your area if you get home from work or being out after 6.30 in the evening - what is the point of this.

7. The system is not transparent - i.e. residents who are paying for the service are unable to verify that a vehicle parked in the area is entitled to park in that zone. We have to reply on traffic wardens who are usually conspicuous by their absence.

8. There is no accountability - i.e. how is the money being apportioned and used in relation to this new tax being levied - how can the taxpayer view income and expenditure and be assured it is being used properly and is not just another stealth tax.

9. This issue had been voted on on more than one occasion in the past, with insufficient majorities being achieved in favour of residents parking. Yet the council continue to try by any and all means to get it through, if the answer is not in line with the councils plans for wanting to impose parking zones. Hardly Democracy in action. It is instead a waste of taxpayers time and money. PCC must learn to honour the result of the vote and follow the democratic process.

10. This is manifestly a stealth tax, and is tantamount to obtaining monies by deception.

11. Finally, the Planning office must take proper control of planning throughout the city, so as not to allow the continual increase of the number of residential properties in our small and restricted city, with inadequate provision for parking.

I look forward to hearing that this proposal has been rejected.

**239. Resident**

I wish to object to the above proposed parking zone. As a resident I pay more than enough in council tax bills. I feel disgusted that I should have to pay extra to park my car on the road I live, and again for people to come visit/stay. Especially given it's for two measly hours a day (that's not going to stop anyone when Pompey play, or it's a sunny day). It's just another way for the council to squeeze every penny out of their hard working, tax paying residents.

**240. Resident**

I strongly oppose to the introduction of the ME Parking Zone in my area.

I do not feel that the current parking situation justifies the proposed fee. I live in a household where multiple people have to commute to work outside of the city with no other option but to commute by car. The proposed scheme would penalise us, and I do not feel the introduction of the scheme would be beneficial. Seems to be more of a scheme to make the council money than to solve a parking issue. Please reject the parking zone.

**241. Resident**

I am writing to let you know that I am strongly in opposition to these proposals.

In my opinion, this scheme would simply displace parking overflow issues outside of the area covered, while doing little or nothing to improve the parking situation.

This scheme, if brought in, would clearly be another big money-spinner for Portsmouth City Council, both in terms of the funds collected for the permits & the fines given to motorists who fall foul of the restrictions. Motorists already have to pay road tax to use their vehicles

on the road. I would not appreciate having to pay again for the same privilege.

Portsmouth City Council seems to feel that its main purpose is to extract as much currency as possible from residents, while providing as little service as they can get away with to those taxpayers . This should not be the case.

Council tax is already extortionate in the town. Bringing in a scheme like this would make me seriously consider relocating elsewhere.

Purchasing the former Police Station in Highland Road & building a car park there, instead of cramming as many dwellings (without adequate parking) as possible onto that (& any other available building) site, might be a positive step to alleviate the problems. Of course, this would involve actually spending money on improvements, rather than just raking-it-in from property developers & residents while the area goes downhill, so I doubt this kind of approach to development has been considered.

Your sector is known as 'public servants'. Please try to keep this in mind when making plans for the town.

In conclusion; FAIL - try again.

#### **242. Resident**

I do not think this proposal will work. It just means that everyone will park in the area after 6.30pm. Having silly two hour slots all over the areas and all being different times is very confusing and a waste of time. It just seems an excuse to get loads of money off of residents who already have to pay expensive council tax.

I hope this proposal does not go ahead.

#### **243. Resident**

I am contacting you to tell you I am totally against the proposed residents parking scheme ME Haslemere Road area. I currently live in a residents parking area and have no evidence that it is beneficial to me. A parking space is not guaranteed.

- My second home falls within the propose area (ME Haslemere Road) and I have no issues with the parking spaces currently available to me. There is enough space for me to park. I now park more or less where I want and the time I want and do not have to pay the Council £30 for the privilege! In my view I would only be prepared to pay the additional £30 to park here if my space was guaranteed - why should I incur additional expense for no extra service? This makes no sense
- I am aggrieved this consultation has gone ahead with such a small margin of residents thinking that 'a parking scheme would be helpful'.
- I would argue that those who think a scheme would be helpful have not ever experienced living in such a scheme. In my experience they are pointless. I do not gain a parking space. The Council gains funds.
- I am not sure why the restricted 'waiting limit to 3 hours, no return with 4 hours' is between 8am-6.30pm? I was under the understanding most of the Portsmouth schemes ended at 6pm. I do not agree with this time-frame.
- I am not sure why where there are now single yellow lines you want to remove them and allow waiting up to 30 minutes, taking away currently useful limitations. I do not agree with this change.
- Neither do I agree that multiple occupancy flats and houses should only usually be

allowed no more than two permits. This would make the scheme entirely unfair. Current car owners who live in the area in a flat or HMO are able to park now unrestricted why should they be penalized.

- If this scheme is agreed I will need to buy Visitor Parking Permits just to park outside my house every day between 4.30-6.30pm as I will not be able to purchase a residents parking permit without my car being registered here. I cannot register here because I am already part of a scheme where it is obligatory I be registered there. This would make my life unduly complicated.
- In addition, I will have the added expense and resource of having to buy Visitor Parking Permits for anybody who wants to visit, such as family, friends and tradesmen etc. This limits my guests, and as such, my living conditions. I want to be a happy resident not one that has to live under conditions and restrictions. This would not make me happy.
- The Council talks about capacity and 'when capacity allows'. I see no evidence that it knows the current capacity of the area or the current need of the area. I would like to know if the Council is making up these statements or if it has evidence/ researched information.
- Even though there is an initial expense to the Council I feel strongly that this is merely a money making scheme for the Council. There is little evidence this will reduce the number of cars in the area. There is no evidence this will make more parking spaces available.

The currently available parking spaces in Portsmouth is what it is and the Council should be looking at more intelligent ways of tackling the wider problem (of, for example, too many cars and no space) rather than getting local residents to pay to park where they live for no extra service and with the added consequence of restricting their visitors.

#### **244. Resident and business**

I would like to express my view about the proposal to extend the residential parking zone to the area between Augustine Road and Winter Road in Southsea,

I do not support this proposal as it will increase the amount of displacement parking on the south side of Albert Road. The recent re-introduction of the parking zones MC and MB have already had an impact on parking. This is increasingly worrying for me as a single woman who often can arrive home late from work and having to park so far away from my home, leading to me walking in the dark with my laptop and briefcase.

I would like the council to re-consider this proposal as this will cause further problems within the residential areas. I also own a business and purchased a business permit for the MC zone at great expense. I do not have confidence in traffic control monitoring the zoned areas and there are still people parking without a permit in zoned areas.

The introduction of further zones is not going to be helpful at all.



**Support for proposed ME zone (within zone)**

**245. Resident, Aston Road**

I've been hoping that this would happen for a very long time. I hope the introduction of this will stop the constant flow of delivery and transit vans parking on every corner and blocking people in on a daily basis. Is it going to be possible to pay a premium and get a permanent parking bay outside my house? I think it would be a good money making exercise as every house has at least 1 car and its like wacky racers sometimes trying to park near your own property. I spent many years in the military with early starts and late finishes and found parking horrendous and now it's no different, I'm hoping this introduction of resident parking changes this. . Many thanks for reading my views and feedback.

**246. Resident, Aston Road**

I am in support of the proposal to implement parking permits for ME Zone is Southsea. Since the introduction of parking permit zones to other areas of Southsea there has been a noticeable increase in the amount of vehicles parking on mine and surrounding roads which mean I often am struggling to park near my home. There is also a noticeable increase in commercial larger vehicles parking around my street also, which is also an issue, presumable due to the introduction of other permit schemes nearby.

This shows that there needs to be similar further restrictions across the city to ensure the issue does not continue to just move from street to street.  
Please register my support for the scheme.

**247. Resident, Aston Road**

I fully support the proposed residents parking scheme.

Parking has become an absolute nightmare in recent years and I have noted an increased number of works vehicles and the situation has become much worse since controlled parking has been introduced in other areas of the city. Parking has come impossible.

I would happily pay for a parking permit and for visitor permits

**248. Resident, Aston Road**

I live in Aston Road and like the surrounding streets parking is a nightmare and has been for some years. I fully support the proposals mentioned in the letter, as something needs to be done now. My household has two vehicles, but I am more than happy to pay £30 for the first car and £100 for the second car. It's not always possible to get parked near my house, but being able to park in the street when I return from work would be a bonus.

My reasons for requesting this are:

1. Residents are bringing their work vans home (some are very large and take up two or more parking spaces) preventing cars being parked in the street.
2. Residents in streets who have parking zones or who want them will use this street to park their extra cars and vans if we do not make Aston Road a parking zone.
3. I understand some residents are not happy about the thought of having to pay to park their car, but unfortunately Portsmouth is a city and there are a lot of cars in it, therefore I believe Portsmouth councils proposal is the only way forward.

I hope local residents come to the conclusion that parking zones in and around this area is the only sensible solution and paying a small sum for peace of mind is worth it.

**249. Resident, Aston Road**

One of the concerns we had about living here was the parking issue. Our experiences of living here for almost 2 years has given us much frustration at times, the main issues we experience regarding parking are:

1. People who live in Winter Road who continue to park in our road even though there are spaces in Winter Road & in roads closer to their property.
2. The high volume of commercial vehicles who park in our road many of who do not live in Aston Road.
3. How at times if people parked sensibly then there could be room for as many as another 10 cars in our road.
4. Pompey football fans parking in our road on match days.

With regards to the first point I would strongly like to suggest amending the parking zone to include only the side of Winter Road that is directly adjacent to the proposed ME zone, the other side of Winter Road should be asked to park in the side streets on their side of the road. I feel this would help greatly & was even proposed to us by councillor Pitt when he last came round & spoke to us on our doorstep.

With reference to the fourth point I believe this will be helped by the parking zone on Saturday matches however will not resolve issues on Tuesday evenings which kick off at 7.45pm.

Large commercial vehicles will be deterred by the parking zone however most of the vans that park in our road are 3500kg & under.

We are in favour of the parking zone in principle however feel strongly regarding splitting Winter Road with regards to the zone.

**250. Resident, Bramshott Road**

I wish to give my support for permits 430-630 for zone ME. However I would like to note that I feel a time of 430-730 would help with parking on evening matches.

**251. Resident, Bramshott Road**

I am writing to express my support for the proposal set out by your letter this week, namely for resident-only parking between the hours of 4.30pm - 6.30pm. Am I right in thinking that this specific time slot is designed to work alongside the slightly different timings in adjacent zones? As long as it makes it possible to park a reasonable distance from my own home, I will be very pleased to see the ME zone established.

**252. Resident, Bramshott Road**

I SUPPORT the proposed parking zone

**253. Resident, Bramshott Road**

I SUPPORT the proposed parking zone

**254. Resident, Bramshott Road**

After reading my recent letter concerning the proposed residents parking zone above, I fully support this.

**255. Resident, Bramshott Road**

I support the proposal but have some questions / observations.

I do some AirBnB will my visitors be able to go onto RingGo themselves and apply for permits?

If I have to apply for the permit what details will I need from the visitor?

Some visitors arrive with only a few hours notice can the system allow permits within an hour of need?

Am I able to have more than one visitor permit during a time period?

Observations: I noticed in the news a few weeks back discussion about potential charges for cars over a certain CC yet nothing has been mentioned about long cars. Can the new scheme include charges for cars over a certain length, mine is 4,021 mm L and fits within the footprint of my house, if everyone bought shorter cars then there would be a lot more space also shorter cars take less raw material to build them.

Thank you for your response, I have just one more question.

If I have guests that are staying more than 24 hours say up to a week and I have purchased visitor passes for their period here. It is likely that they may leave the car in the road and use local public transport to get to events and visitor attractions.

Do they still have to move the car out of the street for the 16:30 to 18:30 period or will the 24 hour plus pass allow them to leave the car on the street?

Thank you for that useful information. I now look forward to the notice of when the zone will be introduced.

**256. Resident, Bramshott Road**

This parking permit scheme is welcomed.

**257. Resident, Bramshott Road**

I'd like to register my support for the proposed ME parking zone. Parking in the area has been bad for a long time.

I'd like to raise 2 concerns though:

- 1) It won't do enough to help on match days when we lost parking entirely.
- 2) We'd be paying the same as residents in zone who enjoy 24hr parking restrictions.

I would hope that the zone would be aggressively policed at first to ensure that people without permits would be deterred from gambling in the 2 hour ban they need to comply with.

In all, a positive action and I hope it makes a difference to parking issues in the area.

Thanks for responding, I feel much more confident in the success of the project now.

**258. Resident, Bramshott Road**

I support these proposals.

I think it would also be useful to extend the parking time restrictions to include match days at Fratton, as the surrounding roads are always filled by attendees.

<p><b>259. Resident, Bramshott Road</b> Just to say that I am in favour of the proposed parking scheme ME Haslemere road and will look forward to it being implemented</p>
<p><b>260. Resident, Bramshott Road</b> In response to the proposed residents' parking zone: ME Haslemere Road area (TRO 30/2019) I strongly agree with the proposal.</p> <p>Since other close-by parking zones have been put into operation it has made parking in our street (and surrounding streets) extremely difficult and even virtually impossible at certain times (especially evenings and definitely on match days).</p> <p>There always has been difficulty parking, especially on match days, but the introduction of near-by zones has made it even worse.</p> <p>4.30pm - 6.30pm seems reasonable in the main. Although, I worry that on match days this will not deter people parking when matches start at 1pm or 2pm.</p> <p>I have witnessed 'road rage' on more than one occasion outside my own house on match days and it can be generally difficult driving around the area as it is not possible for two cars to pass. A one-way system would help this. There is already a couple of one-way roads in this area which work extremely well. Maybe this could be a consideration subsequent or in conjunction to the introduction of the parking zones...?</p>
<p><b>261. Resident, Bramshott Road</b> I strongly approve of the parking zone proposal ME Haslemere road area TRO 30/2019.</p>
<p><b>262. Resident, Bramshott Road</b> I fully support this proposal. I am a resident of Bramshott Road and since the introduction of nearby parking zones I have noticed an increase in the number of cars parked in our roads.</p> <p>I believe the majority of people who will object will be owners of company vans (there are a lot here!!). My parents live in the MC zone, which is now under the permit scheme and the difference has been huge. They are now able to leave their house in the car at any time of day and can always park in their road. Prior to the introduction of the permit, they would not take the car out very often as they knew they would struggle to park when they returned. I know this scheme will reduce the number of cars in our area as I have seen the proof in other areas of Southsea where the scheme already exists.</p> <p>I am fully in support of this scheme.</p>
<p><b>263. Resident, Bramshott Road</b> My wife and I are both in favour of this scheme</p>
<p><b>264. Resident, Bramshott Road</b> Parking in this area over the last few months has been the worst we have ever experienced with the introduction of parking zones near us. I am thus in support of the introduction of the parking zone to alleviate the recent problems and would also hope that the permit holders only time be extended to cover at least till 7pm.</p>
<p><b>265. Resident, Bramshott Road</b> Fully support the ME residents parking zone.</p>
<p><b>266. Resident, Brompton Road</b> I would completely support this parking zone as I believe it will ease a difficult parking</p>

<p>situation in my road although I suspect it won't make a huge amount of difference.</p> <p>However, given this has seemingly been talked about and consulted about over and over in the last few years and no actual movement is evident, I assume that I will have either left the area or died of old age long before it happens anyway.</p>
<p><b>267. Resident, Brompton Road</b></p> <p>I am writing to give my full support of this proposal.</p> <p>Parking is a problem in this road.</p> <p>In a city with limited space, zoned parking is the way to allocate spaces fairly, and would like to see these proposed more widely across most of the city's densely populated areas, to avoid displacing the problem to parts of the city without zones.</p> <p>Thank you for your consideration of my view.</p>
<p><b>268. Resident, Brompton Road</b></p> <p>I agree the permits are needed and support the proposed plan. However, I think the permits are over priced, especially considering how expensive council tax is now.</p> <p>I feel the first permit should be free at the very least</p>
<p><b>269. Resident, Brompton Road</b></p> <p>I would like to register my support for the above parking zone.</p>
<p><b>270. Resident, Brompton Road</b></p> <p>I fully SUPPORT the proposed parking zone. I'm fed up with all the commercial vehicles and residents who think it's okay to have numerous vehicles in a 2 person household. Not great when you have to park 3 roads down when you finish work.</p>
<p><b>271. Resident, Brompton Road</b></p> <p>I fully support the parking permits in Brompton road, I am tired of commercial vehicles and people with 3 cars or more and only 2 people living in there house. When you come home from work of a night and there are vans belonging to businesses parked in your road not good.</p>
<p><b>272. Resident, Brompton Road</b></p> <p>As residents of Brompton Road, we support the introduction of the proposed residents parking zone TRO 30/2019 for the ME Haslemere Road Area.</p>
<p><b>273. Resident, Brompton Road</b></p> <p>I broadly support the proposed TRO 30/2019 permit parking scheme for Brompton road etc. I believe it would be more beneficial to residents if the restriction was from 1700 to 1900 hrs to accommodate return from work in rush hour traffic.</p>
<p><b>274. Resident, Canterbury Road</b></p> <p>I'm emailing in response to your letter and posters about the proposed 2 hour ME parking zone in the Haslemere rd area of Southsea. I fully support your proposal.</p>
<p><b>275. Resident, Canterbury Road</b></p> <p>Writing ref TRO 30/2019 and that I support the introduction of parking zone ME Haslemere road area.</p>
<p><b>276. Resident, Canterbury Road</b></p> <p>I'm really pleased about proposed parking in my area as by the time I finish work there is absolutely nowhere to park, will be highly appreciated</p>
<p><b>277. Resident, Canterbury Road</b></p> <p>I am strongly in favour of the proposed ME Residents Parking Zone. The reasons are:</p> <ul style="list-style-type: none"> <li>• Parking has become difficult over the last 2 - 3 years, caused by a combination of</li> </ul>

households with 2 + cars, and (I'm assuming) overspill from neighbouring parking zones. This is particularly the case after 5pm.

- Parking is more difficult on match days.
- Many cars seem to remain in the street for days/weeks without moving.

I hope this will be implemented shortly.

**278. Resident, Canterbury Road**

I wholeheartedly support the creation of an ME parking zone. I would suggest a reduced or zero price permit for electric vehicles.

**279. Resident, Canterbury Road**

We definitely support the proposed parking zone of ME.

Since the neighbouring MB and MC zones were bought in it made an already bad problem even worse, it needs to be everyone zoned or no one, it can't just be some places and not others. I walk through those zones at permit times and there are so many spaces yet our roads are completely gridlocked.

I get home from work around 5pm and it's ridiculous that I often have to keep driving round trying to find a space at that time. My partner gets home between 6.30 and 7 so the proposed zone times won't help him, he often cycles as he can't face having the hassle of trying to find somewhere to park after a long day at work.

There are a lot of parked cars which never seem to move and many many commercial vans, hopefully the permits will encourage people to get rid of cars which aren't used.

Also some households have 4 or more cars which is crazy, and they aren't flats, they are just families with a lot of cars, you can't be like that in Southsea.

So yes please do bring in this zone, we support it fully.

**280. Resident, Canterbury Road**

I am writing in support of the TRO 30/2019, parking in and around Canterbury road has been impossible since the introduction of a neighbouring TRO, so for this reason I support the introduction of permit parking in ME zone.

**281. Resident, Canterbury Road**

My feedback regarding the parking zone ME is that I am for the parking restrictions, however 5-7 would be better than 4-6 as I don't finish work until gone six.

Most people don't finish work until after five so starting the restriction at four instead of five would not be beneficial for most working people.

**282. Resident, Canterbury Road**

While I support the proposed introduction of the ME Haslemere Road Area Parking Scheme, I do find the scheme slightly ill-conceived, specifically to the timing of the restriction of 'Permit Holders Only' which only covers the 2 hours between 16:30 and 18:30. My issue with the timing is as follows.

Parking between these hours is not usually the challenging time. More challenging is parking during Portsmouth Football Club match times (so Tuesday evenings and Saturdays), and parking later in the evening (for example, arriving back at 22:00 mid-week from sports training when I could be driving around the vicinity for 10-15 minutes in ever-increasing circles before eventually finding somewhere to park which could be a significant distance away).

It therefore makes far more sense to extend the period to be from 16:30 until, say, 07:00 the following day.

I fear that having such a small window of restriction will not materially ease any of the current parking issues, including the white van displacement issue we currently have.

To be clear, I am not objecting to the need for a scheme, just not convinced on how well it will work. Time will tell I guess.

The main pain points for us are, apart from football or other major events, the sheer volume of 'white vans' that park in our road and surrounding roads (in particular Haslemere Road which is crazy most days with wide / white vans, and the number of multi-occupancy properties (students) where there could be a single house and 4 or 5 cars. I do hope that the proposed scheme resolves the latter in particular and also the former.

**283. Resident, Chestnut Avenue**

We'd like to support the proposed introduction of a parking zone in Chestnut Avenue.

Since the parking zones were introduced nearby there have been a lot more cars parking on our road. They're not residents of our road and it makes it more dangerous for the neighbourhood children who regularly play out on the streets. Plus it's annoying when the football is on and our street fills up.

**284. Resident, Chestnut Avenue**

In reference to the above proposals, I previously objected to the residents parking zone for Chestnut Ave, however the councils continued insistence of pursuing residents parking within Portsmouth that has resulted in causing vehicle displacement within the city leaves me with little alternative but to reluctantly support the Proposals for Residents parking in Chestnut Ave, as the alternative is that Chestnut Ave will be used for the parking of vehicles avoiding the Parking Zones that are in place in the surrounding areas.

**285. Resident, Chestnut Avenue**

Please accept this email as notification for my SUPPORT of the introduction of the ME residents Parking zone.

The introduction of this zone will reduce the impact of "displacement" parking from the zones adjacent to this one and some of the issues caused by match day parking too.

**286. Resident, Devonshire Avenue**

As a resident of the proposed parking zone, I would like to register my support for it. After seeing how parking is available in the evening in neighbouring zones, but not in this area, I think it is a good idea to have the same priority for residents in the proposed ME zone as in neighbouring zones.

I would have preferred a time of 5-7pm however, as parking earlier than that is generally not a problem.

**287. Resident, Devonshire Avenue**

Parking in this area is horrendous – even though we have only one car. Since parking zones were introduced in nearby streets, we have been amazed at the numbers of 'outsiders' who bring their vehicles over to park block up our road. They include vans, people carriers, lorries and trucks.

It is strongly suspected that the owners are avoiding the parking zone tariffs in the own areas.

