



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY 27 FEBRUARY 2020 AT 4PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Jane Di Dino 023 9283 4060

Email: jane.didino@portsmouthcc.gov.uk

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

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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

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

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

AGENDA

1 Apologies

2 Declarations of Members' Interests

3 TRO 64/2019: Proposed MF Craneswater residents' parking zone (Pages 5 - 78)

Purpose

To consider the public response to the proposed MF Craneswater residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MF zone" means the area bounded by St Ronan's Road and Festing Road (west and east) and Albert Road and St Helen's Parade (north and south), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 64/2019

Appendix B: Public views submitted

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

RECOMMENDED that the MF Craneswater parking zone proposed under TRO 64/2019 is implemented as advertised, with the following exceptions and clarification:

- (i) That the double yellow lines proposed on the north side of Parkstone Lane are reduced to 47m westwards from Old Bridge Road, and;
- (ii) A new proposal for 41m double yellow lines on the south side of Parkstone Lane eastwards from Parkstone Avenue is put forward under a new TRO;
- (ii) That no parking bays are marked on the side of St Helen's Parade adjacent to Canoe Lake, as per the proposed traffic order, but was not reflected in the public notice which referenced the whole road.

4 TRO 124/2019: Proposed extension to MD Kings area residents' parking zone (Pages 79 - 116)

Purpose.

To consider the public response to the proposed extension to the MD Kings area residents' parking zone ("MD zone"), in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MD zone extension" means the area bounded by Waverley Road, St Ronan's Road and Albert Road (not including the MA zone), and "TRO" means Traffic Regulation

Order.

Appendix A: The public proposal notice for TRO 124/2019

Appendix B: Public views submitted

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

RECOMMENDED that the extension of the MD Kings area parking zone proposed under TRO 124/2019 be implemented as advertised.

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

Date of meeting: 27 February 2020

Subject: TRO 64/2019: Proposed MF Craneswater residents' parking zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Jude's, Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed MF Craneswater residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MF zone" means the area bounded by St Ronan's Road and Festing Road (west and east) and Albert Road and St Helen's Parade (north and south), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 64/2019

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** That the MF Craneswater parking zone proposed under TRO 64/2019 is implemented as advertised, with the following exceptions and clarification:
- (i)** That the double yellow lines proposed on the north side of Parkstone Lane are reduced to 47m westwards from Old Bridge Road, and;
 - (ii)** A new proposal for 41m double yellow lines on the south side of Parkstone Lane eastwards from Parkstone Avenue is put forward under a new TRO;
 - (ii)** That no parking bays are marked on the side of St Helen's Parade adjacent to Canoe Lake, as per the proposed traffic order, but was not reflected in the public notice which referenced the whole road.

3. Background

3.1 The area identified as "MF" appears on the Residents' Parking Programme of Consultation plan approved on 6 September 2019, and is the next area sequentially on the Programme to be considered.

3.2 The informal survey of the MF area closed on 25 March 2019, and 313 of 1995 survey forms were returned (16%). Of those who responded:

- 54% felt a parking scheme would be helpful
- 41% felt a parking scheme would not be helpful
- 5% did not indicate either way

The majority of replies indicated that parking problems occur every day (57%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

Evening 32%	Overnight 28%
Morning 14%	Afternoon 20%
Unanswered 6%	

3.3 As shown on the Residents' Parking Programme of Consultation plan, boundaries are indicative and the accompanying report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Therefore it is possible to propose amended zone boundaries, which in this case has resulted in a proposed extension to the MD zone and a revised MF zone covering the remaining area surveyed.

3.4 The causes of parking congestion highlighted by local people are different depending on whereabouts they live within the area identified on the Programme as "MF". This contributed to the proposal to split the area surveyed as "MF" into an extension of the MD zone and new MF zone for the remaining area covered by the informal survey.

3.5 A breakdown of the informal survey results from the respective roads within the proposed MF zone and proposed MD zone extension and is as follows:

MD Kings area zone extension (41% of replies)	MF Craneswater zone (59% of replies)
<ul style="list-style-type: none"> • 50% felt a parking scheme would be helpful • 45% felt a parking scheme would not be helpful • 5% did not indicate either way 	<ul style="list-style-type: none"> • 57% felt a parking scheme would be helpful • 39% felt a parking scheme would not be helpful • 4% did not indicate either way

3.6 After the MD zone was introduced in September 2019, feedback from residents of Waverley Road and side roads such as Gains Road and Allens Road indicated a preference to be included in the MD zone. The reasons given for supporting permit parking were more aligned with those of the MD zone, which operates 4.30pm-6.30pm.

- 3.6.1** As it was possible to accommodate this feedback, statutory consultation was undertaken on a proposal to extend the MD zone eastwards to St Ronan's Road, which itself forms a suitable boundary road with only one junction to the east (Old Bridge Road). Residents' concerns over Waverley Road as the boundary road are largely resolved by the formal proposal to extend the parking zone to St Ronan's Road. All properties and parking bays will be in one parking zone (MD).
- 3.6.2** A separate formal consultation has been undertaken on the remaining area surveyed under "MF", via TRO 64/2019, for a parking zone to operate as MF permit holders only between 11am-12 noon and 6pm-7pm, based on the informal survey data. These times recognise that the remaining part of the MF area is more likely to have day trippers visiting the coast and the split hours are intended encourage visitors to use car parks and other public parking away from residential areas.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 64/2019 took place 26 November - 23 December 2019, extended by 7 days due to the time of year. Statutory consultation is not the same as a survey; the latter gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.
- 4.2** 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 and may attend the subsequent public decision meeting, and address the Cabinet Member if they wish. The Council has an obligation to consider any objections received (see paragraph 8.4 of Legal Implications).
- 4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (50) and copies of the proposal notice and accompanying letter were delivered to every property within the proposed MD parking zone extension (1249).
- 4.4** 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 MF Craneswater parking zone is summarised in this section. Full responses are reproduced at Appendix B.
- 5.2** 175 people responded to the proposed MF zone under TRO 64/2019. Of these;
- 93 indicate support (83 from within the proposed zone, 3 from outside)
 - 69 indicate objection (49 from within the proposed zone, 5 from outside)