The bus stops are used by some of the vehicles at normal bus service hours and I've witnessed elderly people with sticks or zimmer frames, struggling to get on or off the bus

<p>because the raised area is not available. Thoughtlessness is one way to describe the culprits, but I suspect that these are people who do not mind breaking the rules or the law.</p> <p>Another thing that occurs to me is, if you were to ask the opinions of people in Devonshire Avenue who have off road parking, their own garages or sometimes both you would probably receive a lot of nos to this scheme.</p> <p>Please believe that there are many of us in this road who do suffer because of the bad guys.</p>
<p><b>288. Resident, Devonshire Avenue</b> I fully support the ME parking scheme TRO 30/2019 as I am constantly having problems parking near my property in the evenings and at weekends.</p>
<p><b>289. Resident, Devonshire Avenue</b> I am writing in SUPPORT of the proposed resident's parking zone above.</p> <p>We have one car for our household. I need to use my car for work, but frequently have difficulty parking within a reasonable distance of our house when I get home from work in the evening.</p> <p>I believe that the proposed parking zone will make it easier for people in the are to find a parking space close to home.</p> <p>I am hopeful that the proposal will be adopted.</p>
<p><b>290. Resident, Devonshire Avenue</b> I would like to add my support for the proposed residents parking zone for the ME Haslemere Road area. I live within the proposed zone and understand its implications for residents.</p>
<p><b>291. Resident, Devonshire Avenue</b> I agree with the proposed resident parking zone. In fact I think it should go further with more restrictions and higher prices for non-resident permits.</p>
<p><b>292. Resident, Devonshire Avenue</b> Myself &amp; my husband both support the plans for this proposal.</p>
<p><b>293. Resident, Devonshire Avenue</b> I fully support the introduction of a parking zone, because having a parking zone adjacent to our road has increased the number of long-stay vans and cars, parked on our road.</p> <p>This has lead to a severe scarcity of parking places for the residents of the street.</p> <p>With the influx of vehicles from the existing zones, cars now park across the bus stops and this caused collision about a month ago in which a car ended up overturned on the central reservation.</p>
<p><b>294. Resident, Devonshire Avenue</b> I am a resident within the new proposed ME zone and I fully support the proposal.</p>
<p><b>295. Resident, Devonshire Avenue</b> my husband and I wish to support the proposed scheme.</p>
<p><b>296. Resident, Devonshire Avenue</b> I am writing in support of the proposed ME Haslemere Road area Parking Zone. I am a</p>



<p>resident of Devonshire Avenue and am tired of the longstanding constant difficulty there is in parking on my road. I note the increasing number of trade vehicles that take up spaces and since the introduction of the parking zone in the nearby Bath Road, Jubilee Road and Francis Avenue area, I also note the increase of cars parked on Devonshire Avenue (with a concurrent increase in free parking spaces in Bath Road, Jubilee Road and Francis Avenue) especially around the time of the restriction in parking. Creating a restricted parking zone nearby has led to an overspill of cars on my road making an already difficult parking situation even harder.</p> <p>I feel the only remedy is to create the proposed ME Haslemere Road Area Parking Zone.</p>
<p><b>297. Resident, Devonshire Avenue</b> In reference to the proposed Residents' Parking Zone: ME, I am writing to express my support of the proposal.</p>
<p><b>298. Resident, Empshott Road</b> I support the proposed parking zone ME. My only comment would be that it may be worth considering making it 4pm - 6pm / 6.30pm to cover the football parking on a Saturday. If it is 4.30 to 6.30 football people may be prepared to take a chance on the first 20 / 30 minutes of the restriction time.</p>
<p><b>299. Resident, Empshott Road</b> I would like to support the parking scheme. I do have some reservations. Parking during the day is very difficult because the local businesses and their customers use the street. The scheme will not affect them as they are entitled to permits.</p>
<p><b>300. Resident, Empshott Road</b> Please note mine and my husbands support for the proposed Residents Parking Zone ME Haslemere road area. We would also welcome an extension to time zones in the future.</p>
<p><b>301. Resident, Empshott Road</b> I support the proposed parking zone, I believe this will also further encourage the use of park and ride facilities and perhaps improve public safety and air quality on match days and weekends. I live in Empshott Road and have been here many years, so I have also seen the positive effects from the one way system introduced in this area. I'm sure the parking scheme will have a comparable impact.</p>
<p><b>302. Residents, Empshott Road</b> I would just like to express that I support the parking permit proposal for the ME HASLEMERE road area.</p> <p>This is on behalf of two people.</p> <p>I would also like to say that although I support this and it is a great step in the right direction, I would love to see the timings extended. There are a lot of people that work outside of Portsmouth and do not get home until after half past six in the evening, myself included. So giving priority to people returning from work until even 7pm would be of huge benefit to the residents.</p>
<p><b>303. Resident, Empshott Road</b> I would like to register my agreement with the installation of TRO 30/2019 for the Haslemere Road area.</p> <p>However I would like to include my comments about the permit timings.</p>

<p>I don't believe that 4:30pm-6:30pm is suitable for the residents of this area. Speaking only from my interactions with the residents on my end of Empshott Road, I believe that the timings of 5pm-7pm would be much better suited.</p> <p>Although, this is still a positive response to the intended RPZ.</p>
<p><b>304. Resident, Empshott Road</b> I support this proposal for the ME Residents Parking Area.</p>
<p><b>305. Resident, Empshott Road</b> I am writing to strongly support the introduction of Residents' Parking Zone: ME Haslemere Road Area.</p> <p>I have lived in Empshott Road for years and during that time the parking situation has deteriorated significantly. Parking in the immediate vicinity of my house has always been difficult and provoked much irritation, especially in the evenings and when Portsmouth Football Club have matches at Fratton Park. However, the state of affairs has become so bad that it is now affecting my lifestyle. Since the introduction of the adjacent Residents' Parking Zone MC, it has become practically impossible to park anywhere on the block on which I live if I return home later than 4.30pm. As I work full-time, this means that most evenings I drive around the area for anything up to 20 minutes trying to find a parking space. Often the only available space is at least a 5-minute walk from my house. This is particularly infuriating as the vast majority of cars parked on my road do not belong to the people who live there. I can only assume it is the result of other parking restrictions pushing excess cars into the Empshott Road area.</p> <p>My family owns one car and I do not think it is unreasonable that we should be in a situation where we are able to park that vehicle within 200metres of our house.</p>
<p><b>306. Resident, Empshott Road</b> I write to support the proposal to introduce residents parking (ME Zone).</p> <p>Parking has always been challenging, however it is currently very difficult, and it is not generally possible to find a parking space in the street after mid to late afternoon. The situation seems to have significantly worsened following the introduction of Zone MC which is nearby (BathRoad/Devonshire Square) and it would seem the general difficulties with parking have been exacerbated by displaced vehicles from the adjacent zone.</p> <p>In addition, commercial vehicles (including large drop-side pick-up trucks) are regularly parked in the Empshott Road and there are a number of residents who own multiple vehicles.</p> <p>We own one car, and not being able to park in the vicinity of our home is very frustrating. Some means of controlling the sheer number of vehicles in the area is therefore highly desirable.</p>
<p><b>307. Resident, Empshott Road</b> I support the introduction of the ME parking zone. However, I would like you to look at the time of the zone. 4:30 - 6:30 seems too early. I would prefer see a 5-7pm.</p>
<p><b>308. Resident, Empshott Road</b> We are in favour of implementing the zone in our area.</p> <p>As a single car household it is very frustrating to know that there are multiple car households who take up valuable spaces leaving us no where to park our only vehicle. We car share to work and do not return home until 6.30pm. We often have to park streets away at this time at night. I feel strongly that those who choose to have more than one car should pay to park them at considerable cost, almost as a deterrent not to have multiple</p>

cars, camper vans, commercial vehicles etc and that the number of permits per household should be strictly monitored, and closely linked to the number of spaces available. I fail to see how a scheme that could allow, for example, 3 permits is sustainable in Southsea streets. Would permits be withdrawn if more were taken up by single car households?

I believe the proposed residents only parking time for our road is 5 to 7 which may help our situation but ideally this would be much longer. I trust it is to be enforced, given these times are outside normal working hours for the Council.

We have suffered significantly since January 2019 when the zone around Francis Avenue was implemented, meaning multiple vehicle households moved their cars to park in Frensham Road/St Augustine Road onwards. I am very disappointed that it has taken this long to resolve the zone in our area. I did email my local councillor at the time regarding this.

On Tuesday evenings when Portsmouth FC have home games, parking is almost impossible. Have you considered extending the time period restriction on these days for example to 10pm?

In addition the number of commercial vehicles parked in Southsea streets is excessive. These vans etc take up significantly more room than domestic cars and are often parked badly or opposite each other which would clearly hinder an ambulance or fire engine getting through the road. Flat bed lorries particularly should be reviewed especially where they are piled high with goods in the back overnight.

Students are not as much of a problem on our street but clearly parking is easier out of University term times so this should also be addressed by a pay to park scheme where only registered cars can park in the street.

I trust our views will be taken on board.

**309. Resident, Fernhurst Road**

Please accept this as my support for the proposed residents parking zone.

**310. Resident, Fernhurst Road**

I wish to write in support of the residents parking zone for Fernhurst Road (ME Zone). I fully support the implementation as we have problems with cars parking for long periods from the local car deal and from commuters for the train station.

**311. Resident, Fernhurst Road**

I wish to write in support of the residents parking zone for Fernhurst Road (ME Zone). I fully support the implementation as we have had problems since the previous scheme started as many cars now park here from other areas.

**312. Resident, Fernhurst Road**

Please note that I wish to SUPPORT the proposed ME Parking zone .

**313. Resident, Fernhurst Road**

I am writing to express my support for new parking zones as suggested for fernhurst road.

**314. Resident, Fernhurst Road**

We both approve of the proposed parking

**315. Resident, Fernhurst Road**

I am writing on behalf of my husband and myself that we support the proposed ME Haslemere Road Area Residents Parking Zone.

We never had a problem parking until the local areas were zoned. We now get the overflow from those roads. I also feel the zones are too big.

**316. Resident, Fernhurst Road**

I support the proposed parking zone, ME HASELEMERE ROAD AREA TRO 30/2019. This should have been done a long time ago.

I am in support.

**317. Resident, Fernhurst Road**

I confirm my support for resident's parking in Fernhurst Road as part of the proposed ME zone.

I feel we need to reluctantly accept resident's parking because in the end if Fernhurst Road remains unrestricted we will be surrounded by parking zones and will become a magnet for every car driver without a permit who wants to park their car for a few hours, the day, week or longer.

**318. Resident, Fernhurst Road**

I support the parking zone

**319. Resident, Fernhurst Road**

There has never been an issue with parking in this area and I'm unsure why there is currently so much focus on bringing permits to this area when other parts of the city are in far greater need such as North End.

Unfortunately due to permits being brought in in the surrounding area we are now beginning to be affected. Those that are overflowing into Fernhurst Road may be parkers who wish to avoid paying for a permit altogether and I have noticed that Heidelberg Road in particular is frequently brimming with spaces that are now out of bounds to us as it's not part of our zone. This would also suggest uneven distribution has occurred by the current boundaries of the zoning.

I don't see that I have any choice now but to support the proposal for permits to be brought in.

However, I would request that consideration be given as to how these are distributed and in particular drawing your attention to the headline story in the Portsmouth News today, would ask that first priority for third permits be given to those in HMOs housing working professionals. There is a notable lack of affordable housing for single professionals in the city which has been recently acknowledged by local councillors. Some professionals and working adults have a need for a car due to the manner of their jobs or due to caring for other family members, as is the case in our household, and I think this should be considered as a priority over HMOs housing young students.

Additionally I feel the third permit cost is incredibly steep particularly if you are a working professional in a HMO and would like to see this charge reconsidered.

**320. Resident, Fernhurst Road**

With an increase in the number of additional cars now being parked in this road - mainly those from surrounding roads where permits are in action , but some additional commuters plus the owner of the car sales place at the end of Fernhurst Rd ( currently at least 4 of his stock parked down the road , which are sometimes not moved in weeks.) I believe parking permits for this road should be introduced.

<p><b>321. Resident, Fernhurst Road</b></p> <p>I agree with the proposal and the resident's scale of charging, many of the other residents have multiple cars left in the road on a daily basis. I think this proposal fairly charges them for the usage of the shared resources.</p> <p>We have a second hand car dealer who regularly uses the road as an extension to his business,</p> <p>From my reading of the proposal, he will need to register each vehicle he wishes to leave in our road, and re-register for each new vehicle he gets. I assume that the regulations will not allow him to have multiple visitor passes</p> <p>As I think the road is unsuitable for this type of business, I am pleased to see this restrictive conditions placed upon the business.</p> <p>Additionally I'd like to see how the charges will be enforced. Would you consider an on-line reporting tool?</p>
<p><b>322. Resident, Frensham Road</b></p> <p>YES</p> <p>I'm for the parking zone please hurry up</p>
<p><b>323. Resident, Frensham Road</b></p> <p>Please carry on with the introduction of Parking Permits in the ME Zone ASAP. We have been waiting far too long for this and our lives are a misery.</p> <p>Hurry up and introduce this!!</p>
<p><b>324. Resident, Frensham Road</b></p> <p>I vote Yes / For the proposed parking zone called ME.</p> <p>The area is awful at the moment and road rage and fights are now constantly breaking out amongst drivers.</p> <p>We definitely need this zone ASAP.</p>
<p><b>325. Resident, Frensham Road</b></p> <p>I wish to vote 'Yes' to proposed parking scheme for the ME area.</p>
<p><b>326. Resident, Frensham Road</b></p> <p>I have lived on Frensham road for many years and my husband has been here for longer. We fully support the new permits and cannot wait to come back late after work, mid afternoon on a football match day or just from shopping with children in the car and actually find somewhere to park! Such good news...finally!</p>
<p><b>327. Resident, Frensham Road</b></p> <p>We agree to the above parking zone to ease parking in the area and deter overnight parking from cars outside the area.</p>
<p><b>328. Resident, Frensham Road</b></p> <p>I am emailing to confirm my support of the proposed residents parking zone for area ME. As a resident living in Frensham Road trying to find a park during most evenings on return from work and during evening football matches has always been challenging. However since the recent installation of a parking zone in Francis Avenue it has become impossible.</p> <p>Vehicles that do not possess a parking permit in that zone have moved into our area with the result being that it is often very difficult or impossible to park.</p> <p>By introduction the restriction of permit holders only between 4.30pm and 6.30pm it is hoped that there will be spaces available to park in that zone for residents on their return from work by deterring non permit holders from parking at these times.</p>

<p>Football matches when kick off is at 3pm will impact on being able to move my car between the hours of 1pm when they first start to arrive and 5pm when the match finishes therefore it would be helpful if the council would also consider introductions restrictions for non permit holders at these times on match days too.</p>
<p><b>329. Resident, Frensham Road</b> Yes i support the proposed parking zone</p>
<p><b>330. Resident, Frensham Road</b> I would like to register my SUPPORT for the introduction of the scheme. In the years I have lived in the road parking has definitely got more difficult so I alter my hours in the office specifically to get a space. I think houses of multiple occupancy are a primary reason with people leaving cars unmoved for weeks at a time.</p>
<p><b>331. Resident, Frensham Road</b> Yes – I do support the proposed ME parking zone.</p> <p>Since the introduction of the nearby zones in January we have seen a substantial increase in “van and truck” parking.</p> <p>I would have preferred that the zone is in operation 24 hours, but this proposal should hopefully help, I am unable to use my car in the evenings because of the impossibility of parking in the vicinity on my return.</p> <p>As the proposed hours are 4.30-6.30pm can you assure me that the area will be patrolled on “football” Saturdays? That would help alleviate the disappointment of not having a 24-hour zone.</p>
<p><b>332. Resident, Frensham Road</b> We are writing to support the introduction of this scheme.</p> <p>We are doing this reluctantly. However, displacement of vehicles from the area affected by the introduction of the neighbouring scheme at the beginning of this year has made it increasingly difficult to park in our own road. The introduction of a scheme for our own road should mitigate against this difficulty - although inevitably it is likely to pass the problem on elsewhere.</p>
<p><b>333. Resident, Frensham Road</b> I (reluctantly) SUPPORT the proposal.</p> <p>I feel I now have to support this proposal as since the introduction of the MB and particularly MC zones it has become impossible to park anywhere in Frensham Road or the indeed any of the ‘Shotts roads after typically 6.30pm.</p> <p>I have a number of points, questions and reservations to air however:</p> <p>1) Displacement: if I drive along Frensham Road late in the afternoon and there are no spaces then there is little point in looking for spaces anywhere in the ‘Shotts because there will be none as Frensham Road is least popular because of issues with parking under our Hornbeam trees. Typically, the number of commercial vehicles in Frensham Road is rarely less than 10 after 6.30 (at the time of composing this email, presently there are 10 commercial vehicles and 4 remaining spaces in Frensham, but just 2 commercials and 17 spaces in Bath Road). The lack of spaces seems to correlate with the introduction of the MC zone because it is always easy to find spaces in Bath Road – in particular the upper</p>

part of Bath Road north of Delamere Road, where spaces can be found right up to midnight. I find it strange that the vehicle ownership as evidenced by the amount of parking is so different between Frensham and Bath and therefore suspect a lot of displacement parking from Bath Road. To support this I notice that there are rarely more than 3 commercial vehicles parked in the upper part of Bath Road despite this having around the same number of properties as Frensham Road (approx 100).

2) Anecdotal, I have just witnessed a case of displacement from MC – someone parked in Frensham Road and then proceeded to walk to enter a property on Jubilee Road which had approx 3 parking places right in front of the property!

3) Zone timing: this will lead to problems because arriving home after 6.30, is likely to put one in competition with continued displacement parking from the MC zone as that has 30 minutes more to run. It would be better to have a zone time restriction from 5.30-7.30. What can I do when arriving home at for example 6.45 to find no spaces in ME?

4) Because of (2) above I would prefer some sort of staggered zone boundary to be implemented.

5) In Rowan Court (at the top of Frensham Road) residents have individually numbered spaces for all the 66 properties, therefore Rowan Court residents should not be allowed a permit at the “first vehicle” rate and only allowed a permit at the second or third permit rate when all existing residents in ME have a first permit. I note there are also 17 “visitor” spaces in the Rowan Court complex and a further 6 “disabled” spaces. Please confirm what rule will be applied for these residents/properties.

6) Similar to (4), only Frensham Court residents without a specific parking space in their courtyard should be allowed a first permit as there are 11 spaces in their forecourt areas.

7) I assume that the properties/residents in the flats bounded Goldsmith Avenue and Fratton Way (Vista, Horizon, Outlook etc) are not included in the ME scheme, please confirm.

8) Will second and/or third permits be issued if there are already too many first permits for the available spaces? Is the issuing of permits related to the number of available spaces?

9) Will there be a review of the operation of the scheme, after say 6 months?

#### **334. Resident, Frensham Road**

I am agree with resident parking zone on this location. What date will valid parking zone and where I can registration cars ?

#### **335. Resident, Grayshott Road**

I SUPPORT the proposed Haslemere road area zone.

#### **336. Resident, Grayshott Road**

I'm emailing to support the proposed ME residents parking zone for the Haslemere Road Area (TRO 30/2019).

This proposed parking zone is long overdue for this area.

Previously, I've been concerned that adjoining parking zones have just been brought in piecemeal with no thought or consideration for residents in adjacent areas who have suffered with the over spill of cars displaced from existing parking zones.

It's about time that Portsmouth had a joined up approach to parking across the City regardless of political affiliation or where certain councillors live.

I do have one comment concerning the consultation process.

I received your letter today 19/07/2019.

It's extremely unlikely that many residents affected will respond by email certainly not within the rather short timescale.

Residents only have until 21/08/2019 to respond to the proposal.

For this consultation there is no postal address available to enable those people who are not online to respond.

For information not everyone uses email.

**337. Resident, Grayshott Road**

I support the proposed Haslemere area parking zone.

**338. Resident, Grayshott Road**

It has always been a problem to park in our street. I work different shifts from early mornings to late evenings and it is always difficult to park. Sometimes I have to drive for 20 minutes at 2200 and can only park several streets away from my house.

If you feel that the Zone will help this situation, my Husband and I would be very happy to support this proposed parking zone.

**339. Resident, Grayshott Road**

We fully supported the new parking permit scheme that is proposed for our area.

We have notice increased parking problems since the surrounding areas had their parking zones reintroduced earlier this year, to the point that there are virtually no spaces at all during the day and parking at night is a disaster

In our view this has been caused by commuter parking being displaced and residential cars that have no permit entitlement in their own area

Our only reservations are that the time restrictions may not be long enough and the cost of the permits is somewhat expensive given that the income you receive from the increased fines would be more than enough to implement and fund the new scheme. I would have thought that the first permit should be free at the very least with the second permit costing £30 and so on.

The sooner this scheme is implemented the better as far as we are concerned

**340. Resident, Grayshott Road**

I am in full support of a parking zone, with restrictions in place that will improve the ;likelihood of being able to park in one's own road.

Please bear in mind that not everyone comes home from work at 4.30pm-6.30pm. I finish work at 10pm and if I use my car, often have to park 4-5 streets away. I would like a scheme that helps all residents in different circumstances please.

I have a question? If a visitor has a valid 12 or 24 hour permit in place may they leave their car where it is between 4.30pm and 6.30pm? essential if going out for the day on foot or in public transport.

Also. If I have a tradesperson visiting for half an hour, to service my boiler for example, will I have to pay £1.10 for them to park? or only if it is during the hours of 4.30pm-6.30pm?

I am not in favour of a charge being made for the 1st vehicle. I classify that as a 'stealth tax'



<p><b>341. Resident, Grayshott Road</b> I support the traffic scheme TRO 30/2019 re this area. I think it will encourage car sharing and encourage people to sell surplus cars they do not use. Thank you.</p>
<p><b>342. Resident, Grayshott Road</b> I'm emailing to support the proposed ME residents parking zone for the Haslemere Road Area (TRO 30/2019).</p>
<p><b>343. Resident, Grayshott Road</b> I'm emailing to support the proposed ME residents parking zone for the Haslemere Road Area (TRO 30/2019).</p>
<p><b>344. Resident, Grayshott Road</b> I support this proposal; indeed I think it is inevitable. As adjoining areas have the scheme it will only push cars further out.</p> <p>A couple of questions please.</p> <p>On the plan: <a href="https://democracy.portsmouth.gov.uk/documents/s19482/RPZ%20Map.pdf">https://democracy.portsmouth.gov.uk/documents/s19482/RPZ%20Map.pdf</a> the proposed zone includes the retail park on the other side of Goldsmiths Avenue. How can that possibly work with a 4.30-6.30pm restriction?</p> <p>I do not have a car registered to my address. What paperwork will have to be provided to register for RingGo or buy the scratchcard for visitors</p> <p>Also I don't really understand the difference between a 12 hour and 24 hour permit (apart from the obvious 12 hour difference!). Why would someone need to buy a 24 hour permit if they can just buy one for 12 hours at, for example, midday?</p>
<p><b>345. Resident, Grayshott Road</b> we support the proposals of the ME Zone in its entirety. Particularly as this will stop all the football parking that swamps this zone on match days in addition to the usual parking issues daily.</p>
<p><b>346. Resident, Grayshott Road</b> I'm in support of the proposed ME Zone. I live on Grayshott Road and this will help with parking particularly due to the boundary zones and football matches as well as usual issues.</p>
<p><b>347. Resident, Grayshott Road</b> I have had a leaflet through my door asking us to protest to the parking permits in our area.</p> <p>I believe this is coming from someone in another area to ours.</p> <p>I have spoken with many residents on mine and the other roads included in the permit area and everyone I have spoken to have agreed the permits are well needed.</p> <p>We don't all have time to attend the public discussion meeting but please do note that we are for the majority strongly in favour.</p>
<p><b>348. Resident, Grayshott Road</b> I'm emailing to support the proposed ME residents parking zone for the Haslemere Road Area (TRO 30/2019). As you are requesting email responses of people's views on the proposed residents' parking zone can you confirm that you verify and take into account only the email responses from residents who live within the said area?</p>

<p><b>349. Resident, Grayshott Road</b> I don't have any issues with the proposal for the introduction of the parking zone. The sooner the better as far as I'm concerned. Since the introduction of the adjacent MB parking zone it has been noticeably more difficult to park in my street. The western end of Grayshott Road is used as parking for commuters using Fratton Station and also may be being used as long term parking for non residents.</p>
<p><b>350. Resident, Haslemere Road</b> I support the proposals.</p>
<p><b>351. Resident, Haslemere Road</b> I'm writing this email to express my fullest support for the proposed parking zone on Haslemere road.</p>
<p><b>352. Resident, Haslemere Road</b> I am writing in support of the proposed parking restrictions around Haslemere road. As a resident of Haslemere road who has struggled to park when arriving home from work at 6.30pm with small children, I am hopeful that this will alleviate the parking problems we currently have. I think something is desperately needed, I only wish this had happened sooner as the other parking zones nearby have compounded the problem. I'm very pleased that this is going ahead now!</p>
<p><b>353. Resident, Haslemere Road</b> I fully SUPPORT the proposed Residents' parking Zone ME Haslemere road area.</p>
<p><b>354. Resident, Haslemere Road</b> I'd like to register my support for the introduction of the ME parking zone.</p>
<p><b>355. Resident, Haslemere Road</b> I would like to express my full support for the introduction of the ME parking zone in Southsea.</p>
<p><b>356. Resident, Haslemere Road</b> With regards to the above, I support the proposed parking zone, especially in light of the number of commercial and other vehicles from the adjacent zoned area parking in this area. It is my view that if you introduce residents' parking in one zone it should be applied to all zones.</p>
<p><b>357. Resident, Haslemere Road</b> We support the proposed parking zone ME Haslemere Road.</p>
<p><b>358. Resident, Haslemere Road</b> support the proposed plans TRO/30/2019</p>
<p><b>359. Resident, Haslemere Road</b> I fully Support the parking zone!</p>
<p><b>360. Resident, Haslemere Road</b> I agree with this scheme. Our household only has 1 car but parking in the evening has become very difficult since other resident parking schemes were introduced nearby. It seems that there are far more work vans using our area now.</p>
<p><b>361. Resident, Haslemere Road</b> we agree with the proposed parking zone. it will help with the parking in this area.</p>
<p><b>362. Resident, Heyshott Road</b> I would to register my support for the proposed scheme. My wife and I submitted our interest for the parking zone at the survey stage and are pleased to receive the update that it has progressed to a proposed scheme and look forward to hearing more as it progresses.</p>

<p><b>363. Resident, Heyshott Road</b> We support the proposal for parking zone ME</p>
<p><b>364. Resident, Heyshott Road</b> I'd like to give my support for the new ME parking zone. The sooner this can happen the better. Parking is such a nightmare round by all of the Shott roads. The only way to elevate this is to bring in this zone.</p> <p>Very much looking forward to hearing more about this soon.</p>
<p><b>365. Resident, Heyshott Road</b> I fully support the proposal for a residents parking scheme for ME Haslemere Road.</p> <p>I live on Heyshott Road and often when my husband and I return from work around 5.45pm there aren't spaces on our road. A residents permit scheme for the hours proposed would greatly help us.</p> <p>We appreciate that Southsea is a busy and congested area but when we only have one car in our household and many of our neighbours have multiple vehicles, including work vans that are not used for emergency call outs, it can become frustrating when they get home from work before us and are therefore able to fill the road up.</p> <p>I also think the proposed scheme would help to alleviate the issue of camper vans in our area. Several residents have camper vans as their second or even third vehicles. Some are kept on the road all year round and others are brought back to the road during the summer months. This creates even more vehicles on the road; and ones that often don't move for long periods of time. A residents parking scheme where a third permit for a household would not be guaranteed could really help this issue.</p> <p>Would the council consider extending the residents parking scheme timings to 2pm to 6.30pm on Saturdays? This would help alleviate the issue of match day parking. Currently when Portsmouth are playing at home we either have to ensure we are back and parked by about 1pm or we have to wait to return home until 5pm; as between these times there is only a ver slime chance of finding parking in the area.</p>
<p><b>366. Resident, Heyshott Road</b> Following the implementation of the MB parking zone, our road has suffered from displacement and we now struggle to park near our home. We are therefore in support of the proposed ME parking zone.</p>
<p><b>367. Resident, Heyshott Road</b> I am writing to support the residence parking scheme that will cover Heyshott Road.</p> <p>Here are the reasons:</p> <p>1. There is never any parking by the time I get home from work 2. It is difficult to get a space after 8 which means it puts you off from going out 3. On a match day people park on our road 4. Some people have 3 vehicles which I think is unfair 5. Some people have camper vans which are left on the road all year round 6. Lots of work vehicles are also left on our road. 7. When we lived in the MB zone we had residence parking and it was far better</p> <p>Really hope we get residents parking as it has got so much worse over the past 5 years.</p>

<p><b>368. Resident, Heyshott Road</b> i have no objection of the proposal and would like to see it in place as soon as possible.</p>
<p><b>369. Resident, Heyshott Road</b> Please take this e-mail as one of support for the above proposed parking zone, from residents of Heyshott Road</p>
<p><b>370. Resident, Heyshott Road</b> This is 100% something that needs to happen, and as soon as possible. Parking after 5pm is a nightmare. I have young kids and offer have to carry them home from 2 streets away. It is more than anything dangerous.</p> <p>Please tell me when this is intended to be implemented... the sooner the better I say.</p>
<p><b>371. Resident, Highland Terrace</b> I support in principle the proposed residents' parking zone : ME Haslemere Road area (TRO 30/2019). I own one car, which I park as close to the Terrace as possible in Haslemere Road. If that isn't possible I can usually find space in Tower Road or St. Ann's or St Alban's Roads. I would be glad of a permit entitlement within the zone at the cost of £30.00.</p>
<p><b>372. Resident, Highland Terrace</b> I support this proposal. I would add the following suggestions:- Section D(1) -This needs to include SUNDAY to benefit short term Church Congregation parking. Section B(23)- This needs to include a Waiting limited to 30 mins section to benefit Macallums doors for delivery/collection. Section G(1)- this can be Mon-Sat only,no bus Sunday.</p> <p>Many thanks for your reply,all questions answered</p>
<p><b>373. Resident, Hunter Road</b> I support the proposed parking zone for ME Haslemere Road area</p>
<p><b>374. Resident, Hunter Road</b> I'm in support of the proposed parking zone However it would be better to operate from 5pm - 7 pm</p>
<p><b>375. Resident, Hunter Road</b> Thanks for the letter regarding the above. I am in support of the proposed parking zone if no other options are available. However, I think there is greater need for it to operate from 5-7pm. Many people in Hunter Road work full-time and do not get home much before 7pm so 5-7pm would help protect parking spaces for those people. Parking doesn't become really difficult until after 5pm, so there is little point in protecting spaces before then. It would also assist when PFC are playing at home - the fans who like to arrive early and park in our street would be unable to do so, allowing residents to still be able to get home and park before the match starts.</p> <p>This evening I arrived home just before 7pm - already delayed because of the football traffic - and had to drive around for a further 25 minutes, trying to find somewhere to park. All of the streets in the immediate vicinity are jam packed - even on the double yellow lines - because of the impact of the parking zones already in operation in neighbouring zones. This isn't reasonable or acceptable, so I would welcome the implementation of a parking zone.</p>

**376. Resident, Liss Road**

I am writing to confirm that I support the above proposal.

**377. Resident, Liss Road**

I am very pleased to hear that you are getting around to this measure. I have had way too many evenings when I have been slowly crawling up and down every road in our area, desperate to find a parking space, but with no certainty that I will be able to park and go home. My longest trawl for a space has been approaching half an hour. It's not just frustrating but must be very bad for the environment, as I assume I am not the only person subject to this routine aggravation.

**378. Resident, Liss Road**

I went online to try to find the public notice on this. The street notice directs people to traffic regulation orders and then to TRO 30. Unless I am mistaken, TRO 30 is not there. Can you advise please?

I have some comments and questions and would be grateful for a response please.

Firstly I need to say I fully back a residents parking scheme. I live in Liss Road where the parking situation is bad and getting worse. We have a combination of multi-vehicle households, all-day parking for people working in shops and businesses on Winter Road, parking by customers at shops and businesses, parking by parents dropping off and collecting from Wimborne Road schools, and all-day parking by staff at those schools. There is also the issue of Fratton Park parking on Saturdays and some Tuesday evenings.

So parking can be a serious issue at any time of day. It is particularly bad at night and at weekends. Often anyone returning home after 9pm is unable to find anywhere to park.

So can I ask some questions:

1. Why have you chosen to make the restriction 16.30 to 18.30? How will it address the issues I outline above? What evidence do you have that similar restrictions you have used elsewhere work and how they work?

2. Why can't we have what residents in Old Portsmouth and some parts of Southsea have - one or two hour limits on parking except for residents? Surely what is good enough for them is good enough for us? They have similar problems with shops and businesses. I would have thought a one or two hour limit would protect Winter Road shops and businesses.

3. Can you lay out what provisions will be in place to monitor this zone? How often will it be checked or patrolled?

The very lowest estimated income for the city for this scheme is 92 x £30 a year - it is likely to be more than that. A nice earner for the city, which I don't object to as long as this scheme actually works and benefits the residents currently struggling to park.

Just thought I'd say that despite by reservations I do support the parking zone!

**379. Resident, Liss Road**

I support the proposed introduction of residents parking for this area.

**380. Resident, Liss Road**

Please take this email as my official and wholehearted support for the proposed parking zone ME Haslemere Road Area.

As a resident of Liss Road I have had cause in the past to complain about parking congestion especially as there is a Garage in our road that use the area for parking their cars.

The sooner the better this scheme can be put in place the less hassle it will be for the residents !

**381. Resident, Liss Road**

I fully SUPPORT the proposed ME parking Zone.

**382. Resident, Liss Road**

Hereby I would like to express my support for the proposed residents' parking zone ME Haslemere Road area. I strongly believe the area of the proposed ME zone boundary will greatly benefit from the proposed parking charges.

**383. Resident, Liss Road**

Hereby I would like to express my support for the proposed residents' parking zone ME Haslemere Road area. I strongly believe the area of the proposed ME zone boundary will greatly benefit from the proposed parking charges.

**384. Resident, Liss Road**

I strongly support the introduction of the ME parking zone.

I can provide significantly more detail if required, but I would like it noted that I strong support the introduction of the ME parking zone.

**385. Resident, Liss Road**

I support the parking permit scheme proposal. Currently we struggle to park on our road or any roads nearby due to cars from elsewhere parking their vehicles here as they have permits on their roads. During football season it is particularly difficult to park near our property due to football supporters parking their vehicles on our roads also.

**386. Resident, Liss Road**

I would like to vote in favour of a parking zone.

Please get it as soon as possible, it is a nightmare parking here!

**387. Resident, Mafeking Road**

I am writing in support of the proposed ME parking zone.

**388. Resident, Mafeking Road**

I support this parking zone.

**389. Resident, Mafeking Road**

I think is a good idea to have parking permits on our road because the residents from surrounding areas already with permits are parking on our street,,,is about the people who own more than a car and they don't pay for second permit ,they just park second and third car in vicinity areas with no permits. So please asap put this permits for residents

**390. Resident, Pepys Close**

I am writing to express my support for the proposed ME Residents Parking Zone.

**391. Resident, Pretoria Road**

I would like to register my wholehearted support for a RPZ covering the ME area of Southsea. I live in Pretoria Road and as I write a car has been parked outside my house for nearly two weeks. It has not moved at all during this time and I do not recognise it as

belonging to a resident. Parking in Pretoria Road is at a premium and every inch of road space is needed for residents. I have noticed that a number of clearly commercial vehicles coming to the road and parking overnight, depriving residents of the chance to park. The commercial vehicles have always been here and are not result of displacement from newly installed parking RPZs ? It is fair to say that if you have not parked up by around 5pm then you stand little chance of finding a space.

I feel that a RPZ is the best way to address the current parking in-balance in favour of residents

**392. Resident, Pretoria Road**

I would like to support the parking permits for zone ME.

It is really needed as parking is a joke, and it really will benefit a lot of working people to be able to come home and not lark miles away.

**393. Resident, Pretoria Road**

I would like to register my full support for the proposals - anything that will help!

**394. Resident, Pretoria Road**

I support the introduction of the proposed residents' parking zone ME (Haslemere Road Area) - ever since the adjacent areas have had their residents zones, parking there has improved, and has deteriorated significantly in this area (ME). Whilst the city council insist on a piece-meal approach to parking difficulties in the city, I reluctantly support the introduction of zone ME.

**395. Resident, Pretoria Road**

I am 100% in support of the restricted parking zone, so sick of driving around like a lost sheep looking for somewhere to park my one vehicle. This cannot come soon enough.

**396. Resident, Pretoria Road**

we support the proposed parking zone for our area

**397. Resident, Pretoria Road**

Re the above I am in support of the new parking zone as parking has always been an issue but is now unbearable with the surrounding roads being permitted but not ours.

I come home at all hours of the day & night & since the surrounding roads have become permitted I have had to park in places 5 minutes walk from my house in the early hours of the morning alone. So am looking forward to not being in this situation for much longer.

**398. Resident, Pretoria Road**

This email is to support the residence parking zone for Pretoria Road Portsmouth - NE zone.

**399. Resident, Pretoria Road**

I support the proposal.

This is an about face from a year ago when parking was generally reasonable. Now there is resident parking a couple of roads away, the effect this has had on the parking in Pretoria road is considerable. I almost always struggle to park on my return from work around 7pm (except during August when lots of residents away, and students have gone home).

I can't understand why 4.30 to 6.30 has been chosen though, surely it should mirror local restrictions?

**400. Resident, Pretoria Road**

I am writing to express my support for the ME residents' parking zone. Parking here at the

end of the working day can be impossible; this problem is much worse when the students are here. It is not unusual to arrive home at 4 and not be able to park in our street. These problems have become much worse since the adjacent area had its zone put in place.

Therefore I support the residents parking zone for ME.

**401. Resident, Pretoria Road**

I support the ME parking zone.

However, it does seem like there is no long term vision of transport in the city, which includes parking.

**402. Resident, Rochester Road**

I am in support of the above named zone being permitted. I think this will ease congestion.

**403. Resident, Rochester Road**

I am pleased to see that some form of action is proposed for dealing with parking problems in our area.

On the whole I support the proposals, with a couple of caveats.

First, I do not believe that they do not go far enough – I would like to see the restrictions enforced overnight until, for example, 8am to ensure that I and many of my neighbours who sometimes work late are not touring the streets looking for the odd parking space somewhere within walking distance, as has often happened in the past. I presume the proposed restriction is to match surrounding areas?

Second, I think the maximum weight of commercial vehicles should be far lower – these roads are in some cases very narrow, and the number of Transit or Boxer-sized vans being parked overnight is increasingly causing problems. I would hope that the fact that the vehicle has to be registered to an address might mean that that particular issue is sorted.

Third, I would imagine there will be opposition from those families (of which there are increasing numbers) for whom one or two cars are not enough. I understand why they might object, either at the cost of a second permit or the inability to get a third, but this should not deflect the Council from proceeding with the implementation of the ME parking zone and tackling this growing problem. If it is not introduced, the area will simply become an overflow car park for all the surrounding areas (as it has already done for the MB and MC zones).

Finally, I would urge you to ensure, if and when the ME zone is implemented, that it is properly policed with patrols that discourage those who seek to ignore it – and I understand that there are those who believe if brought in the chances of their second or third car being noted are remote. Is there an existing mechanism by which those who flout the rules can be reported, perhaps online or by text, and if not are there any plans to introduce such a scheme?

I appreciate the efforts the Council is making in addressing the unique parking problems faced by the City.

**404. Resident, Rochester Road**

I am writing to indicate my support for the above named Residents' Parking Zone.



<p>Since the introduction of adjacent zones we have many cars parking in our road which do not belong to residents &amp; our parking situation has become even more difficult.</p> <p>I feel that the introduction of a similar zone here can only help.</p>
<p><b>405. Resident, Rochester Road</b> We support this.</p>
<p><b>406. Resident, Rochester Road</b> An absolute necessity since the introduction of nearby parking zones in January this year. Rochester Road and the surrounding roads have now become the dumping ground for all trade vehicles from the nearby zone as well as football fans during session.</p> <p>Please please please bring ME in ASAP.</p>
<p><b>407. Resident, Rochester Road</b> I live on Rochester road and am very much in support of the proposed parking scheme. Our only question would be does the parking scheme apply at weekends too? We have a lot of trouble parking when the football is on at the weekend.</p>
<p><b>408. Resident, Rochester Road</b> I am in full support of this proposal.</p> <p>I hope this will solve the problem of HMO's parking multiple (up to 4 or 5) very large vans in the street every night which take up a disproportionate amount of parking space. As these vans are always parked-up by the time everyone else finishes work and comes home, they are parked in the most convenient places for them - normally on corners where it is presumably easier to park and leave with such large vehicles in narrow and crowded streets. Large vans on corners means dangerous levels of visibility for cars coming out of streets. There have been countless incidents and near misses where poor visibility around corners (in some cases impossible sight lines) have lead to accidents, near accidents, near misses with pedestrians and cyclists, etc.</p> <p>Also, I believe this will alleviate the issue of displaced parking where people from other parking zones come to leave cars in this area for, sometimes, months at a time. We have had a car parked on our street for over 5 months which hadn't been moved once - if a car is not used for this amount of time, why does the owner keep it and clog up our already ridiculously sparse road space in such a densely populated city??</p> <p>Although the problems with the large vans are all around this local area (Pretoria Road, Mafeking, St Augustine Road, Canterbury Road, Haslemere Road, Mafeking Road). The issues with large vans blocking views around the corners when trying to exit roads is particularly acute around the Rochester Road/Haslemere Road/Aston Road junction, in my opinion.</p>
<p><b>409. Resident, Rochester Road</b> Support the proposed residential parking permit.</p>
<p><b>410. Resident, Rochester Road</b> I wish to absolutely throw my weight and agreement behind the proposal which I feel is long over-due.</p> <p>I have for a good few years suffered as a single car household endeavouring to park remotely near my home due to the level of commercial vehicles, commuter parking and multi car households – several houses in this road alone have 3-4 cars per house.</p>

<p>There have been fliers dropped through letterboxes in this area from a couple who have pointed out that houses with over 3 cars are being penalised – a stance I am astonished by. The complete selfishness of multi car households on an Island without infinite space astounds me.</p> <p>I fully support the proposed parking Zone implementation and having spoken with friends in areas with parking zones in place I know that this will help improve the chances of being able to park my single car somewhere near my house when I return from work.</p>
<p><b>411. Resident, St Albans Road</b> Please note I support the proposed parking zone in my area, inc St Albans Road, Southsea.</p>
<p><b>412. Resident, St Albans Road</b> I support the proposed parking zone.</p>
<p><b>413. Resident, St Albans Road</b> I support the proposals.</p> <p>However, I have a query on paragraph D) 1) in the attached: Does it mean that ME permit holders would NOT be entitled to park on Highland Road for any length of time between Haslemere Rd and Highland Terrace?</p>
<p><b>414. Resident, St Augustine Road</b> I would like register my support for this parking zone and timings.</p> <p>If at all possible it would be useful to extend the zone till 7 pm, but if not, I still support it.</p>
<p><b>415. Resident, St Augustine Road</b> I would like to support the ME parking zone and times proposed. I play for a sports team and train on week nights, it would be great if the times could be extended to 8pm so I can park afterwards.</p>
<p><b>416. Resident, St Augustine Road</b> This is a support email. Please do it asap.</p>
<p><b>417. Resident, St Augustine Road</b> I support the introduction of parking zone ME.</p>
<p><b>418. Resident, St Augustine Road</b> I fully support the proposed residents' parking zone: ME Haslemere Road area.</p> <p>As a resident of St Augustine Road for many years, parking has become more and more difficult. I hope that the times zone of only 2 hours a day will be sufficient to make parking easier.</p> <p>There are many occasions when returning home late at night after visiting family (who do not live locally), I have taken sometimes 20 minutes trying to find a space, not just in my road, but in all the adjacent streets.</p> <p>Does the time zone of 4:30 to 6:30 operate every day?</p>
<p><b>419. Resident, St Augustine Road</b> I support this proposal</p>
<p><b>420. Resident, St Augustine Road</b> I support the proposal to introduce the resident parking scheme on St Augustine road and in the surrounding ME area.</p>

**421. Resident, St Augustine Road**

I would like to register my support to this proposal.

Since neighbouring areas have become residents parking zones it has been very difficult to park near my home on return from work.

**422. Resident, St Augustine Road**

I have been made aware that a consultation for extending the parking zone to cover my street. I would like to know how can I vote FOR it. Parking has become a nightmare as my street is full of trade vans, historical cars that rarely move etc. After a long day working coming home for a long commute having picked up the kids and trying to park is a really stressful.

**423. Resident, St Augustine Road**

I would like to state that I am FOR the proposal and like many other residents, would welcome its introduction.

**424. Resident, St Augustine Road**

I'm in favour of the proposal and have no objections.

**425. Resident, St Augustine Road**

I believe we are going to need to go ahead as if some areas have scheme and others don't, it creates issues of everyone parking in non parking zones.

I live on St Augustine Road and 75% of time I can't even park in my road unless students have gone home.

The number of work vans in road and HMO's in street, including being close to Albert Road has a big effect on parking.

If other parking zones are staying then the only solution for city wide parking is zones city wide

**426. Resident, St Augustine Road**

I am so looking forward to resident parking within St Augustine Road. Since the surrounding areas have had resident parking the parking within St Augustine have tripled as well as more van, trucks and lorries.

Our only concern is that as we have so many multiple occupants who have more multiple vehicles ie vans, lorries and even minibuses just in one household they will not be wanting to agree to pay for permits. We had the opportunity of permit parking a few years ago which our household was all for but because so many students and multiple occupants did not agree then the matter was dropped.

We have lived here for many years and honestly have only ever parked outside my house longer than a week only a dozen times. This is due to so many multiple occupants and other households tag teaming to get parking spots outside their house.

Looking forward to having the permit parking

**427. Resident, St Augustine Road**

Myself and my husband are in favour of the newly proposed ME zone. We are also in favour of the timings.

**428. Resident, St Augustine Road**

I write to you regarding the proposed ME Haslemere Road area parking zone.

I would like to state that I am FOR the proposal and like many other residents, would welcome its introduction.

<p><b>429. Resident, St Augustine Road</b> I write to you regarding the proposed ME Haslemere Road area parking zone. I would like to state that I am FOR the proposal and like many other residents, would welcome its introduction.</p>
<p><b>430. Resident, St Augustine Road</b> We desperately need permits. Our neighbour one side an illegal HMO which we have reported several times and they just don't answer the door when you knock so nothing gets done about it, they have several cars as there is about 6-8 living there usually but when they travel back home they don't always take there cars and one was parked outside our house for 2 months once without being moved. The other side is a licenced HMO which is usually students and they mostly have cars and that sleep 5. I have a young daughter and as a knock on affect from us being the first non permit road when I pick her up from nursery at 15.30 we can't usually park near because of all the works vans without permits for other roads using it or people who live in those roads which won't buy a parking permit. I would be happy to walk her home but its to far for her to walk at this age.</p> <p>If I work an evening until 10pm I've often had to park 4 or 5 roads away and walk with my laptop and work equipment which isn't really safe.</p>
<p><b>431. Resident, St Augustine Road</b> I fully support the implementation of the ME Haslemere Road Area Zone.</p> <p>As a result of multiple HMOs (both registered and unregistered) St Augustine Road has become progressively harder to park on, alongside the compounding issue of being next to an already existing zone.</p> <p>It is virtually impossible to find a space on this road anytime after 2.30pm as it is overloaded with works vehicles vans and additional cars from the neighbouring zone. When the Bath Road zone came into effect it created significantly more pressure on already limited parking situation.</p> <p>I have no issue with paying for zone access for my family vehicle.</p> <p>I fear this zone may have too many HMO dwellers and Landlords trying to stop the implementation process as, for example one of the neighbouring properties currently has 3 cars and 2 works vans parked daily.</p> <p>I would emlore you to put the Zone in place as soon as possible as whilst I understand parking is not a right being forced to park roads away should I dare to move my vehicle anywhere near peak time seems rather unfair.</p>
<p><b>432. Resident, St Augustine Road</b> We fully support your proposition to make our road a permit holders only zone, it will make parking so much easier for us, and no longer would we have to worry about pesky football fans stealing our parking spot.</p>
<p><b>433. Resident, St Augustine Road</b> Yes fully in favour of parking scheme in our road. Just one point stop students from bringing in there cars them just leaving them till they go home 8 months later.</p>
<p><b>434. Resident, St Augustine Road</b> You give us no choice but to accept since your previous actions have made parking in St Augustine Rd more difficult. I find the whole process odd. There is an irony in choosing a small area for a trial - you are using democracy in a bizarre way.</p>
<p><b>435. Resident, St Augustine Road</b> I fully support the proposed ME Parking zone. Our area is now used as a dumping ground for roads close by who already have a parking scheme</p>

**436. Resident, St Augustine Road**

I have a disabled parking bay in St Augustine Road and a disabled parking permit disc, do I have to apply for a new permit to park in the bay outside my home and/or will it be necessary to display my blue badge at all times?

Though not personally affected by residents' parking zones, providing I display my blue badge, I welcome this move by PCC. There are properties in St Augustine Road, including HMOs and properties used for MO even though they're not licensed, where the residents have multiple vehicles. A Bath Road resident recognised commercial vehicles, belonging to people living in his road, parked in St Augustine Road so hopefully the new parking restrictions will help prevent this.

Although I'm sure many residents will complain about having to pay for permits I personally know others who happily accept these charges and hope permits for a third vehicle registered to one property will be very difficult to obtain.

**437. Resident, Tredegar Road**

I support the above proposal.

**438. Resident, Tredegar Road**

I would like to say that I am 100% in agreement with the Parking zone being introduced.

**439. Resident, Tredegar Road**

I am in favour of a Residents' Parking Zone.

- a. Since the introduction of adjacent Residents' Parking Zones it has become increasingly difficult to park in Tredegar Road.
- b. On occasions I have had to park as far away as opposite Highland Road Cemetery!
- c. It would limit 2 cars per household – some households have more than this.
- d. Hopefully large workmen's vans would be discouraged from parking in residential roads.
- e. Perhaps parking will be eased on football match days!

It would be good to be able to visit friends and relatives who live outside Portsmouth in the evening and be able to park in Tredegar Road on returning. As a female pensioner I do not relish walking too far alone at night but I don't think these proposals will alleviate this problem. I did visit friends and family outside of Portsmouth using a taxi recently but a round trip bill of £50 was rather prohibitive!

My daughter lives in the MB zone and she feels that it has eased the parking situation, but she has recently been granted a disabled bay for her young son.

I love living in Southsea but if the parking situation does not improve I will seriously consider moving to somewhere where I would find off street parking even though I would like to stay close to my daughter to help with childcare for my grandson.

**440. Resident, Tredegar Road**

I am writing to give my support to the ME parking zone proposal.

**441. Resident, Winter Road**

I would like to register my SUPPORT for the proposed ME residents parking zone.

In my opinion the proposed times are not likely to fully address the issue, it is generally ok to find parking during the proposed operation times. It is later in the evening that is more

challenging, there are also significant issues when football matches take place at Fratton Park. The zone should be in operation on match days to cover the times fans are parked in the area, typically 2-5pm.

#### **Support for proposed ME zone (outside zone)**

##### **442. Resident, Festing Grove**

I am in favour of this and all residents parking zones and look forward to them being rolled out across the city. I am a resident and car owner. The key reason why I am in favour of parking zones is as follows:

1. Environmental. The city has a high level of air pollution and needs to act on vehicle emissions - this should be a priority for the council, as research has shown that air quality has a direct correlation to disease in humans. We should particularly be concerned for the children of Portsmouth.

In order to improve the health of the city and the air that we breathe we need to reduce the number of vehicles in the city. Parking zones achieve this as follows:

a) It discourages households from having unnecessary cars. My immediate neighbours have between two and four cars per household in a road where the majority of households do not have off road parking. This is common across much of Portsmouth. The road cannot accommodate this number and I believe that the zone charges would see the number of cars per household decrease, due to the charges that would be incurred. Many of these cars are simply not necessary.

b) It encourages visitors to use the Park and Ride, or public transport to enter the city, where at the moment they can park for free on many residential streets. This is particularly noticeable during the summer months, when parking for residents becomes particularly difficult near the seafront.

Yes we need a city-wide parking strategy, but not one driven by choices made by local people. The city council needs to take responsibility for the island of Portsmouth as a whole and its environment/air quality. I would favour a whole island approach that implements parking zones for all parts of the city at the same time. Investment in low/no emission public transport needs to also be implemented alongside this to give residents other transport options. I believe that this has been a success in other cities.

Please don't 'put things back where they were' as a councillor advocates. We need to acknowledge that without parking zones the roads will become more gridlocked and the air quality worse. There is a limit to how many vehicles the island of Portsmouth can accommodate, this need to be managed carefully with a view to improving air quality and environment.

#### **Support for proposed ME zone (address not given)**

##### **443. Resident**

I strongly support the proposed resident parking zone in the Haslemere Road area due to congestion and lack of spacing available when the football club play at home.

<p><b>444. Resident</b> I am a resident living within the proposed parking zone and I am broadly in support of the proposal to introduce parking restrictions.</p> <p>I would prefer to see the restriction applied for a longer period than two hours to enable those of us who work later shifts (up to 10pm) half a chance of being able to park within 3 streets of our properties late at night; something like restrictions in other areas of the city where parking time is permanently limited to two hours, with no return to zone within two hours, with only permit holders exempt.</p>
<p><b>445. Resident</b> I fully support the proposed ME parking scheme</p>
<p><b>446. Resident</b> I support the proposals outlined in the July 2019 letter.</p> <p>I have one question related to visitor permits which is : Do you have to prove you are visiting a resident to purchase a visitors permit (if so how) or are they able to be purchased by anyone from the library etc i.e. football parking?</p>
<p><b>447. Resident</b> We write to support the proposed resident's parking zone.</p>
<p><b>448. Resident</b> Please register my support for the above proposal.</p>
<p><b>449. Resident</b> I SUPPORT this whole heartedly and look forward to this residents parking zone being introduced as a matter of urgency. I have to park elsewhere when I get back at 10.45 pm and walking home at that time is rather daunting, especially as I am in my 70s.</p>
<p><b>450. Resident</b> I support the proposed ME parking zone.</p>
<p><b>451. Resident</b> We support the proposed resident parking at Zone: ME Haslemere Road Area (TRO 30/2019 Long overdue with so many HMO's now.</p>
<p><b>452. Resident</b> I fully support the proposed parking zone for the Haslemere Road area. It will be particularly helpful for parking on football match days and for parking later in the evening.</p>
<p><b>453. Resident</b> I definitely, whole heartily, support the resident's parking zone proposal, I live in the area and have done for years and have slowly seen a decline in parking spaces, whether it be during the day, at night or all day at the weekends, in my opinion it is at a time now were this is a must, I know bringing in the permit's won't definitely guarantee me a space, but I'm 100% sure it will help with the congestion in the area.</p>
<p><b>454. Resident</b> I hugely support the introduction of a residents' only parking zone in this area. You only need to drive around the streets to see what a complete car park the area has become. There are commercial trading activities on street as well as a considerable number of commercial vehicles (white vans and even a number of larger flatbed trucks) parked as well. The nearest you can park to your own house/destination is often many streets away. To be honest, it couldn't get any worse, and the stress it causes is bad for the mental health of the residents.</p>

It would also be very helpful if guide parking bays could be painted on the roads also – that can also only help.

**455. Resident**

Although I do support the proposed scheme (on the basis that it can't make things any worse), I have a few concerns & questions (in no particular order):

1. If every eligible household requests 2 permits, is there actually enough space for them all to park within the zone?
2. If I am unable to park within my zone (perhaps because everyone has 2 permits, or several visitors, or due to inconsiderate parking) what do I do? Will I have to buy a visitor permit for a neighbouring zone?
3. How much is the fine for parking without a permit? (i.e. is it a big enough deterrent?)
4. How do the visitor permits work? Do they have to be bought by a resident for their visitor or can they be bought by anyone visiting the area for any reason?
5. Will there be any restrictions on the number of visitor permits?
6. We have a big issue in the ME zone during Pompey home matches - how will the scheme deter people from parking here for the match? A £1.10 visitor pass is cheaper than the £4 park & ride, for example.
7. Why would anyone buy a third permit at £590 if capacity allows, instead of 365 day passes @ £1.10 = £401.50?
8. Why is there no restriction on business permits?
9. In the absence of a paper permit, will there be a facility for residents to check whether a vehicle has a valid permit and report it if not? (there are websites to check whether a vehicle is taxed or insured, something similar for permits would be useful & cost effective).

I think that the long-term parking that these schemes aim to deter is not the biggest problem in this area.

Our main issues are the large number of commercial vehicles, the residents who own 3 or more cars (and they're the people who won't buy a permit because they think they won't get caught), and inconsiderate parking.

**Unclear if support or objection (within zone)**

**456. Resident, Empshott Road**

I have a few questions if I may, as below:

- How this will affect the co-op and the other businesses in the area, will there be parking for an hour on Winter Road with no return that day?
- Are the restrictions only 4.30 to 6.30 pm and for the other 22 hours people can park at any time.
- The business nearby has 2 liveried vans 1 unmarked van and a car, will they have the opportunity to buy 2 resident + 2 business permits as they are a business?
- Is this definitely going ahead regardless of any objections you may receive now and if so when will it happen?

I wait to hear from you.



<p><b>457. Resident, Empshott Road</b></p> <p>The soon to be enforced zone in our area is not something i look forward to becoming part of, our area was fine till the scheme in the adjacent areas came into force at the start of this year when all the vehicles that never had permits came and parked in our roads. We will now be passing that problem onto another area, so we have no choice but to go along with this idea.</p>
<p><b>458. HMO Owner, Empshott Road</b></p> <p>I have no objections to the scheme but would like to ensure that any future correspondence regarding the scheme is sent to me in being able to understand and manage the scheme for my students and their families.</p>
<p><b>459. Resident, Fernhurst Road</b></p> <p>As resident of Fernhurst Road I don't believe that we can remain a permit free area if all the surrounding roads require a permit. I don't agree that the 2 hour window would be effective as many vehicles seem to appear in the late evening and are gone by the following afternoon. Many appeared to be taxis working the night shift. If we are going to have permits let's have them for 24 hours. On Saturdays when Pompey are at home are you expecting fans to pay £1.10 for a maximum of 30 minutes usage or are you hoping to make a fortune by issuing penalty tickets to all those who take a gamble on not paying for a scratch card? Am I being cynical when I feel that the large number of commercial vehicles which park in the road will claim that they are all on emergency call out despite the fact that they seem to depart and return at the same time every day and at weekends never move at all! Have you considered checking the registration numbers of cars in the road and the addresses of their owners? This may not be definitive but it would give some indication of which vehicles actually deserve to be parked legitimately in Fernhurst Road and Chestnut Avenue.</p> <p>Apologies for this apparent moan but I'm not sure that there is any real solution to parking problems in Portsmouth. Just too many vehicles and not enough room for them all.</p>
<p><b>460. Resident, Frensham Road</b></p> <p>I'm pleased to see that a residents' parking zone is being proposed for the street in which live. However, I don't think the proposed permit holders only period of 4.30pm -6.30pm will alleviate the problems. It certainly won't help me. It's usually possible to find a space in this zone between 4.30pm and 6.30pm. The rush to park starts after that - from 8pm onwards. I work and therefore often return after 8pm and am unable to find a parking space near my house. Daytimes are not the problem here - it's overnight with people parking late and moving their cars before 8am.</p>
<p><b>461. Resident, Haslemere Road</b></p> <p>Thank you for information about the proposed parking restrictions 4.30pm-6.30pm in ME Haslemere Road area. There will still be a problem during PFC matches on Saturdays (start at 3pm) and evening games on Tuesdays (start at 7.45pm). We would like No Match Day Parking in the same way as roads such as Frogmore Road has No Match Day Parking.</p> <p>Parking in our streets by football fans severely impacts residents ability to park near their homes, and for those of us older and less fit (but not registered disabled), in addition to mums and dads with young families, juggling babies and push chairs, after picking them up from child minders after work, this is very very difficult. The council should consider the number of families and older people living in the ME area and how they are badly impacted by the football matches. It seems absurd and illogical that resident families are badly affected in this way, when opposite the football club there are huge near empty car parks in</p>

the Pompey Centre surrounding the ground.

We would very much appreciate it if the council would consider this request.

The evening football matches start at 7.45 and supporters arrive at all times from 6,30 onwards before kick off. If the sign simply said 'no match day parking' that would be very helpful and solve the problem.

**462. Resident, Highland Road**

Whilst clearly a necessary evil and a vital source of income for a council 'starved of funding' by too many years of incompetent Westminster Tory government policies, I would like to raise a couple of points.

- 1) As a non-car owner, I am exempt on some grounds, however, given visitor waiting times, how does this work if I have friends or family who stay overnight?
- 2) Regarding Item D no 2, I do not think you have allowed sufficient space, as there are two sheltered housing projects, going down to the Highland Road end of Haslemere Road, plus Highland Terrace which is a pedestrian terrace, with 19 properties, with a potential of 38 cars!

**463. Resident, Pretoria Road**

I can see that the proposed parking zone restriction between 16:30 and 18:30 will help somewhat, especially Saturday matchdays at Fratton Park, however it will not help with evening games! Can the restriction be extended to 20:30, Monday to Friday?

**464. Resident, St Augustine Road**

Since implementation of the scheme in Southsea the increase of cars on our road is hugely noticeable. I assume it's avoidance of the £100 charge for a 2nd car.

Prior to this scheme being implemented we never had a problem parking at any time of day and we are a one car household.

It's frustrating that a scheme has to be implemented (that I need to pay for annually) especially as it's due to "fallout/overspill" for how many cars others have in their households in other parts of Southsea.

I feel forced to support the scheme but feel it's unfair.

I would feel more positive in supporting a campaign and happy to pay more, if we were encouraged to have the space outside our home and have an electric charge point for an electric car.

We are an environmentally conscious household and would love an electric car. However with no chance to park outside our home we can't do it.

Is this kind of initiative on the councils radar at all?

I would love to register to have a charge point put in our road.

**465. Resident, St Augustine Road**

SUPPORT the proposed parking zone

OBJECT to the times suggested

I would propose that the times fully cover the periods currently in place for other zones as a minimum E.G. the times for zone ME should be 4-7pm.

I would even suggest 7:30pm, to ensure that the nights when there is evening kick offs are taken into consideration.

**466. Resident, St Augustine Road**

I have mixed feelings about this, so will detail these as follows:

I am not convinced that the proposed two hour slot (4.30-6.30) will be useful in solving the main parking problems in this zone.

One major issue is the Fratton Park traffic – every other Saturday afternoon during the football season and most Tuesday nights there is a lot of parking in this zone. In both cases, this parking would fall outside of the restricted times so the restrictions would not help us here.

In addition, the problem is not just the ability to park nearby when returning from work, but on returning home later at night.

A lot of large commercial vehicles park outside and near my house – many of which appear later than the proposed restricted period - and stay overnight. We also seem to have become a taxi park after the taxi-drivers have finished their late shift. Again, that falls outside of the restricted slot.

Of course, I cannot say that all of these people are not themselves residents, but I suspect that quite a few are not. Where they are residents, I do accept that the charges might just deter some of them from collecting and parking so many commercial vehicles and perhaps do what people once used to do – park them at work.

I only have one vehicle, but I suspect that those residents who are paying for more than one will find this a rather patchy and overpriced solution – certainly unless the presence of a warden can be guaranteed between the hours of 4.30 and 6.30 pm.

In the light of my above comments, I would suggest that consideration might instead be given to restricting parking from 6 pm to 6 am.

I hope that you will consider these comments and might find them helpful in making your decision.

**467. Resident, Tredegar Road**

Your explanatory letter refers.

I must confess that I'm a little surprised that, with all your questions/answers, you do not address what is perhaps the most significant question: Will the restrictions apply 7 days a week?

Given the area concerned, and the pressure residents face at weekends, do you not feel this should have been clarified in the letter? Rather disappointed that such a glaring error should be signed off - not good!

**468. Resident, Tredegar Road**

I have a white line across my drive will I need a permit to continue parking here?

**469. Resident, Winter Road**

In the past I raised some issues with a local councillor. Some were not fully answered (nor were they in a subsequent response from another councillor.

Could you provide answers and advise when the public meeting is scheduled.

Resident question	Cllr Response	Follow-up
Is there a known nominal number of parking spaces?	There is a known number for each zone	What is the number?
Is the council planning to sell more than this nominal number?	The availability of permits can therefore be controlled. I believe there are 2 zones at the moment that are marginally oversubscribed but there are a lot of offered spaces.	So there will be more permits than parking spaces ("oversubscribed")
It's currently a bit of a lottery that costs nothing. I'd hate to see it become a lottery I have to pay for, ie not be guaranteed a space. That would make it simply an income generation scheme and of no tangible benefit to residents.	I appreciate your concerns. All evidence points to the fact that as soon as a zone starts it is no longer a lottery and the majority of residents can park near their house. This is probably why, when the charges were brought in, there was no request to lose a zone.	It will be a lottery and it is an income generation exercise. Note "the majority of residents can park near their house" We already can. This scheme adds nothing to the chances of doing so.
Will the price per permit be the same for a mini and a transit? It would be an opportunity to reduce the number of commercial vehicles that reduce parking space and reduce road width making access for emergency vehicles difficult.	The price is per vehicle at the moment. I appreciate what you say about reducing commercial vehicles but we must balance this with supporting sole traders and small businesses. Once the other zones role out then we will be able to look at introducing some of the changes with a better idea of the number of cars in each area.	Therefore these 'sole traders' and those who clearly aren't will claim it back as a legitimate business expense and the danger of narrowed roads, limiting emergency vehicle access will not be discouraged at all. I support local traders, but not at the expense of health and safety (ie access for the emergency services).

**Unclear if support or objection (outside zone)**

**470. Resident, Devonshire Avenue**



I am writing to have some more information regarding the new parking scheme proposed for Devonshire Avenue.

From what is written in the public information sheet on the street light it seems that the whole of Devonshire Avenue will be permit only from 4:30 to 6:30 and that the permit is only for the people living in the ME zone (section A).

My property does not appear to be inside the ME zone according to the map sketch on the information sheet. I don't have a parking space so I park on the public street. Will I still be able to park my car in my street, or not?

I am happy to pay the permit but based on the information sheet it seems to me that people living in Devonshire Avenue are not allowed to apply for one, which seems unfair. Where I live is not inside the ME. So does that mean I will be forbidden to park close to my home in Devonshire Avenue when coming back from work?.

**471. Resident, Essex Road**

I can see that there are now notices up regarding residents parking in the area between Devonshire Avenue and Goldsmith Avenue, West of Winter Road. There are double yellow lines on both sides around our address. We can never park outside our house. Presently, we can park in Grayshott Road as there are not houses all the way along, therefore spaces available. I believe that we should be included in the residents parking scheme.

**472. Resident, Methuen Road**

I have just read the letter for the proposed parking permit zone ME. On the whole I agree with parking zones, however I feel that having this zone will push everyone who doesn't want to purchase a permit that lives in this area will push their cars into the adjacent areas that currently do not have parking zones. I would quite happily have a parking zone in my area (methuen/Reginald/Prince Albert road etc) and pay for a permit for my car even though I realise it doesn't guarantee a space etc i feel that if parking zones were for everyone then it would stop the majority of commercial vehicles parking in residents parking areas which would free a lot of space up as they take up almost 2 car spaces as it is. I also feel that it would encourage more people to use public transport or walk thus decreasing the carbon emissions. Please consider either an all or nothing approach as parking is bad enough as it is at the moment with no parking zones nearby so I'd rather have all parking zones to make it fairer to everyone. Something needs to be done and people need to either pay for permits in their residential roads or use other means of transport as the city can not cope with the amount of cars/emissions and we need to take responsibility for it as a whole city. I realise you can't please everyone but I hope whatever action is done it is fairest to everyone.

**473. Resident, Westfield Road**

With some trepidation and cautious optimism I noticed that you are consulting on a parking zone west of Winter road.

Whilst I welcome the news of expansion of existing parking permits, I fear this will cause big problems for us on Westfield road due to displacement parking, especially considering the reasonable number of HMOs locally, and do feel as though the region east of Winter Road towards Eastney Road. As it is we noticed the situation worsened after the reimplementation of the area by Fratton Station. There are significant issues finding parking locally, especially after the evening rush (7-8pm onwards) and in fact the roads immediately west of Winter Road are often quieter than those East, from personal experience. I often get home late from work, and it isn't uncommon to be driving around the local area for an hour, not what you want at 10pm when the busses take nearly an hour and are only twice an hour when you have work the next day at 9am.

In summary, I do fear this zone will only make parking worse on our road and immediate surrounds without a plan for what to do East of the new zone, which should be implemented alongside the proposed new ME zone, whilst I do welcome the expansion of parking permits to more of the city.

I do also have concerns about the suggested permit times, although the suggested times are an improvement, I remain to be convinced it will help parking in the late evening or on Fratton Park match days (we get allot of extra parkers on match days).

So, in summary, do you have a plan for when you're going to consult for the region east of Winter Road, especially with consideration of displacement parking, and going to consider amending the times to account for match traffic?

In addition, I feel as though this consultation is flawed as the signs of the street are only being displaced inside the proposed zone whilst it will affect those in neighbouring streets who may not have noticed the signs. I do feel as though this is an attempt to minimise dissenting opinions to this scheme and would hope you'd remedy this for future parking consultations.

**474. Resident, Westfield Road**

I've seen the notice for the ME zone boundary and I ambivalent in my objection or support.

I object because I live on Westfield Road. Therefore, from this zone implementation I will be affected from those that park in those areas (and others in Portsmouth whom don't qualify for permits and park in that zone) will be pushed into my area. This will be commonplace though I'm sure this is something that is obvious to the council.

My support isn't for this zone itself but for permit parking throughout Portsmouth. That may seem harsh but there are a lot of shared households/student households/restricted parking spaces, at night you can be looking for a space for about 30 minutes in my area and proposed ME zone (Plus also as above people parking in non-zone areas from other areas).

If Portsmouth Council do implement ME zone then the zone adjacent to that i.e. Westfield road, and others in that zone should be next ASAP.

**475. Resident, Westfield Road**

I have just seen notice of a planned parking zone in the haslemere road area.

I live in Westfield road and would like to know why this hasn't been extended further into other areas as residents who don't want to pay for permits will simply park elsewhere making it more difficult for residents in roads adjacent?

Secondly why is the zone only for two hours, it would make more sense to have it for longer periods or 24 hours?

I would be happy to be part of a parking zone if it is looking at being extended.

**Unclear if support or objection (address not given)**

**476. Resident**

I recently received a letter providing a link to give feedback on proposals for the ME zone but I have mislaid it.

Please can you send me the link and direct me to where I can find the proposal on the PCC website?

**477. Resident**

Yes it should help abit in our area but the whole of Portsmouth needs same otherwise the problem is pushed to another zone.

Too many cars to one house in my road.4 .next door and usually 3 or 4 next door but one.2 on houses opppsite alone plus further Down road. plus opposite seems to be base for andi. Cabs now 2 regular. White ones past few days 2 black ones now joined. If they cant park in Canterbury Rd often in St.augstine rd.

What would help would be permit for council tax payers. Only.1 per person who pays. You'd get more community charge paid as well!!!!

**478. Resident**

Firstly, I would like to say that I am pleased that PCC have included the East side of Winter Road in the proposed zone and I do hope that this continues to be the case after this consultation.

The timing of the proposed zone. Surely if you are going to have a 2 hour limit for permit holders only to park, it should be from, say, 6pm to 8pm? To have the restriction earlier would cause many problems for people with small businesses that do not close until at least 5 or 6pm.

Also, please look into properties that fall on the boundary of parking zones. Perhaps they could either choose which zone they would like to be in or be included within both zones?

Can you please let me know when the public meeting will be held, as I would like to attend?

*(End of report)*

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# Equality Impact Assessment

Preliminary assessment form 2018

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

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

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

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

**Directorate:**

Regeneration

**Service, function:**

Parking

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

TRO 30/2019: Proposed Residents' Parking Zone (ME Haslemere Road area, Southsea)

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

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

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

The residents' parking zone aims to benefit residents of the ME zone by making it easier for them to find a parking space when the demand for parking is highest, e.g. when returning home from work, etc. This proposal aims to benefit those who are uncomfortable parking some distance from their homes and walking (often in the dark) as they will be able to park closer to home. This has been particularly reported by young females and older people, but can include sexual orientation and gender reassignment groups. Double yellow lines on the corners of junctions would prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic.

Disabled residents and visitors could benefit as blue badge holders are exempt from the restricted times (4.30PM - 6.30PM), and the parking zone should allow them to park closer to their destination (home, visiting friends, services, etc), and the zone allows visitors and carers to park unrestricted for 22 hours a day.

Potential detrimental impacts are reduced, as the permit restriction is proposed to operate only 2 hours a day, but could impact on;

- students who bring cars to the city (RPZ requires then to register their vehicle to a Portsmouth address to obtain a permit);
- businesses whose customers would be present within the residential streets between 4.30pm-6.30pm each day (limited waiting bays have been proposed to help clients and customers access businesses and services, for example, by enabling short-term parking).
- whilst businesses may need to purchase Business permits to park in the zone during the restricted times, this applies across all residents' parking zones, and can encourage people to think about how they travel to work, and to consider alternative methods such as walking, cycling, public transport, car-sharing, etc. where possible
- residents living in houses of multiple occupancy (HMOs) who own vehicles may be affected due to the permit limit of 2 per household (3 if capacity allows) and increased costs per car.

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

Group	Negative	Positive / no impact	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Other excluded groups

☐☒☐

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

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

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

Group	Positive or negative feedback
Age	It can be daunting to have to park some distance away from home and walk back, particularly in the dark or with young children and shopping bags etc. The residents' parking zone will make it more likely that residents will be able to park closer to their homes, as non-residents would be unable to leave vehicles parked for unlimited time and obstructing spaces.
Disability	Some residents with Blue Badges have asked for confirmation that they would not need to purchase a Resident permit. This has been confirmed, provided the Blue Badge is clearly displayed when the restrictions are in operation.
Race	
Sex	It can be daunting to have to park some distance away from home and walk back, particularly in the dark. The residents' parking zone will make it more likely that residents will be able to park closer to their homes.
Gender reassignment	
Sexual orientation	
Religion or belief	
Pregnancy and maternity	
Marriage & civil partnership	
Other excluded groups	

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

☐

yes

☒

No

**PCC staff**-If you have to complete a full EIA please contact the Equalities and diversity team if you require help Tel: 023 9283 4789 or email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-If you have to complete a full EIA please email: [sehccg.equalityanddiveristy@nhs.net](mailto:sehccg.equalityanddiveristy@nhs.net) if you require help

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

The residents' parking zone does not impact negatively on equalities groups with protected characteristics. The impact on people is minimal as the restriction is for 2 hours daily, allowing unrestricted parking for 22 hours per day, and enables residents to park when returning from work. Blue badge holders are exempt from the restricted times (4.30PM-6.30PM) and can park all day unrestricted.

For residents who may be at home during the day and/or receive regular visitors the 2 hour restriction is more flexible than an all day restriction.

Parking is unrestricted in the area for 22 hours which would allow for carers and visitors to park in the area during these times. The majority of carers hold permits that are valid in all PCC residents' parking zones, new applications can be made at any time.

Pricing is universal across all current residents' parking zones to ensure overall fairness towards both residents, visitors and businesses.

**Q8 - Who was involved in the EIA?**

Tululah Gordon-Hall, Nikki Musson

**This EIA has been approved by:** Kevin McKee

**Contact number:** 023 9268 8497

**Date:** 30/09/2019

**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](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary . Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)

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# Agenda Item 4



**Title of meeting:** Traffic and Transportation Decision Meeting

**Date of meeting:** 17 October 2019

**Subject:** Speed Reduction - Proposed locations

**Report by:** Tristan Samuels - Director of Regeneration

**Wards affected:** Cosham/Drayton and Farlington/Fratton

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1 To consider the locations suggested for speed reduction measures as part of the speed reduction LTP 2019/20 programme that was agreed in March 2019.

## 2. Recommendations

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

- 2.1 **Approves the spend from the Speed Reduction Measure budget of speed reduction measures along Southwick Hill Road, Old Manor Way and Clive Road (all locations illustrated in Appendix A).**

## 3. Background

- 3.1 In June 2018, a total of 1,783 people were killed in reported road traffic accidents in Great Britain, a similar number to the 1,793 deaths reported in 2017. This figure is also similar to the level of fatalities seen since 2012 which followed a period of substantial reduction in fatalities from 2006-2010. There were 26,610 seriously injured casualties and 165,100 slightly injured casualties.
- 3.2 Local authorities have various statutory duties under Section 39 of the Road Traffic Act 1988 related to road safety, including taking steps to reduce and prevent accidents, promoting road safety, and securing the safe movement of traffic and pedestrians.
- 3.3 The Speed Reduction Measures budget allocated within the LTP 3 funding 2019-20 will address those statutory duties.

#### **4. Consultation**

- 4.1 Consultation will be undertaken with representatives and the residents in/around Southwick Hill Road and Clive Road. It will not be necessary to consult with the residents of Old Manor Way when replacing the obsolete VAS signs that are no longer working.
- 4.2 Letters will be addressed to residents of Clive Road and Southwick Hill Road, the extent of the consultation area will be defined by population density in the surrounding area.
- 4.3 Following the letters addressed to residents, public notices detailing the proposed schemes will be displayed on-street in Southwick Hill Road and Clive Road, uploaded to the City Council website and sent to statutory consultees and ward councillors, inviting comments. A 28-day consultation period will be undertaken, and any objections raised will see the schemes brought back to Traffic and Transport committee for further consideration.

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

##### **5.1 Southwick Hill Road**

Portsmouth City Council Safer Travel Team have carried out speed and traffic surveys on Southwick Hill Road to review the existing vehicle speeds and volumes that utilised the road from 11 July 2019 until 22 July 2019. The data indicated that within the existing 30mph speed limit:-

Westbound Traffic-Total vehicles = 34,962 Average speed = 43mph, 85th percentile = 50mph;

Eastbound Traffic - Total vehicles = 31,406, Average speed = 40mph, 85th percentile = 47mph;

Combined Traffic - Total vehicles = 66,368, Average speed = 42mph, 85th percentile = 49mph.

- 5.2 A review of the accident data shows that in the last three year period there have been 7 accidents recorded Southwick Hill Road. Of these accidents 2 have been classed as serious and the remaining 5 have been classed as slight. From the data provided this has indicated that 3 of the accidents have involved pedestrians

##### **5.3 Old Manor Way**

There are existing vehicle activated speed signs positioned along Old Manor Way, these no longer work and the technology is obsolete. The signs will be replaced with new ones with the latest technology to enable them to be connected to the Portsmouth City council traffic signals network.



#### **5.4 Clive Road**

Portsmouth City Council have carried out speed and traffic surveys on Clive Road to review the existing vehicle speed that use the road.

The data indicated that within the existing 20mph speed limit:-

Total vehicles = 14,302 Average speed = 23mph, 85th percentile = 30mph.

5.5 In the last 5 years there have been 8 slight accidents along the length of Clive Road, there have been no incidents that involved pedestrians.

5.6 No parking spaces will be removed as a result of the proposed speed reduction measures.

### **6. Equality impact assessment**

6.1 This report has undergone a preliminary Equality Impact Assessment (EIA) and a full EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

### **7. Legal implications**

7.1 The Council's statutory duties as a local authority under Section 39 of the Road Traffic Act 1988 include the following:

- to prepare and carry out a programme of measures designed to promote road safety
- to carry out studies in relation to accidents arising out of the use of vehicles on roads within its area, and
- in the light of such studies, to take such measures as appear to the authority to be appropriate to prevent such accidents. Such steps may include the provision of information, advice and practical training in relation to road safety, the carrying out of works of improvement, maintenance and repair to roads in its area or any other measures within its powers to control, assist or protect the movement of traffic on roads in its area.

### **8. Director of Finance's comments**

8.1 The cost of these works will be met from the approved £150,000 in the approved Local Transport budget. Officers believe that this budget will be sufficient to meet the cost of these works.

.....  
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:

<b>Title of document</b>	<b>Location</b>
Work Mandate	<a href="#">W:\TES\COMMON\New Work\New Mandate - Proposed Schemes\Southwick Hill Road Speed Reduction Measures</a>
Work Mandate	<a href="#">W:\TES\Common\New Work\New Mandate - Proposed Schemes\Old Manor Way Traffic Calming Scheme</a>

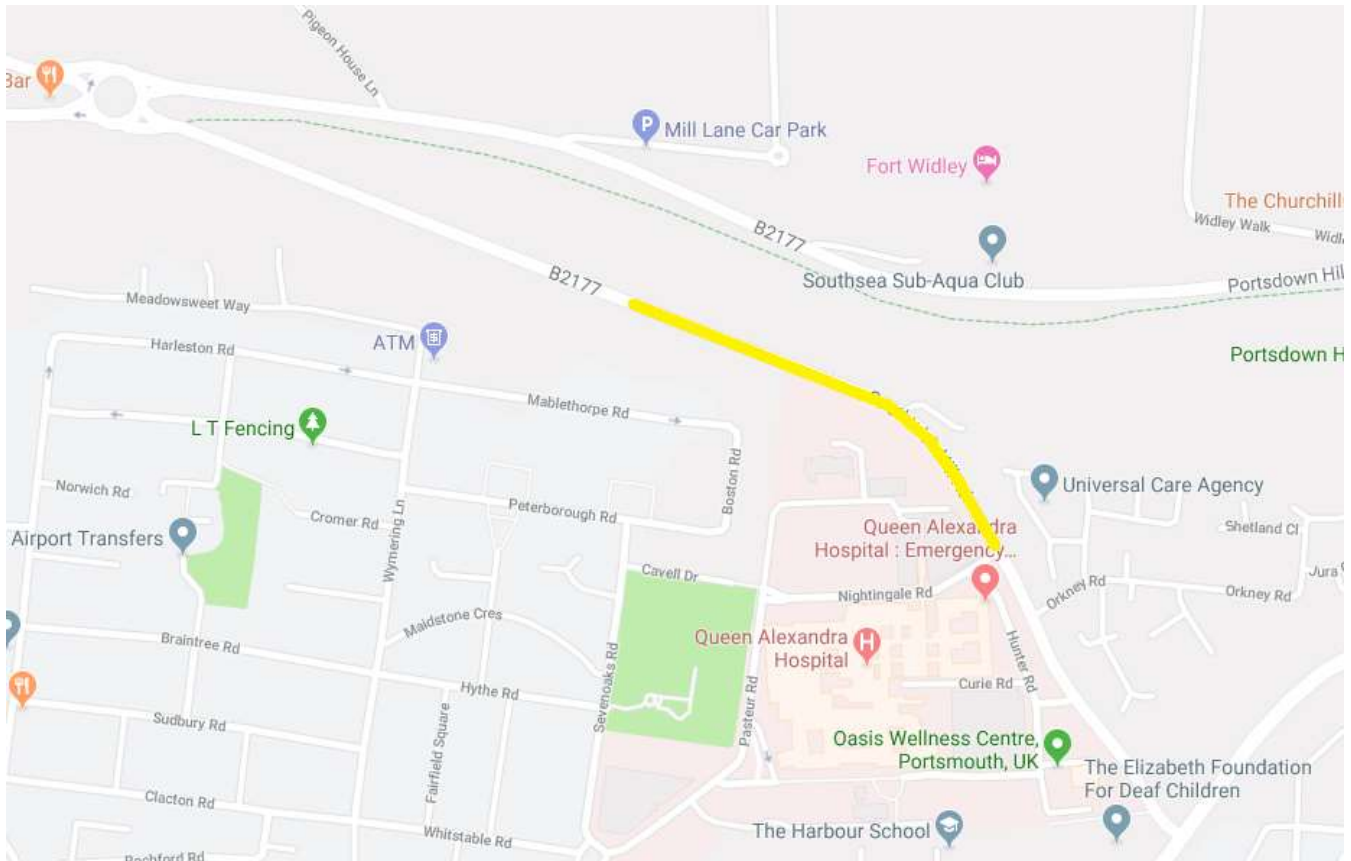
The recommendation(s) set out above were approved/ approved as amended/ deferred/  
rejected by ..... on .....

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

## Appendices:

- APPENDIX A - Location maps:

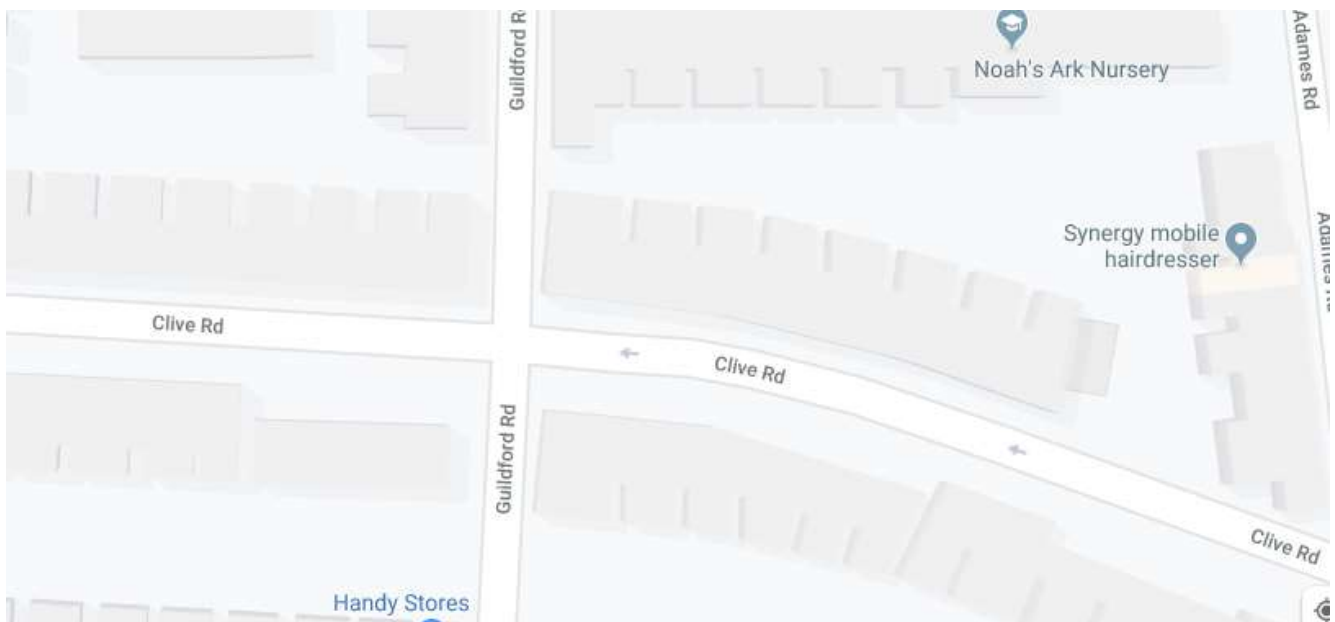
### Southwick Hill Road



### Old Manor Way



### Clive Road



*(End of Report)*

# Equality Impact Assessment

Preliminary assessment form 2018

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

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

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

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

**Directorate:**

Regeneration

**Service, function:**

Transport

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

Local Transport Plan 2019/20 - Speed Reduction Measures

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To address sites in the city that have the highest number of vehicles traveling in the 85 percentile or above. The aim of this scheme is to reduce the number of vehicles traveling over the speed limit, the existing casualty numbers at the site and potential casualties.

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

It will benefit vehicle users by making it easier for them to adhere to the speed limits and pedestrians making it safer to travel in the city.

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

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

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

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

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

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

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

Group	Positive or negative feedback
Age	No feedback
Disability	No feedback
Race	No feedback
Sex	No feedback

Gender reassignment	No feedback
Sexual orientation	No feedback
Religion or belief	No feedback
Pregnancy and maternity	No feedback
Marriage & civil partnership	No feedback
Other excluded groups	No feedback

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

☐ yes ☒ No

**PCC staff**-If you have to complete a full EIA please contact the Equalities and diversity team if you require help Tel: 023 9283 4789 or email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-If you have to complete a full EIA please email: [sehccg.equalityanddiveristy@nhs.net](mailto:sehccg.equalityanddiveristy@nhs.net) if you require help

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

A full EIA is not required for the proposed speed reduction measures because the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The proposals seek to improve accessibility and safety for all road users

**Q8 - Who was involved in the EIA?**

Michelle Love/Phil Rennie

**This EIA has been approved by:**

**Contact number:**

**Date:**

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

Telephone: 023 9283 4789, Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)



# Agenda Item 5



<b>Title of meeting:</b>	Traffic and Transportation Decision Meeting
<b>Date of meeting:</b>	17 October 2019
<b>Subject:</b>	School Crossing Patrol Infrastructure - Proposed Locations
<b>Report by:</b>	Tristan Samuels - Director of Regeneration
<b>Wards affected:</b>	Eastney and Craneswater/Fratton/Nelson/Paulsgrove
<b>Key decision:</b>	No
<b>Full Council decision:</b>	No

---

## **1. Purpose of report**

- 1.1** To seek approval to upgrade the school crossing patrol locations identified in Appendix A, to ensure their compliance with current legislation.
- 1.2** Full details of the sites are contained in Appendix A

## **2. Recommendations**

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

- 2.1 Approves the use of the school crossing patrol infrastructure budget, contained within the Approved Local Transport Plan Implementation Plan 2019/20, to upgrade the school crossing patrol sites identified in Appendix A, ensuring their compliance with the latest legislation.**

## **3. Strategic Context**

- 3.1** As a national and international maritime gateway on the south coast of England, Portsmouth is the economic centre of the South East Hampshire region.
- 3.2** The city has been shaped by its island and peninsula geography, with the transport network significantly constrained by the limitations of the land. It has only three road links from Portsea Island to the mainland, and a population density greater than any outside of London.

- 3.3 The transport network is reaching and exceeding capacity, negatively impacting in particular on productivity, economic growth, health outcomes, and air quality. There is a dominance of trips, including shorter intra island trips, being undertaken by private car. Public transport accounts for a small mode share. Bus travel, particularly, for such shorter distance trips, is often perceived as costly and time-consuming.
- 3.4 Despite ongoing work to encourage a move towards more sustainable modes of transport in the city, Portsmouth was identified by Government as one of eight 'third wave' local authorities required to develop an Air Quality Local Plan that must identify measures to ensure compliance with air quality statutory annual limits for nitrogen dioxide (NO<sup>2</sup>) in the shortest possible time.
- 3.5 In March 2019, Portsmouth City Council Full Council declared a Climate Emergency, with the Cabinet committing to devising an action plan to address the key challenges faced by the city.
- 3.6 Transport has a key role to play in addressing these concerns to enable continued mobility, while fulfilling the Cabinet's commitment to reducing the number of cars within the city.

#### **4. Background**

- 4.1 The latest published figures from the National Child Measurement Programme (2017/18) show that in Portsmouth, the prevalence of children overweight or obese is 24.5% (10.7% obese) in Reception (significantly higher than the national average) and 36.2% (21.7% obese) in Year 6 (similar to the national average).
- 4.2 Walking to school can improve a child's overall mental and physical health through increasing levels of exercise and the opportunity to socialise with others on their journey.
- 4.3 By improving School Crossing Patrol sites with additional lighting and signage pupils and parents will be more confident to use the sites and walk to school.
- 4.4 The signage and infrastructure will provide drivers with greater awareness of an upcoming school crossing patrol site, improving safety for all users.
- 4.5 Improved signage and infrastructure on the site could increase the confidence of parents and pupils in the nearby area and encourage more to walk to school, reducing traffic congestion around the school, improving safety and air quality.

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

- 5.1 Portsmouth City Council under the Road Traffic Regulation Act 1984 may provide arrangements for the patrolling of sites where children cross roads to and from school.

- 5.2 A corporate priority is to make Portsmouth a great place to live, learn and play so our children and young people are safe, healthy and positive about their futures. Another corporate priority is to make sure the city cleaner, safer and greener.

**6. Equality impact assessment**

- 6.1 This report has undergone a preliminary Equality Impact Assessment (EIA) and a full EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010.

**7. Legal implications**

- 7.1 The proposal set out in the recommendation is consistent with the Council's statutory powers in relation to school crossing patrols and in line with the Council's wider corporate priorities as set out in the report.

**8. Director of Finance's comments**

- 8.1 The cost of the recommendations within this report will be met from the £20,000 approved capital scheme in the budget. Officers believe that the recommendations can be met within this budget.

.....  
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:

<b>Title of document</b>	<b>Location</b>

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

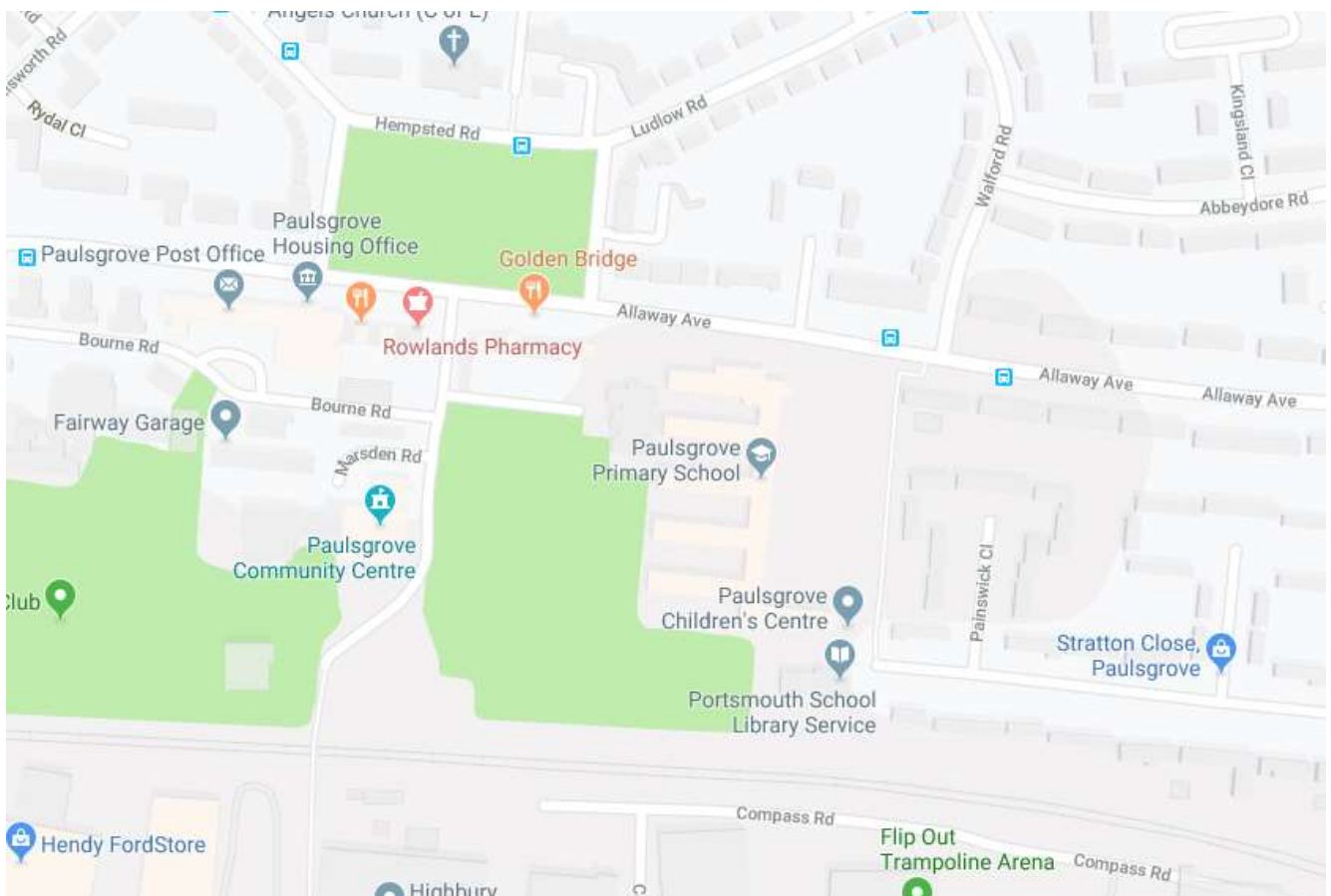
.....  
Signed by:  
Councillor Lynne Stagg - Cabinet Member for Traffic and Transportation

## Appendix A

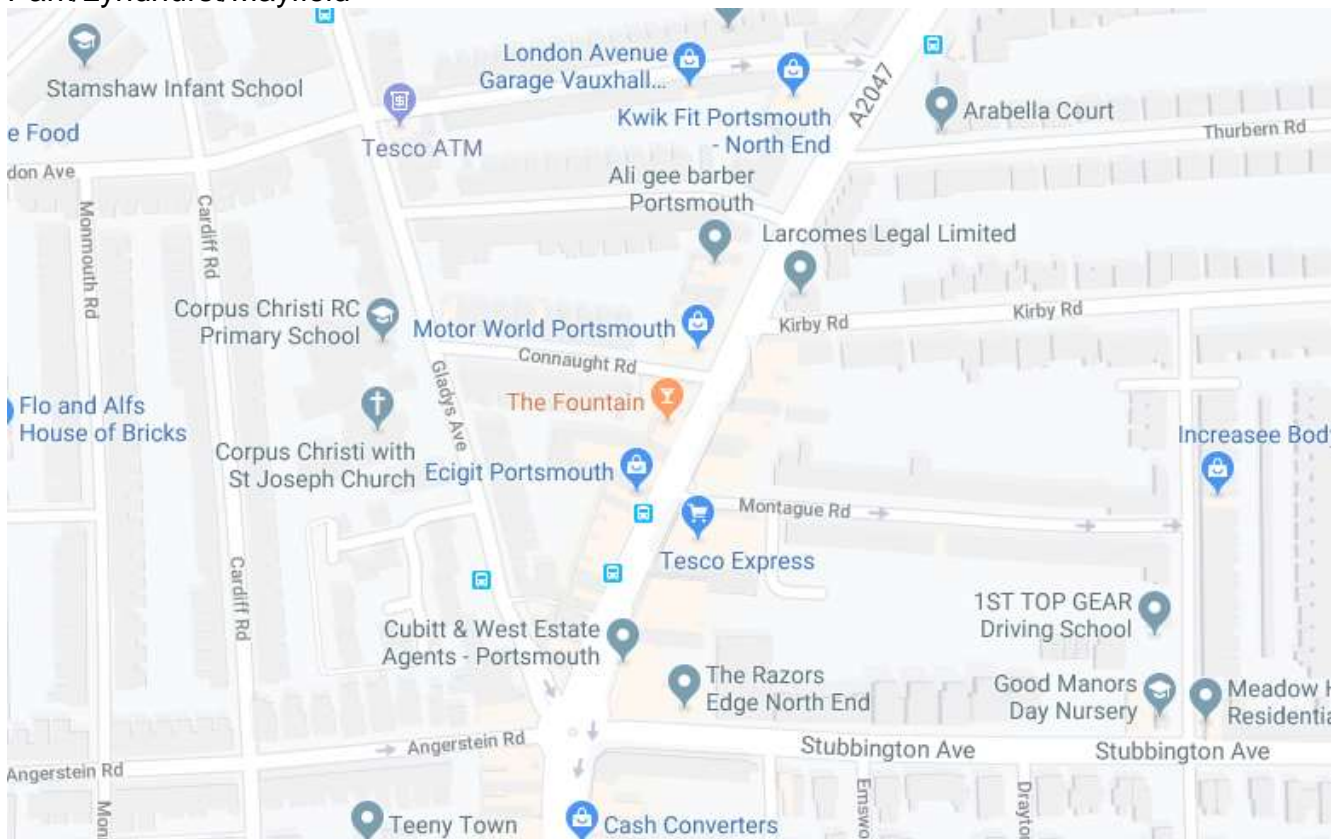
### Locations of the Infrastructure

1. Allaway Avenue - Beacon View Primary - Westbound signage required
2. London Road - nearest schools - College Park/Corpus Christi/Lyndhurst Junior/Mayfield - adjacent to London Road/Stubbington Avenue/Gladys Avenue mini roundabout - signage to support the multi-point crossing point
3. Route along St Mary's Road/Milton Road/Shearer Road - nearest schools - Langstone Infant School/Newbridge Junior School/Portsmouth Academy - Signage to support the SCP sites along the route.
4. Tredegar Road - Cumberland Infant - signage to highlight the site where pupils cross
5. A stock of TSRGD compliant Children Crossing signs will be manufactured and kept in the Civic Offices storage to put up on sites where the SCP may be off sick and there is no relief SCP available.

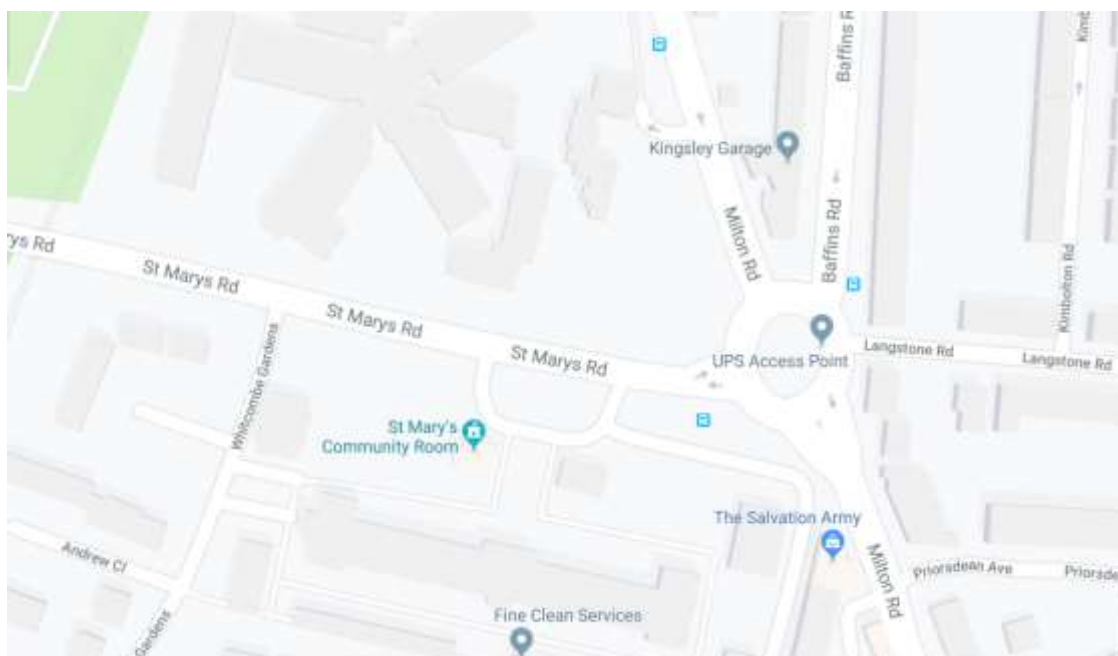
#### Allaway Avenue - Beacon View Primary



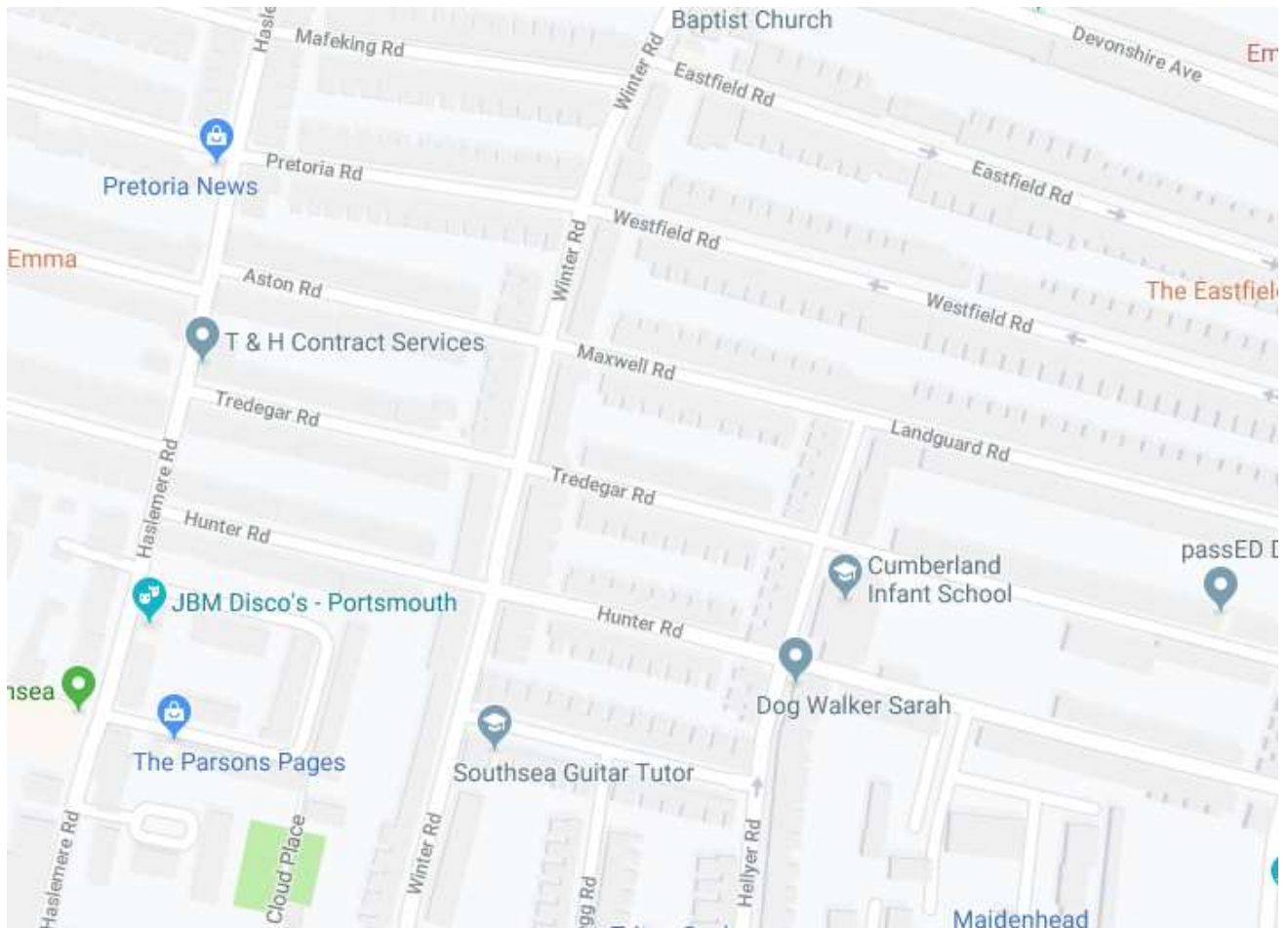
London Road/Stubbington Avenue/Gladys Avenue - College Park/College Park/Lyndhurst/Mayfield



St Mary's Road / Milton Road / Shearer Road: - Portsmouth Academy, Newbridge Junior Schools and Langstone Infant School

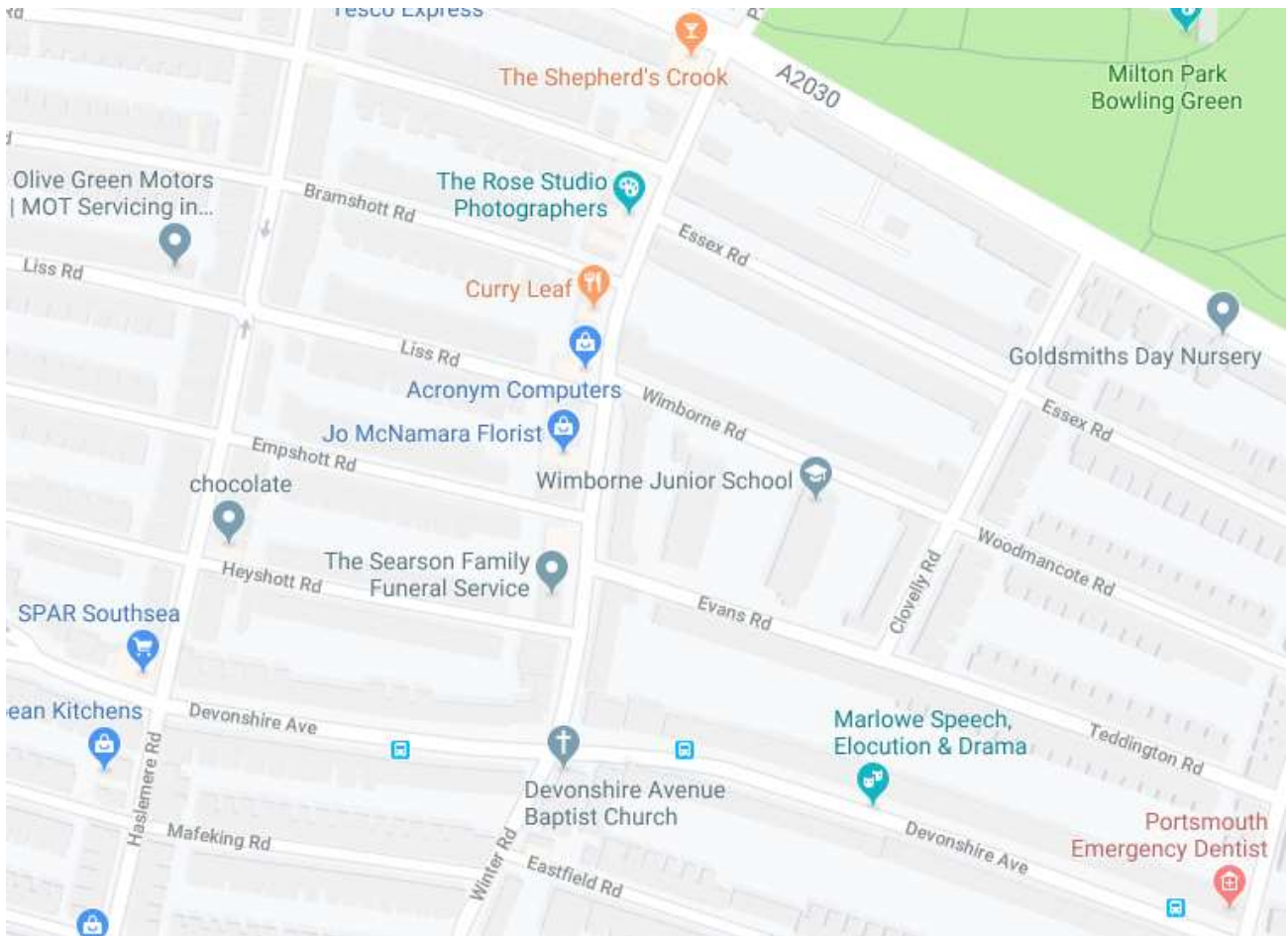


## Tredegar Road - Cumberland Infant School





## Winter Road - Wimbourne Infant and Junior School



*(End of Report)*

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# Equality Impact Assessment

Preliminary assessment form 2018

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

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  - 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

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

Local Transport Plan 2019/20 - School Crossing Patrol Infrastructure

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To address sites in the city that have the highest number of pupils crossing en route to school and the highest number of vehicles passing through them to ensure the signage is compliant and legal.

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

It will benefit vehicle users by making it easier for them to slow down and stop at School Crossing Patrol sites and pedestrians making it safer to travel in the city.

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

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

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

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

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

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

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

Group	Positive or negative feedback
Age	No feedback
Disability	No feedback
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Sex	No feedback

Gender reassignment	No feedback
Sexual orientation	No feedback
Religion or belief	No feedback
Pregnancy and maternity	No feedback
Marriage & civil partnership	No feedback
Other excluded groups	No feedback

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

☐ yes ☒ No

**PCC staff**-If you have to complete a full EIA please contact the Equalities and diversity team if you require help Tel: 023 9283 4789 or email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-If you have to complete a full EIA please email: [sehccg.equalityanddiveristy@nhs.net](mailto:sehccg.equalityanddiveristy@nhs.net) if you require help

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

A full EIA is not required for the proposed school crossing patrol infrastructure because the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The proposals seek to improve accessibility and safety for all road users

**Q8 - Who was involved in the EIA?**

Michelle Love/Phil Rennie

**This EIA has been approved by:**

**Contact number:**

**Date:**

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

Telephone: 023 9283 4789, Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)



**Title of meeting:** Traffic and Transportation - Decision Meeting

**Date of meeting:** 17 October 2019

**Subject:** Portsmouth City Council Rights of Way Improvement Plan  
2019 - 2029

**Report by:** Tristan Samuels - Director of Regeneration

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

---

**1. Purpose of report**

- 1.1 To highlight the Draft Portsmouth Rights of Way Improvement Plan (RoWIP) as part of the consultation process, and to seek approval for external consultation to be undertaken as per the Council's statutory obligation.

**2. Recommendations**

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

- 2.1 **The Draft ROWIP 2019-2029 in preparation for external consultation.**

**3. Background**

- 3.1 The Countryside and Rights of Way Act 2000 (CRoW Act) introduced a statutory duty on all Highway Authorities to produce a 10 year RoWIP\*.
- 3.2 To arrive at the Draft RoWIP stage a number of methods have been used to understand the needs and aspirations of the users of the Portsmouth PRow Network. This was achieved through:
- Review of the existing measures derived from the current ROWIP (2007 - 2017);
  - Assessment of the existing PRow network;
  - Consultation with the user groups (i.e. Ramblers Association), statutory consultees and the Hampshire Countryside Access Forum to determine their needs and requirements for the Portsmouth PRow Network\*

From this, the objectives and priorities for improving the Portsmouth PRoW Network have been determined and formulated in the Draft Plan.

\*Please Note: Although there is a statutory duty to produce a RoWIP, there is no statutory obligation to implement the measures suggested.

#### **4. Reasons for recommendations**

- 4.1 The statutory requirement for ROWIP consultation is to advertise the Plan for 12 weeks in two local papers.
- 4.2 The ROWIP 2019 - 2029 highlights the rights of way priorities in Portsmouth, emphasising the need to create a coherent and legible network that encourages usage city-wide.
- 4.3 The aims and objectives of the ROWIP 2019-2029 links with the LTP3, amongst many other local and national policies.

#### **5. Equality impact assessment**

- 5.1 It is not considered necessary to undertake a full Equality Impact Assessment at this stage as the draft will be developed further following external consultation. Having completed external consultation, the EIA process will be followed fully.

#### **6. Legal implications**

- 6.1 s.60 CRoW Act provides that the Council as Highway Authority must review its ROWIP every 10 years.
- 6.2 s.61 CRoW Act stipulates the consultation process that must occur "before preparing or reviewing a rights of way improvement plan, and in particular in making any assessment" of a ROWIP against its statutory objectives contained in s.60 CRoW Act.

#### **7. Director of Finance's comments**

- 7.1 There are no direct financial implications of approving the recommendations within this report.
- 7.2 The cost of drafting the ROWIP have been met from existing cash limits.
- 7.3 Any physical works that arise as a result of this new ROWIP will be met from the statutory Rights of Way capital budget contained within the Council's Local Transport Plan.



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

## Appendices:

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

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

<b>Title of document</b>	<b>Location</b>
Draft Rights of Way Improvement Plan 2019	W:\TES\RSAT\Road Safety\Rights of Way\ROWIP Revision (2017-2027)

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

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## Glossary of Abbreviations

BOAT	Byway Open to All Traffic
BW	Bridleway
CROW	Countryside and Rights of Way Act, 2000
DEFRA	Department for Environment Food and Rural Affairs
DMMO	Definitive Map Modification Order
FP	Footpath
GIS	Geographical Information System
NCN	National Cycle Network
PRoW	Public Rights of Way
ROWIP	Rights of Way Improvement Plan
ROW	Rights of Way
TCPA	Town and Country Planning Act, 1990

## Executive Summary

The Portsmouth City Council Rights of Way Improvement Plan (ROWIP) 2007 - 2017 set out the areas for consideration and improvement relating to the public rights of way network within the Portsmouth City Council boundary as part of a ten year management plan.

The first plan was based on research carried out with user groups including walkers, cyclists, equestrians, motorised users, disability groups, landowners, and nature and heritage groups. The research asked these different groups about their experience of rights of way and improvements they would like to see. A desk-based study was also carried out into existing and potential rights of way and plans and policies that have a link to the Rights of Way Improvement Plan.

As part of the first ROWIP a great deal of work has been carried out to develop the rights of way network in the city, with additional routes added during its lifetime. The responses to several action points from the initial ROWIP can be seen in section 3.0 Statement of Actions review.

The first part of this plan briefly sets out the legal background to rights of way in Portsmouth and establishes the intended vision. The second sets out the Portsmouth context, with the third highlighting what actions have taken place since the first ROWIP. Following on from this an assessment of the consultation responses has been populated to set out the following ten year management plan of actions.

Following consultation with key stakeholders it is clear that many of the original aims of the initial ROWIP are still relevant, along with many of the key findings. Therefore, this ROWIP represents an update of the first plan, whilst introducing a new set of actions for the next 10 years.

## 1.0 Introduction

### 1.1 ROWIP Background

A Public Right of Way (PRoW) exists as a public highway, providing the public with a "right of passage" using a defined route. Within the administrative boundary of Portsmouth, the Council, as the Highway Authority, is responsible for the maintenance, management and legal recording of any PRoW.

The ROWIP aims to assess the following, over a ten year period:

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the area.
- The accessibility of local rights of way to disabled, blind or partially sighted persons and others with mobility problems.

### 1.2 The Vision

The vision for PRoW in Portsmouth is:

*Vision statement will be shaped by the results and responses of the consultation and will be inserted into the final draft.*

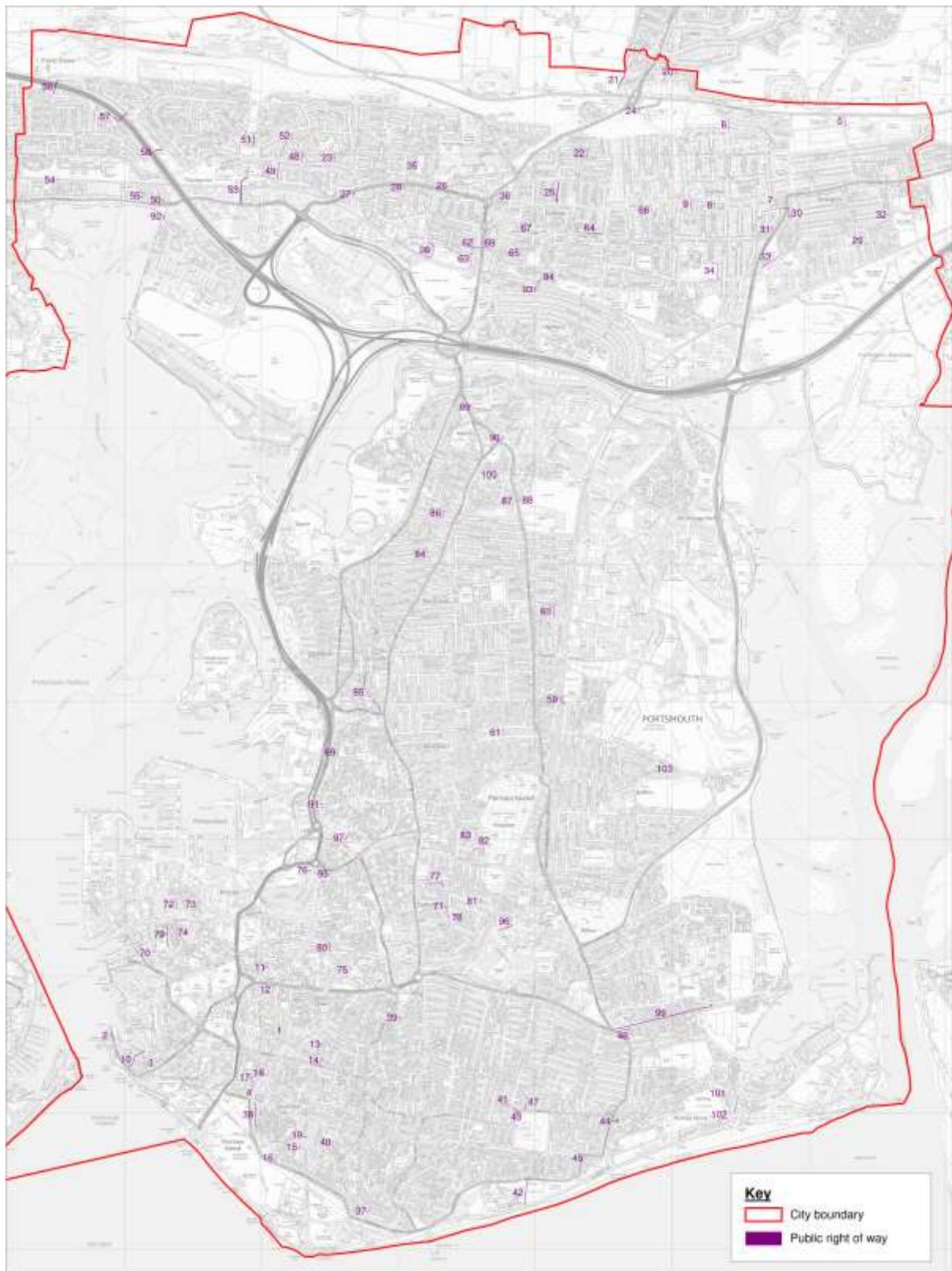
### 1.3 Legislative Background

Section 60 (Countryside and Rights of Way Act, 2000), requires all Highway Authorities to prepare and publish a ROWIP.

The original ROWIP was intended to set the direction for improvements to the local rights of way network over the ten year period between 2007 and 2017. It set about identifying actions which could improve the network and make it more accessible and enjoyable for residents and visitors according to the needs of all users.

Each authority is required to revise this document every ten years, with this the first revision which will span the next ten years (2019 to 2029).

The ROWIP covers the entire geographical area of Portsmouth, figure 1 below shows the extent of the existing rights of way network across this region (please note the Portsmouth City Council Definitive Map is currently under review), a more detailed map can be seen in Appendix A.



Scale: 1:25,000 @ A3

Figure 1.0 - Portsmouth Draft Definitive Map (Appendix B)



#### 1.4 The Local Access Forum

The CROW Act 2000 (Countryside and Rights of Way Act, 2000), requires each local authority to be part of, or set up its own, Local Access Forum. Portsmouth City Council is a member of Hampshire Countryside Access Forum (HCAF), which represents Hampshire County Council, Portsmouth City Council and Southampton City Council.

As part of this revision process, HCAF have been consulted and their response has been considered when drawing up an action plan for the duration of this improvement plan.

For further details regarding the HCAF, please visit:

<https://www.hants.gov.uk/landplanningandenvironment/countryside/hcaf>

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## 2.0 The Portsmouth context

### 2.1 Rights of Way in Portsmouth

As Highway Authority, under section 130 (Highways Act, 1980), Portsmouth City Council have a statutory duty to assert and protect the rights of the public to use any highway. This extends to footpaths, bridleways and byways (Public Rights of Way).

The Definitive Map and Statement is a record of all PRoW in Portsmouth. There are currently 103 recorded routes in the city, all comprised of Public Footpaths (FP) (see Appendix B).

Portsmouth has over 8km of public footpaths and around 780 hectares of publicly accessible open space (See Appendix A - Portsmouth Map). These paths and areas are a valuable amenity in such a densely populated city, providing relaxation, healthy exercise and relief from built-up areas, as well as a wide variety of opportunities for access and recreation. Interests for users include pleasant views, scenery, peace and quiet, wildlife, wild flowers, the beach and sea, and historic sites and buildings.

Whilst the PRoW network is made up of Public Footpaths there is also a strong desire for high quality cycle provisions in the city. Data from the 2011 Census shows that in Portsmouth over 7% of people travel to and from work by bicycle, over double the national average at the time, thus highlighting its importance (Office for National Statistics, 2011). At present, this consists of a mixture of off road routes, on carriageway cycle provision and shared footways.

Having no established network of definitive Public Bridleways, Restricted Byways and Byways Open to All Traffic in the city, the provision for recreational use by Equestrians, non-motorised and motorised vehicles is very limited.

There are some options available in the north of the city for Equestrians by means of permissive access rather than definitive Rights of Way, however this is not exhaustive and highlights some key areas for future improvements relating to Rights of Way in Portsmouth.

### 2.2 Wildlife

Portsmouth has a number of important areas for wildlife, including Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Wetlands of International Importance (RAMSAR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These provide important areas for a wide variety of wildlife including wildfowl, butterflies, moths and breeding birds.

Portsmouth City Council and Hampshire and Isle of Wight Wildlife Trust maintain a number of these sites including Portsdown Hill, Hilsea Lines and Farlington Marshes (Appendix C).

### 2.3 Promoted Routes (no registered Public Right of Way)

Portsmouth is served by a number of promoted routes (Appendix A) as listed below. All of which contribute towards making Portsmouth an attractive destination for visitors, with a large number of tourist destinations both in and around the city, many with naval or literary connections.

#### The Solent Way:

A 60 mile walking route linking Milford on Sea with Emsworth Harbour. Much of this follows the coast of Hampshire including the city of Portsmouth. The route begins in the city at the Gosport Ferry and follows the seafront through Old Portsmouth and continuing east along the promenade. This rounds the island and runs along the eastern side, north toward Farlington Marshes. The route continues out of the city and toward Emsworth.

#### The Pilgrims Trail:

Following in the footsteps of the Pilgrims who made the long journey to worship in Normandy and those who wished to come to worship at the shrine of St. Swithun, the former teacher of

Alfred the Great. This 155 mile route enters the city of Portsmouth from the north and travels south alongside the carriageway toward Hilsea and then follows the coastal route along the western side of the island, through Tipner and Stamshaw to reach the end of the English section at the International Ferry Port.

#### Wayfarers Way:

This route is a 70 mile walk that runs between Emsworth to Walbury Hill in Berkshire. The section of this route that runs through Portsmouth follows Portsdown Hill Road east-west taking in the spectacular views of the city from its highest point.

#### Millennium Promenade:

At just over 2 miles, this route links Portsmouth's historic waterfront. It starts at Southsea Castle and finishes on The Hard, taking in Old Portsmouth, the Camber and Gunwharf Quays. The route is marked by a chain motif set into the surface of the pavement, which historically represents the chain that was tightened across the harbour entrance at times of potential attack, and columns topped with the Millennium motif.

#### Shipwrights Way:

Gaining its name from the journey of the oak used for medieval ship building grown at Alice Holt Forest, the Shipwrights Way links villages and towns in east Hampshire, spanning a total distance of 12 miles. This route enters the city at the south eastern corner of Portsmouth at the Hayling Ferry and continues in a westerly direction along the coastline of Portsea Island finishing at the Historic Dockyard.

#### The English Coastal Path (ECP)

The ECP aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English coast for use on foot (Marine and Coastal Access Act, 2009).

When completed the ECP will be the longest national trail in England and one of the longest coastal paths in the world. There are exceptions to public access and those relevant to Portsmouth include land covered by buildings or the curtilage of such land, land used as park or garden and land the use of which is regulated by byelaws under section 14 (Military Lands Act, 1892) or section 2 (Military Lands Act, 1900).

Work is currently underway in getting the ECP route around the coastline of Portsmouth agreed and in place. This process will be completed during the lifespan of this Improvement Plan, providing an important resource for the public to enjoy coastal access on foot.

#### The Camber

Home to Portsmouth's oldest commercial docks, the Camber is currently subject to an application to add a Restricted Byway around the outside edge. This matter is still on going and at the time of writing this Improvement Plan revision the matter had not been resolved, and no Definitive Right of Way has been added to Portsmouth's Definitive Map and Statement. The matter will be resolved during the lifetime of this document.

## 2.4 National Highways and Transport (NHT) Network Public Satisfaction Survey

Portsmouth City Council took part in the NHT survey for the eleventh time in 2018. This is an annual postal survey which "...collects public perspectives on, and satisfaction with, Highways and Transport Services for Local Authorities" (National Highways & Transport Network, 2015).

It uses standard questions to allow comparison between participating authorities. The survey is sent to a random sample of residents for each authority area.

The following results outline PCC's performance for Rights of Way in relation to satisfaction:

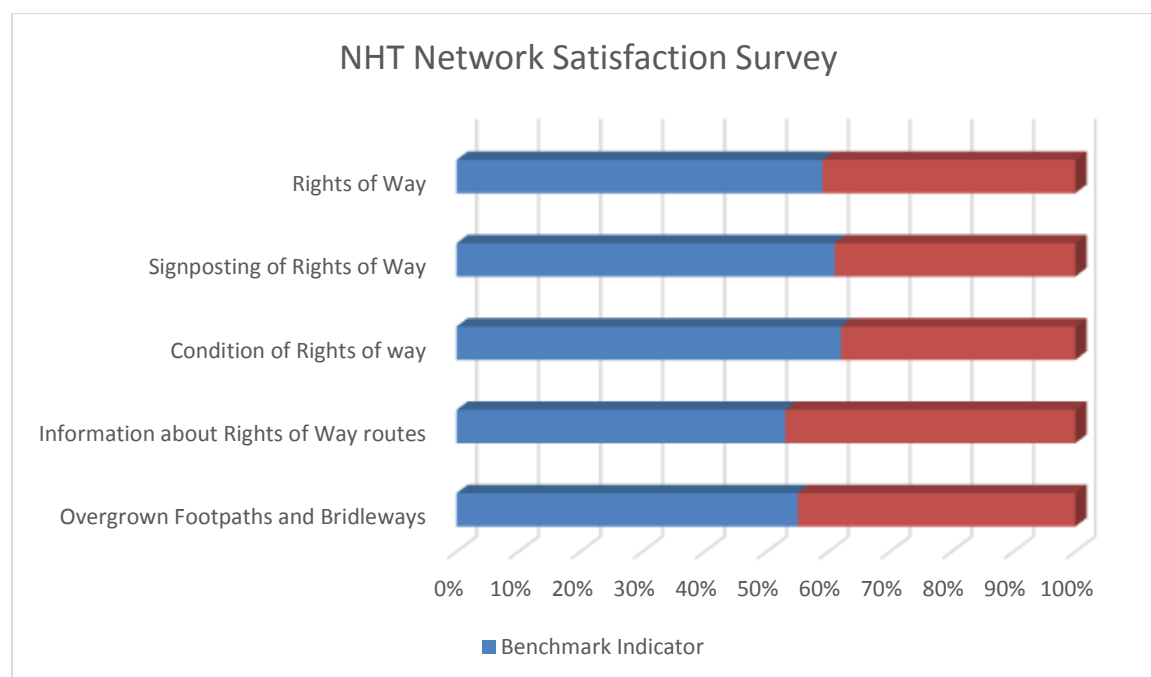


Figure 2.0 - NHT Network Satisfaction Survey

Benchmark Indicators	Satisfaction Score	NHT Average
<b>Rights of Way</b> (Key Benchmark Indicator 15)	59%	57%
<b>Signposting of Rights of Way</b> (Benchmark Indicator 19)	61%	59%
<b>Condition of Rights of Way</b> (Benchmark Indicator 20)	62%	57%
<b>Information about Rights of Way routes</b> (Benchmark Indicator 22)	53%	49%
<b>Overgrown Footpaths and Bridleways</b> (Benchmark Indicator 23)	55%	45%

Using this as a point of reference, despite being above the NHT Average, there are still areas that require improvement in Portsmouth. The status of overgrown vegetation on the network, and the information made available regarding these routes provide two clear action points that will need responding to over the course of this Improvement Plan.

### 3.0 Statement of Actions review

The first ROWIP set out a series of proposed actions to lay the foundation for subsequent years' improvements.

The proposals outlined in the ten year plan combined a variety of small, medium and large-scale schemes that were designed to improve the rights of way network for a variety of users.

The delivery of the first ROWIP was based on seven key issues, as follows;

#### **1. Undersupply of access, network and appropriate infrastructure for equestrian users**

Due to the urban nature of routes in Portsmouth, there is a difficulty in providing access for equestrian users to many parts of the city.

Despite the permissive routes in the north of the city, no additional routes have been added to the Definitive Map during the lifetime of the previous Improvement Plan.

As a statutory consultee on all issues related to RoW, the British Horse Society have been contacted to provide their input on the most recent Definitive Map consultation.

#### **2. Difficulties in knowing which user groups are permitted on which paths and where some paths lead**

PRoW in Portsmouth are listed on the Definitive Map, with further information available with the supporting Definitive Statement. A copy of this can be found on the Portsmouth City Council website.

The permissive status of all routes in the city are mentioned in the Definitive Statement, and are signposted accordingly at each site.

Reflecting on the key statistics from the NHT survey, it is clear that Portsmouth City Council have performed above the national average for signposting and providing information about RoW routes. With a process of continual review, all signage is updated and amended where relevant.

#### **3. Road and railway crossings are difficult**

The LTP3 sets out a range of works to support the promotion of sustainable travel choices. Through these works, a range of improvements have taken place to enhance pedestrian access, including junction treatments at a number of key sites.

Examples of the types of schemes can be found in the LTP3 Implementation Plan (<https://www.portsmouth.gov.uk/ext/documents-external/trv-portsmouth-ltp3-implementation-plan.pdf>).

Alongside this, the council has continually developed the 20mph network across the city (figure 3.0) since 2006. Thus reducing traffic speeds, allowing for safer crossing of streets.

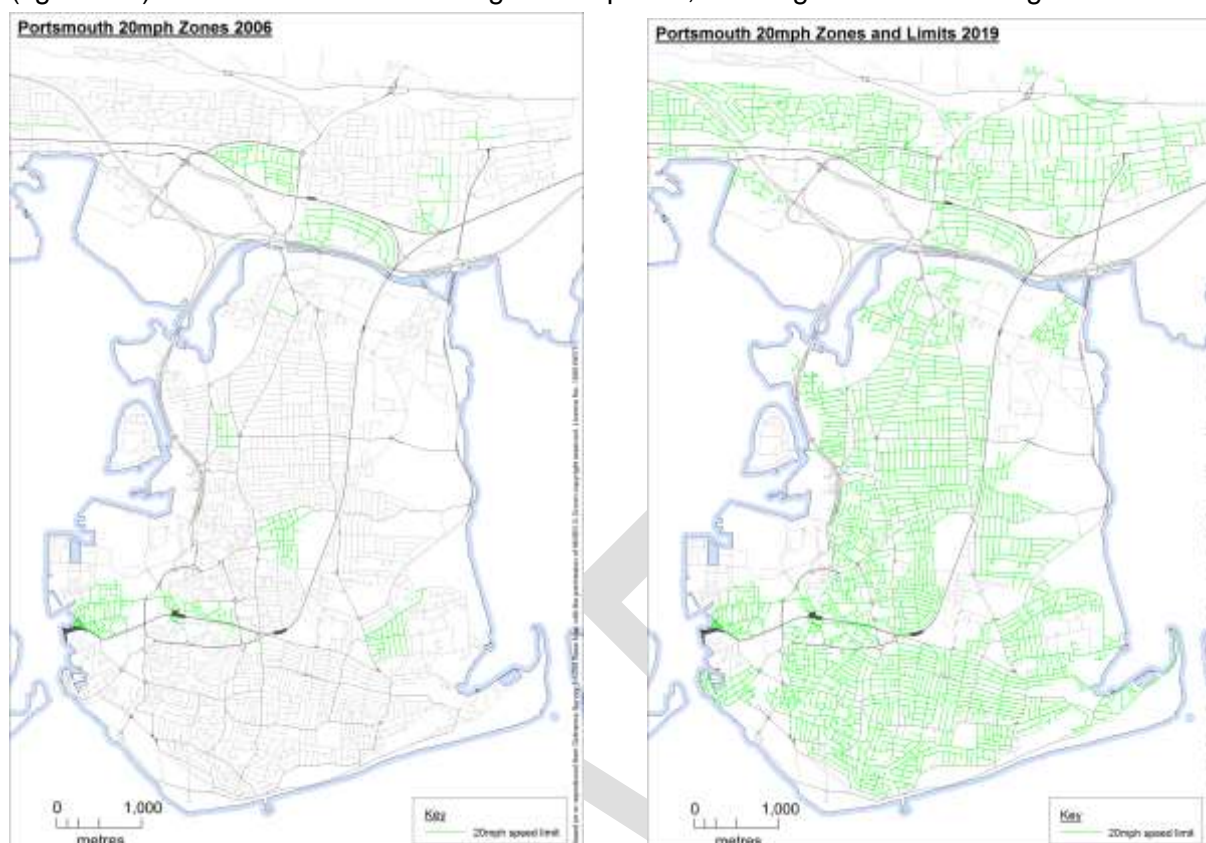


Figure 3.0 - Portsmouth 20mph zones 2006 - 2019

#### **4. The rights of way network is fragmented and users experience difficulties using some existing routes**

As Rights of Way are established through usage or grant, those in the city have been used as a thoroughfare for a number of years, often linking routes between properties and other urban features.

This can lead to a disjointed network, which is difficult to rectify. That being said, an additional three routes have been added to the network since the first ROWIP, thus improving links in several areas in the city.

It is anticipated that a further three routes will be added, linking with existing Hampshire ROW to the north of the city, during the lifetime of this plan.

#### **5. There is a need for a more coordinated approach to encourage cycling**

Sustainable transport is a key priority, as outlined in the LTP3. As such, improvements to both walking and cycling have been awarded funding since the first RoWIP.

The council is currently working on the LCWIP, this outlines marked improvements for cycling and walking over a ten year plan. Additionally, it is anticipated that during the lifetime of this document, the Seafront Master Plan will be adopted, outlining the future ambition for pedestrians and cyclists in this key area.

#### **6. There is a need for more information and promotion of routes**

ROW in Portsmouth are promoted through the PCC website. This includes information such as maps, ROW orders and how they are recorded.

This can be accessed via: <https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/public-rights-of-way>).

## **7. Management of routes**

Portsmouth City Council have an established PFI contract that covers all rights of way in the city in terms of maintenance. Any improvements are made on an ad-hoc basis. Additionally, the Ramblers Society deliver monthly updates relating to the status of each route, highlighting any areas for improvement where necessary.

The English Coastal Path is currently being created under new legislation, (Marine and Coastal Access Act, 2009). Working in partnership with Natural England, Portsmouth City Council have supported the development of the ECP, with an anticipated adoption during the lifetime of this document.



## 4.0 The National & Local Policy Context

### 4.1 Influence on other Policies and Plans

The initial ROWIP outlined several policies and plans that influenced the action plan, these were as follows:

- Rights of Way Definitive Map
- Information about existing open spaces and open access land
- Portsmouth City Local Plan 2001 - 2011
- Local Development Framework Core Strategy Issues and Options
- Portsmouth Harbour Plan Review 2000
- Hilsea Lines Management Plan
- PUSH Green Infrastructure Strategy

In addition to the Policy and Plans identified as part of the initial ROWIP, it is acknowledged that this plan should not be read in isolation as it will influence, and be influenced by, other plans and strategies in order to promote and support the delivery of improvements to the network.

These include:

- Shaping the Future of Portsmouth - Regeneration Strategy (2011)
- Portsmouth Plan (2012)
- Portsmouth Local Transport Plan 3 (2011-2031)
- Portsmouth Parks and Open Spaces Strategy (2012 - 2022)
- Air Quality Strategy (2017 - 2027)
- Portsmouth Local Cycling and Walking Infrastructure Plan - *to be adopted in the lifespan of this plan*
- Seafront Master Plan - *to be adopted in the lifespan of this plan*
- Portsmouth Cycling and Walking Strategy - *to be adopted in lifespan of this document*

It is important to note that as no additional government funding or resources will be made available for implementing the statement of actions below, the ROWIP will continually need to make links to a wide range of other strategies in order to realise many of the actions identified.

The LTP3 sets out the key transport related policies and proposals for the period 2011 to 2031, further details can be found <https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/local-transport-plan-3>. These all have relevance to the ROWIP, some key areas are highlighted in the LTP3 Implementation Plan, which can be found: <https://www.portsmouth.gov.uk/ext/documents-external/trv-portsmouth-ltp3-implementation-plan.pdf>



## 5.0 The Revised Rights of Way Improvement Plan

The revised ROWIP takes into account the current PCC plans and strategies, but also the views of stakeholders.

The research undertaken asked a range of questions about the RoW within the city, looking at stakeholder experiences with a request to highlight their priorities for improvements.

Whilst referring to the PRow, this plan also touches on other public access routes across the city which form part of a wider public access network.

The ROWIP aims to assess:

- What are the main barriers to the existing PRow network in the city?
- What are the main opportunities in relation to the PRow network in the city?
- What are the top priorities for PRow improvement?

### 5.1 Consultation

As part of the revision process, and following on from the statutory guidance, consultation requests were sent to key stakeholders in the city in relation to the PRow network (see Appendix D). With a focus on the three key questions referred to above, an Action Plan has been devised to tackle the priorities identified.

Table 1 below gives an overview of the responses received in relation to this consultation with a more detailed, user specific breakdown below (see Appendix E).

Opportunities	Barriers	Priorities
<ul style="list-style-type: none"><li>• Open areas of green space in the city and in adjoining local authority areas;</li><li>• Surrounding local authorities looking to build closer partnerships to deliver a more connected network;</li><li>• The creation of the new English Coast Path National Trail with ability to link to existing and future rights of way network;</li><li>• The network can support more sustainable forms of travel and a reduction on the reliance on motorised vehicles, benefitting congestion and air quality;</li><li>• Health benefits of a more active lifestyle by utilising walking and cycling routes;</li><li>• Areas of local and historical importance</li></ul>	<ul style="list-style-type: none"><li>• Lack of connectivity to green spaces due to development;</li><li>• A fragmented network;</li><li>• Existing network has been absorbed and urbanised;</li><li>• Busy congested roads negatively affecting users experience due to dominance by motorised vehicles;</li><li>• Limited promotional maps to encourage use of the network;</li><li>• Lack of promotion of long distance routes in the city;</li><li>• Signage not informative enough therefore does not encourage sustainable travel;</li><li>• Too much on street parking restricting road space for cyclists and visibility for walkers.</li></ul>	<ul style="list-style-type: none"><li>• To encourage more walking and cycling in the city;</li><li>• Build upon the opportunities created by the English Coast Path National Trail;</li><li>• Improving links between the urban areas and the green spaces in and around the city;</li><li>• Continue to work with neighbouring authorities to improve wider connections in and out of the city;</li><li>• Promotion of the health benefits of active forms of travel;</li><li>• High quality mapping of the network and sign posting, giving journey times to locations of interest;</li></ul>

within a relatively small geographical area.		<ul style="list-style-type: none"> <li>• Secure formal rights of way where possible to safeguard public access;</li> <li>• Increase in road space by preventing illegal parking and reducing on-street parking.</li> </ul>
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Table 1: Precise of consultation responses

## 5.2 Stakeholder needs

### Pedestrians

Public access on foot is prevalent across the city due to the urban environment, with a number of long-distance routes available for recreational purposes. Despite this, the PRoW network is disjointed and relies on supplementary access by way of urban footway and in the cases of the long distance routes most of these do not cross land designated as formal PRoW. There is a desire, from a walking perspective, to formalise a number of well used routes across the city by making them Definitive PRoW.

Another key outcome of the consultation has highlighted the need for a high quality walking map of the city and clear signage, showing times to locations rather than distances.

### Disabled Users

Disabled users are primarily concerned with obstructions on routes and safety. Issues such as surface condition and safe crossing points are of primary importance along with suitable locations to stop and rest on routes.

Another key issue is suitable provisions of disabled parking to allow safe and easy access to open spaces in the city to utilise both formal and informal public access.

### Cyclists

Cyclists currently use a wide variety of routes from those formally defined as cycle routes to informal routes including Hilsea Lines, the Pilgrims Trail, the Shipwrights Way and routes through open spaces such as Bransbury Park, Southsea Common, Milton Common and Portsdown Hill.

As there are no formal PRoW designated for use by cyclists, this creates limitations in the less urban areas of the city. The designation of such routes as formal PRoW would safeguard this access and improve the provisions to cyclists wishing to escape the urban environment.

In terms of urban cycling, there are concerns at the congestion on the roads and parking. Whilst this isn't a direct PRoW issue, exploring options for formal designation of routes away from carriageway would help to alleviate the issue.

### Equestrians

With no formally designated Bridleways in the city, access for horse riders on the island is very limited. Locations to the north of the city, such as Fort Widley and Portsdown Hill, provide a facility for equestrians however these are not easily accessible from within the city. There is a desire for a north south route giving access to city dwellers to the countryside on horseback and circular routes incorporating the existing green spaces in the city.

### Motorised users

With no areas in the city formally designated for lawful off road motorised use, this limits opportunities. From the previous improvement plan it was suggested that if formal

designated areas were available, and illegal motorised access was clamped down on, it would reduce the problem.



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## 6.0 Statement of Action

Further to analysis of the consultation responses below is the Portsmouth City Council ROWIP plan of action for the next 10 years, showing how the council and other stakeholders will manage the PRow network and try to improve the provision for residents and visitors (See table 2).

The main focus is for the city council to meet its statutory duties as Highway Authority.

### KEY:

-  Use of existing staff resources
-  Extra staff requirements (in addition to costs indicated by £ symbols below)
- £ Less than £5,000
- ££ £5,000 - £50,000
- £££ more than £50,000

Activity	Timescale	Partners
<b>1. Maintenance</b>		
<b>a.</b> provide maintenance of PRow surfaces across the city network <b>b.</b> provide maintenance and replacement of PRow signage	on-going  ££	PCC Senior Active Travel Officer PCC Contractor PCC Highways Designers PCC Planning PCC Parking Portsmouth Friends of the Earth Ramblers Association
<b>2. Public Reporting</b>		
<b>a.</b> managing reports from the public - respond in accordance with published timescales - prioritise health and safety issues and obstruction issues - instruct necessary surface or signage works accordingly	on-going 	PCC Senior Active Travel Officer PCC Assistance Active Travel Officer PCC Parking PCC Highways Designers
<b>3. Definitive Map and Statement</b>		
As required by legislation: <b>a.</b> On-going maintenance of the Definitive Map and Statement <b>b.</b> Process Definitive Map Modification Order (DMMO) applications <b>c.</b> Process Diversion and Extinguishment	on-going  ££	PCC Senior Active Travel Officer PCC Legal
<b>4. Engagement in Planning process</b>		
<b>a.</b> proactively engage with planning department to meet the demands on the PRow network <b>b.</b> engage with internal departments to review and engage with planning applications/consultations affecting existing PRow and identifying locations to enhance the existing network.	on-going 	PCC Senior Active Travel Officer PCC Planning
<b>5. Consultations and Legislative Changes</b>		

<p><b>a. English Coastal Path</b>  - engage with Natural England throughout consultation and implementation process to clarify roles and responsibilities with regard to maintenance and liability  - Ensure future maintenance of route and signage is enveloped into existing PRow processes</p> <p><b>b. Engage with other consultations relevant to PRow through the lifespan of this plan</b></p>	<p>As per Natural England timescale</p> <p>♿ ££</p> <p>Ad hoc</p> <p>♿</p>	<p>PCC Senior Active Travel Officer  PCC Planning  PCC Property  Natural England</p> <p>PCC Senior Active Travel Officer  PCC Planning  PCC Property  PCC Legal  Hampshire Countryside Access Forum</p>
<p><b>6. Partnership and stakeholder engagement</b></p>		
<p><b>a. Continue to work in partnership with the Hampshire Countryside Access Forum</b></p> <p><b>b. Continue to work with stakeholders to identify improvements across the network in relation to PRow to meet the growing demands in the city and beyond</b></p>	<p>on-going</p> <p>♿</p> <p>on-going</p> <p>♿</p>	<p>PCC Senior Active Travel Officer  Hampshire Countryside Access Forum</p> <p>PCC Senior Active Travel Officer  PCC Planning  PCC Property  Hampshire County Council  Hampshire Countryside Access Forum  Portsmouth Friends of the Earth  The Ramblers Association  Portsmouth Cycle Forum  British Horse Society</p>
<p><b>7. Promotion of PRow</b></p>		
<p><b>a. provide high quality walking map featuring PRow and other public access routes to better highlight the existence and importance of network</b></p>	<p>2019-2020</p> <p>♿ £</p>	<p>PCC Senior Active Travel Officer  PCC Active Travel Assistant  PCC Communications  PCC Graphic Design  PCC Public Health  Portsmouth Friends of the Earth  Ramblers Association</p>
<p><b>b. update online information available to the public highlighting public routes and sustainable travel options available, along with the benefits of using them</b></p>	<p>on-going</p> <p>♿</p>	<p>PCC Senior Active Travel Officer  PCC Active Travel Assistant  PCC Communications  PCC Public Health</p>
<p><b>8. Improvements to PRow network</b></p>		

<p><b>a.</b> addressing user demands on PRow network and prioritising improvements</p> <p><b>b.</b> exploring opportunities for improvement to the existing network or additional links as part of future city development</p> <p><b>c.</b> explore opportunities for PRow network improvements at cross boundary locations to improve links between Portsmouth and neighbouring authorities</p> <p><b>d.</b> exploring opportunities to improve equestrian access on and off the island where appropriate</p> <p><b>e.</b> explore opportunities to link green spaces across the city with high quality walking, cycling and equestrian routes where appropriate</p> <p><b>f.</b> explore opportunities to improve public access links to the English Coastal Path</p> <p><b>g.</b> consider disabled and mobility impaired users at all stages of any improvement works to maximise access opportunities for all</p>	<p>on-going</p> <p>†</p> <p>££</p>	<p>PCC Senior Active Travel Officer</p> <p>PCC Planning</p> <p>PCC Property</p> <p>Hampshire County Council</p> <p>Hampshire Access</p> <p>Countryside Forum</p> <p>Portsmouth Friends of the Earth</p> <p>Ramblers Association</p> <p>Portsmouth Cycle Forum</p> <p>British Horse Society</p> <p>Third party landowners</p>
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**Table 2: Action Plan for duration of Improvement Plan**

## 7.0 Implementation and Monitoring

### 7.1 Implementation

Following on from the advice from stakeholders, this plan has been prepared with a range of priorities that will require partnership working with a variety of bodies in order for successful delivery.

Through a process of prioritisation, projects arising out of the action plan will be given time scales dependent upon their nature and size. As the plan has a ten year implementation period, it allows for a uniform approach to implement said projects, thus achieving successful outputs in the short-term.

Progress on objectives and projects will be monitored by the Local Access Forum, which will consider the need to review and update the statement of action and any other part of the plan as required.

Due to the aspirational nature of the ROWIP, this plan includes a range of proposals for improvement that may not be viable to implement based on current funding. Additional funding may be required in order for successful completion, and this will be sought from both internal and external sources.

### 7.2 Monitoring

The Rights of Way Improvement Plan will be continually monitored by:

- Quarterly updates to Hampshire Local Access Forum Meetings.
- Updates to the Local Transport Planning team of projects completed/underway that incorporate shared objectives
- Monitoring of satisfaction levels using the NHT annual survey results
- Performance monitoring
- The service delivery mechanism
- Regular updates to relevant Cabinet Member

## 8.0 Appendix

### Appendix A - Map of Portsmouth

### Appendix B - Provisional Definitive Map

Appendix C - Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Wetlands of International Importance (RAMSAR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

### Appendix D: List of Stakeholders Consulted

Members of the following groups were consulted as part of the assessment of the existing PRow network and future priorities were identified by them, as set out in the main document.

British Horse Society  
Cycling UK  
Sustrans  
Hampshire Ramblers  
Walking Friends Portsmouth  
Portsmouth Cycle Forum  
National Federation of Bridleway Association  
Ministry of Defence  
Hampshire County Council  
Havant Borough Council  
Gosport Borough Council  
Fort Widley Equestrian Centre  
Portsmouth Friends of Earth  
Hampshire & Isle of Wight Wildlife Trust  
National Trust  
Natural England  
Portsmouth Association for the Blind  
Portsmouth Disability Forum  
RNIB  
Roads Policing Units  
South Coast Ambulance Service  
University of Portsmouth  
Highbury College

### Appendix E - Consultation Responses



## 8.0 References

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**Title of meeting:** Traffic and Transportation - Decision Meeting

**Date of meeting:** 17 October 2019

**Subject:** Fratton - Hard Active Travel Corridor

**Report by:** Tristan Samuels - Director of Regeneration

**Wards affected:** Fratton / Central Southsea / Milton

**Key decision:** No

**Full Council decision:** No

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## **1. Purpose of report**

- 1.1 To consider responses to the public consultation on the proposal to implement a segregated cycle lane along with crossing point improvements, where feasible, along an approximate 900m stretch of the highway.

## **2. Recommendations**

**It is recommended that the Cabinet Member for Traffic and Transportation approves the implementation of the following:**

- 2.1 A segregated cycle lane, where feasible (subject to available carriageway widths), between the junction with Haslemere Road/ Goldsmith Avenue and the eastern approach to Fratton Roundabout (Victoria Rd/ Fawcett Rd/ A2047/ Goldsmith Rd junction) to improve east to west connectivity for cyclist and pedestrians, across the city;
- 2.2 Redesign of the Goldsmith/ Francis Avenue junction to a single access "T" junction, with associated pedestrian and cyclist infrastructure improvements (such as a shared space) to improve safety at this junction;
- 2.3 Junction improvements at Haslemere Road, Francis Avenue, Talbot Road and Fernhurst Road;
- 2.4 A new crossing point for pedestrians by Lidl.

### **3. Background**

- 3.1 Over 60 percent of adults in Portsmouth are either overweight or obese and around 40 percent of residents do not achieve the recommended weekly minimum of 150 minutes of moderate or vigorous activity. The introduction of a much-needed east to west cycling route across the city will support in reducing adult obesity by encouraging a mode shift towards active travel and an improved perception of safety for cyclists.
- 3.2 There have been 24 collisions involving cyclists and four involving pedestrians, from the junction of Haslemere Road/ Goldsmith Avenue to the eastern approach of the Fratton Roundabout junction, in the five-year period between 2013 and 2018. Of these, five were classified as "serious" and 23 were classified as "slight" collisions. This figure excludes those that occurred at the Fratton Roundabout junction itself. In addition to this, there have been six recorded near-miss incidences along this route, three of which occurred in a cycle lane.
- 3.3 The proposed scheme aims to improve safety and reduce the number of collisions involving pedestrians and cyclists, through the provision of a route that is physically segregated from motorised vehicles. The scheme will also look to improve safety at the junction with Goldsmith Avenue/ Frances Avenue where 33 percent of collisions involving cyclists occurred over the last five years (within the data collection area).
- 3.4 Due to the high rate of collisions recorded, and with the support of local ward councillors, a consultation was undertaken with statutory consultees, including local residents and businesses for the month of August 2019.
- 3.5 From the 82 consultees, 8 responses were received (a return of 10%). The breakdown of the results are as follows:
- Yes, I would support the scheme - 1 (12% of responses)  
No, I would not support the scheme - 7 (88% of responses)  
2 no. respondents replied that they would support the scheme if changes were made to the scheme, these are listed below.
- 3.6 Feedback received during the consultation raised concerns about the placement of cycle defenders and bollards at specific sites.
- 3.7 To address this concern the proposed scheme design has been amended to align defenders in a way that does not impeded access.

### **4. Reasons for recommendations**

- 4.1 The measures intended on being implemented will:
- Improve lane discipline cyclists and other road users; and
  - Improve perception of safety for pedestrians and cyclists.
  - A reduce the number of casualties across the route and at adjoining junctions;

- Improve the perception of active travel, most notably to the safety of the network for east to west movements across the city;
- Allow for a greater number of pedestrians and cyclists being identified as utilising this corridor; and
- Promote a healthier population and make improvements to air quality in this area.

## **5. Equality impact assessment**

- 5.1 The recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. No parking is being taken away for disabled persons and the scheme will improve accessibility for all pedestrians, including those using wheelchairs and pushchairs.

## **6. Legal implications**

- 6.1 Section 39 of the Road Traffic Act 1988 stipulates that each relevant authority has a statutory duty to take such measures as appear to the authority to be appropriate to prevent accidents.
- 6.2 Failure to carry out the above obligation could result in action being taken against the authority for breach of statutory duty. Providing a road safety service involves education, training and publicity which benefits road safety and enables the upholding of laws in relation to the safe use of the highway.
- 6.3 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 objectives of securing the expeditious movement of traffic on the authority's road network.
- 6.4 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.5 A highway authority may construct a cycle track in or by the side of a highway maintainable at the public expense under the Highways Act 1980.
- 6.6 A highway authority may provide and maintain in a highway maintainable at public expense by them, which consists of or comprises a carriageway such works as they consider necessary for the purposes of safeguarding persons using the highway under the Highways Act 1980
- 6.7 There is a specific power under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority (LTA). This includes zebra crossings. The LTA may also alter or remove such crossings.

6.8 Before establishing, altering or removing a crossing the LTA shall:

- a) consult the local chief of police;
- b) give public notice of this proposal

**7. Director of Finance's comments**

- 7.1 The cost of works will be met from the Central Corridor capital scheme that is in the approved capital programme. Works amounting to £278,000 have already been spent from the original budget of £466,000.
- 7.2 The costs of the works recommended in this report will be met from the remaining £188,000 budget.

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

## Appendices:

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

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

<b>Title of document</b>	<b>Location</b>
Fratton to The Hard Interchange PID	\\dfs\ROOT\DIR\TES\TP\LTP\Schemes Information\LTP 18-19 schemes\21. Fratton to The Hard Interchange Active Travel Corridor\Project Management\Project Documents
Fratton to The Hard Interchange Response Review	W:\TES\COMMON\Traffic and Transportation Reports\2019 - 20 T&T Meetings\Oct 2019\Final Reports for Publication

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

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# Equality Impact Assessment

Preliminary assessment form 2018

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

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

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

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

Directorate:

Regeneration

Service, function:

Transport

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

Local Transport Plan 2019/20 (and Air quality management award 2018/19) Fratton to The Hard interchange East-West active travel corridor

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To address a key east-west cycle and walking route to upgrade the facilities to ensure they are compliant and safe and to make them easier for all groups to access.

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

It will benefit cyclists and pedestrians and those who do not have access to a private car. It will not have a detrimental effect on the private car user because 2 way traffic is maintained.

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

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

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

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

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

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

Group	Yes	No	Unclear
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Pregnancy or maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other excluded groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

Group	Positive or negative feedback
Age	No feedback
Disability	No feedback
Race	No feedback
Sex	No feedback

Gender reassignment	No feedback
Sexual orientation	No feedback
Religion or belief	No feedback
Pregnancy and maternity	No feedback
Marriage & civil partnership	No feedback
Other excluded groups	No feedback

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

☐ yes ☒ No

**PCC staff**-If you have to complete a full EIA please contact the Equalities and diversity team if you require help Tel: 023 9283 4789 or email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-If you have to complete a full EIA please email: [sehccg.equalityanddiveristy@nhs.net](mailto:sehccg.equalityanddiveristy@nhs.net) if you require help

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

A full EIA is not required for the proposed Fratton to The Hard interchange East-West corridor because the recommendations do not have a negative impact on any of the protected characteristics as described in the Equality Act 2010. The proposals seek to improve accessibility and safety for cyclists and pedestrians while maintaining access for motor vehicles.

**Q8 - Who was involved in the EIA?**

Michelle Love/Andrew di Marco

**This EIA has been approved by:**

**Contact number:**

**Date:**

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

Telephone: 023 9283 4789, Email: [equalities@portsmouthcc.gov.uk](mailto:equalities@portsmouthcc.gov.uk)

**CCG staff**-Please email a copy of your completed EIA to the Equality lead who will contact you with any comments or queries about your preliminary Email: [sehccg.equalityanddiversity@nhs.net](mailto:sehccg.equalityanddiversity@nhs.net)

Response Ref	Respondent Name	Respondent Organisation	Date of correspondence	Respondent Comments	Positive/Negative?	Reply sent?	Reply contents	Further Actions?
001	RL		08/08/2019	Hello, I am writing to say that I am in full support of a segregated cycle way and accompanying proposals. I work in the naval base commuting from Southsea on bike and this section is the highest risk section of my route. By extension, I am in favour of any modifications across Portsmouth aimed at making cycling safer. Kind regards, Richard	Positive	11/09/2019	Many thanks for your correspondence regarding the Fratton-Hard Active Travel Corridor. The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend. If you would like to be updated on the progress of this project post-committee meeting, please do not hesitate to contact me.	
002	AW	The Rifle Club	29/08/2019	I wish to object to the proposed plans contained in your letter dated 25th July 2019. I am the owner of The Rifle Club on Goldsmith Avenue. The Rifle Club is a busy function venue which caters for people's weddings, parties and band nights, we have a capacity of two hundred and eighty people. In recent years we benefitted from a designated taxi pick up and drop off point outside the main doors and a loading bay for deliveries at the rear gates, these were both removed when the council decided to put in a cycle lane, we now have no designated loading bay and nowhere for taxis to drop off unless they block the cycle lane. In addition to the above you have recently introduced a residents parking system on the roads opposite the club, which now means our staff and customers have nowhere to park a vehicle. Your plan indicates that you are going to fit a barrier system to allow bicycles to have a segregated lane. Our turnover and booking have dropped by 19.5% since the above measures took place. 1. Can You tell me where taxis will be able to pick up and drop off people who have been drinking in a safe manner. 2. Can you tell me how we are going to manage deliveries to and from our premises, deliveries consist of extremely heavy beer kegs. An average of six deliveries a week by articulated lorry and smaller deliveries by car and van, in addition people on a weekly basis delivering items to set up there functions, Djs loading and unloading etc. 3. We have a dropped kerb at the rear end of the property which we are intending to extend and make use of the yard for car parking for our staff, can you tell me how we are supposed to do this when would have to pass through a barrier and cycle lane. The idea of a pedestrian crossing is a decent idea, but the segregated cycle lane will only further the decline of our business which has suffered a big drop since the previous charges listed above have caused.	Negative	29/08/2019	Many thanks for your correspondence relating to the Fratton-Hard Active Travel Corridor. The focus of the project is to improve the safety of cyclists and pedestrians through the provision of a segregated cycle lane, along with junction treatments along Goldsmith Avenue. Improvements in cycling infrastructure along this active travel corridor are anticipated to facilitate a modal shift towards active travel, reduce cyclist and pedestrian casualties and improve air quality across the city. The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend. For further information regarding the timing of this meeting, please visit <a href="http://www.portsmouth.gov.uk">www.portsmouth.gov.uk</a> and search for 'Traffic and Transportation Cabinet Meetings'. With reference to the 'barriers' mentioned, the type of physical segregation being used will not be located where dropped-curbs are sited to allow access to premises. As such, the drawings will be revised and amended where relevant. I hope this provides some clarity on the situation, and if you have any further questions, please do not hesitate to ask.	Look at barrier design & placement to not obstruct dropped-curbs.
003	ES		01/08/2019	I am very disappointed about inadequate plans that have been circulated .. the layouts do not enlighten one. If this consultation is to be effective that which is proposed must be clear to all those consulted. Can you revisit the issue and send out better layouts. One thing that you haven't mentioned in the consultation are the heavy goods vehicles the often park while delivering in the road on pull into business premises. To make significant improvements something needs to done about them perhaps restrict there hours of operation.	Negative	29/08/2019	Many thanks for your correspondence regarding Fratton-Hard Active Travel Corridor. The drawings provided are those made available from the Highways Engineer, and are used as guidance for proposals across the majority of schemes in the city. Can you clarify in what regard they are not clear? I have attached the consultation drawings again, if these are in a more legible format. With regards to HGV's, the bollards being placed either side of dropped curbs are being situated in order to prevent the type of behaviour you have mentioned. Additionally, through the provision of a physically separated cycle lane, it will be far more difficult for incidents to take place. I hope this provides some clarity on the situation, and if you have any further questions, please do not hesitate to ask.	Look at tracking for HGV's
004	MJ	Acadia Timber Ltd.	13/08/2019	I am writing to object to the proposed design in Goldsmith Avenue and how it will affect my business. My family business has been trading for approx. 46 years, we have 5 employees at present who obviously have dependants. Your Department addressed the proposed scheme to Goldsmith Avenue to a Company (N T Timber) that does not exist, at least for the past 19 years - over which period we have carried out various works for the Council supplying sheds, workshops, playhouses, etc. We consider our Company to be considerate and responsible in all our endeavours. However, your cycle bollard proposals to span the entrance of my yard to the dropped curb perimeters will not be wide enough for us to open our gates or receive deliveries (my vital deliveries less than 40 per year) which in effect will shut my business overnight. No direct consultation with my Company by your department is disconcerting and alarming.	Negative	29/08/2019	Many thanks for your recent correspondence regarding the Fratton-Hard Active Travel Corridor. I would like to firstly apologise for the consultation documentation that was sent to 229 Goldsmith Avenue having the incorrect addressee. The contact details that we hold on file will be updated accordingly. The scheme aims to improve safety and reduce the number of collisions involving pedestrians and cyclists through the provision of a physically segregated route from motorised vehicles. In response to the points you have raised, we can confirm that the type of segregation being used will not be placed where dropped curbs are situated. This is to allow full access to premises along the route. Additionally, the bollards being placed either side of dropped curbs are to prevent illegal parking and will be situated at a suitable location to permit access to premises. With regards to the opening of gates, under Section 153 of the Highways Act, "A door, gate or bar which is put up on any premises and opens on a street shall be so put up as not to open outwards...". The exception to this is where the Highways Authority has given consent. Having looked through the planning applications that apply to this site, I have not managed to locate an exception being granted. If you do have contrary evidence of this, please can this be supplied at your earliest convenience? I hope this provides some clarity in relation to this scheme. If you have any further questions, please do not hesitate to contact me.	Look at barrier design & placement to not obstruct dropped-curbs.
005	CB	Hampshire Police	28/08/2019	Thank-you for your e-mail and the attached plans. With apologies for the delay, our comments are as follows: We have strong reservations regarding the use of 'cycle defenders' which we feel could increase the risk of injury by causing a cyclist to fall or a pedestrian to trip. Their use may restrict the flow for cyclists when they come upon a slower rider; overtaking in such a restricted space could create risk to both riders and, as such may actually discourage faster, more confident cyclists from using the facility.. Of course, the defenders can not be installed at the outer edge of an advisory cycle facility, so I am assuming the intention is to implement a solid line for the facility, which I believe needs a Traffic Regulation Order (this is not clear frtom the plans)? Design 1104-105 appears to show bicycle images on the carriageway inside the white zig-zag markings at a crossing. This is not permitted (TSRGD P472); the correct layout appears to be shown in Design 1104-102. Finally, we are unclear about Design 1104-001. Please would you confirm whether the cycle facility at this point leaves the carriageway to mount the footway? Also whether the drawing shows tactile paving continuing through the cycle facility?	Negative	11/09/2019	Many thanks for your correspondence regarding the Fratton-Hard Active Travel Corridor. The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend. In reference to the cycle lane defenders, they are intended to be in line with the current white lining. TRSGD 2016 stipulates that a TRO is no longer necessary for mandatory with-flow cycle lanes ( <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/782724/traffic-signs-manual-chapter-03.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/782724/traffic-signs-manual-chapter-03.pdf</a> ). The previously attached drawing is an outline design for the scheme, with final design yet to commence. Your suggestions below have been noted, and will be looked at when final design is being completed. With regards to Design 1104-001, please can you clarify what section of Goldsmith Avenue you are referring to as I do not appear to have a file by that description.	Look at safety implications for cycle defenders.
006	IS	The Cycle Forum	29/08/2019	Thank you for the opportunity to respond to the consultation on plans to improve pedestrian and cycling facilities on Goldsmith Avenue. We know that our members feel very strongly about this route and we are pleased to see it prioritised for improvements. As you'll know, this road has a poor road safety record, and in addition, is perceived as a barrier to east to west cycling in the south of the City for commuters, school children and others. The on road painted cycle lane is constantly parked on by local business, forcing people riding further into the carriageway and into the path of a high flow of motorised traffic. We see this opportunity for improvement as vital to achieving a step change towards delivery of 'A City to Share'; our manifesto which was formally adopted by PCC in 2017. In the future, we would welcome the opportunity to be involved earlier in the design stages. We feel that this would help us to understand the issues faced by your engineers, and for us to provide a realistic user experience from our years of using these routes. As it stands, while we consider what was included in the drawing as an improvement on the current situation, we have a number of questions and clarifications included in our response before we can fully support the scheme as currently designed.	Both Positive and Negative			Amend drawings for initial section - space does not allow for Cycle Lane. Place Cycle Symbol in middle of carriageway, and deflection arrow at the start of the cycle lane.  Will lane widths allow for 3m with a 1.5m cycle lane? (Manual for Streets 2 - Lanes wider than 3m are not necessary for most urban areas carrying mixed traffic).  Yellow Box at T-Junction?

007	TB	Byngs Autos	<div>30/08/2019</div> <div>As a business on Goldsmith Avenue, we have a small objection to the plans for bollards at our business entrance. We have recently applied to Andy McDuff from Colas Portsmouth to have our dropped kerb extended, to allow our customers an easier route to park off road at our vehicle repair workshop, so they are not left on the pavement. They have advised that we will require planning for this extended dropped kerb, and are working with us to organise these plans. We understand the need for this proposal, but the bollards will have a detrimental impact on our business, and the effectiveness of the proposed plans to other road users. We require access to be able to unload recovered vehicles, and with these bollards in place, we would have to block the road to be able to do this. Our garage has been here over 40 years and it feels of late, that commercial properties, are being pushed out by all recent plans. We hope you can work with us, to amend these plans slightly, for us to make our entrance a safer place for road users and customers alike.</div>	Negative	<div>11/09/2019</div> <div>The information you have provided will be reviewed and an appropriate decision will be made regarding this at the Traffic and Transportation Committee on the 17 October 2019, which you are most welcome to attend. For further information regarding the timing of this meeting, please visit <a href="http://www.portsmouth.gov.uk">www.portsmouth.gov.uk</a> and search for 'Traffic and Transportation Cabinet Meetings'. In response to the points you have raised, the bollards being placed are to prevent illegal parking along Goldsmith Avenue, as such they will be situated at a suitable location to permit access to premises. The drawings will be revised and amended where relevant to reflect this, and your comments will be taken on board during this process. I hope this provides some clarity, and if you have any further comments or questions, please do not hesitate to ask me.</div>	Look at barrier design & placement to not obstruct dropped-curbs.
	RH	Portsmouth Friends of the Earth	<div></div> <div>Thank you for sending PFOE a copy of the proposed changes to Goldsmith Avenue for comment. A colleague, Sarah Coote, and I walked the route to have a look and these are our comments. I have copied Sarah into this email and if I have omitted anything I'm sure she will contact you separately. PFOE walked the route earlier this year and shared a report of our observations and recommendations concerning the routes walkability. I have attached a copy of the report, as many of the comments relate to this section of Goldsmith Avenue. It would be good to see more of our suggestions for improving walkability and disabled access implemented. Inset 1: Increasing the size of the bus stop so buses no longer block the carriage-way is helpful as this will improve traffic flow. Please note, when buses are at the bus stop for some time, cyclists have to leave the cycle lane and then pass in front of the bus to return to the cycle path and crossing. This can be alarming as the bus driver has a blind spot and could pull out without seeing a cyclist. Inset 2: We are pleased to see bollards at the entrance to the garage to prevent parking on the footway. We also welcome the raised entrances to Talbot Road and Francis Avenue. We recommend that these should be made continuous with the pedestrian surface and of a similar material and colour to signal that priority should be given to pedestrians. There is significant opportunity for planting and seating near the Talbot Road/Francis Avenue entrances, as per city's Green Infrastructure Strategy. It is very disappointing that the pavement width outside the new buildings (before garage and pelican crossing to station) remains so narrow, especially as it is so dangerously narrow on the opposite side of the road. This is an opportunity missed. We recommend that all new building developments should be required to demonstrate that they are enhancing nearby pedestrian and cycling infrastructure wherever possible. Inset 3: We welcome the new pedestrian crossing near to Lidl and would like further details. Is it to be a zebra crossing? Will it be safe?! Inset 4: The pavement in front of the garage entrance should indicate to drivers that pedestrians have priority. This could be done by changing the height and colour so that it is the same as the nearby pavement. A new raised table at the entrance to Fernhurst Road will be great, as it should improve the camber which is currently too steep for wheel-chair users. On both our earlier walk, and this more recent recce, we observed that both cyclists and walkers found the contraflow cyclelanes confusing. Moving the small buildout to improve vehicle tracking is good. We assume that you are proposing to move the railing next to the cycle lane further out so that both cyclelanes are inside the railing. This seems a good plan. We recommend doing the same to the section of Inset 5 (see below) Inset 5: We suggest that the railing should be moved outside the cycle lane here too, and that the whole system should no longer be contraflow. This is clearly confusing cyclists who are cycling everywhich way, including on the pavement, wrong way on cycle lanes, etc because contraflows are counter intuitive. Pedestrians have no idea where to look for cyclists. Rest of route to traffic lights at Winter Road intersection: We are unclear whether this section will be considered at another time. We have a number of serious comments, please see attached report.</div>	Both Positive and Negative		
008			<div>02/08/2019</div>			