- 13 are unclear either way (8 from within the proposed zone, 2 from outside)

25 respondents did not provide an address.

5.3 The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area of Southsea as:

- Visitors to Canoe Lake and the seafront
- Problems peak on sunny days, weekends, school holidays and public holidays
- Parking associated with businesses
- Displacement from nearby parking zones
- Commercial vehicles parking overnight
- Motorhomes
- Event parking

5.4 11 people mentioned the proposed new double yellow lines; 6 in support and 5 querying the need for them. Essentially, double yellow lines are proposed on unprotected junctions and bends for safety reasons, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road.

5.5 A number of people queried why the restrictions do not continue further into the evenings. Under the proposals, parking within the MF zone would be restricted for two 1-hour slots each day, preventing non-permit holders from parking up all day, or parking in the afternoon and into the evening in the residential streets. There is Pay & Display available on the seafront and next to Canoe Lake, which stops charging at 6pm, but visitors naturally choose free parking if it is available.

5.6 4 people objected to the MF permit entitlement proposed for Savoy Court and Tudor Rose Court, South Parade. These flats, built for older persons, are just outside of the KC West Southsea parking zone, which ends at Clarendon Road. Excluding these properties would give them no access to parking on the public highway, given that there is a loading bay and pedestrian crossing to the front. The properties have private parking that residents/visitors/staff can and do use, and the demand for parking on the road, whilst unknown, is likely to be low.

5.7 Concerns about parking displacement eastwards of the new zones were raised in response to the consultation. This area is included within the Residents' Parking Programme of Consultation, and preparations are underway to survey the areas identified as "MG", "MH" and "MI" simultaneously later this month (February). The results will be published in March.

5.8 Following the response to the statutory consultations on previous parking zones proposed to operate for 2 hours a day, the FAQ section of the information letter was expanded to include details of Visitor permits, the cost of Resident permits and how parking zones work when restricted to permit holders only for 2 hours a day. By doing this, fewer of these queries arose during the statutory consultation on the MD zone extension:

- 5.8.1** Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits within a zone operating for 2 hours only each day. If visitors are likely to be parked within the MD zone during the 4.30pm-6.30pm restriction, then a Visitor permit would be required - the minimum cost of £1.15 authorises *up to* 12 hours' parking. This means that different types of Visitor permit do not need to be produced for each individual parking zone; they simply include a zone identifier. 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. 24-hour Visitor permits are less likely to be used in some RPZs, but the product remains available.
- 5.8.2** Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested, but the minimum cost would remain at £1.15 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 and then further permits would be required at additional cost.
- 5.8.3** Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes (permit and penalty charge notice administration, enforcement and maintenance) are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs.
- 5.8.4** Higher costs for the second and, if applicable, third Resident permit per household aims to encourage residents to consider how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.
- 5.8.5** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. 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 pupils from schools, for example.

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 MF Craneswater zone aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.

- 6.2** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and contribute to improving air quality.
- 6.3** Parkstone Lane: Engagement with residents during the consultation has resulted in the recommendation to amend to the advertised proposal for double yellow lines. To accommodate the gates that provide rear vehicular access, the original proposal to restrict the north side, enabling parking to continue on the south side only, has been amended to accommodate parking on both sides, but creating a 'chicane' layout. However, as double yellow lines were not originally proposed for the south side of the Lane, a new proposal has been included in TRO 16/2020, with formal consultation taking place between 6 - 28 February 2020.
- 6.4** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.5** The two 1-hour time slots of 11am-12noon and 6pm-7pm proposed for the MF zone aim to make it easier to find parking spaces throughout the day, by encouraging better use of the Pay & Display facilities available, and encouraging people to think about how they travel to the area for whatever purpose. Visitors, for example, would not be able to park all day, or across lunchtime or mid-afternoon into the evening within the residential streets. They could be more likely to use the Pay & Display bays after 6pm when charging ceases, or pay for a couple of hours prior to 6pm. Local residents travelling independently from other parts of the city could make shared travel arrangements and/or use public transport such as taxis.
- 6.6** Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.
- 6.6.1** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.
- 6.7** 24-hour parking zones are no longer automatically promoted, 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 a more effective deterrent and are more efficient to enforce.

- 6.8** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. 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.
- 6.9** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. For example, 12 residents responded to the formal consultation indicating there are no parking problems to be addressed.

7. Integrated Impact Assessment

- 7.1** An integrated impact assessment has been completed and is published alongside this report.

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 scheme will be in the region of £25,000 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 £20,000 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 (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs 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 Visitor scratch cards.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MF zone there are 1,249 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,140. 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 £25,000 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
111 emails / letters in response to TRO 124/2019	Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation report (September 2019)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)
17 emails in response to MD zone's effect	Portsmouth City Council's "Engineers" inbox

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

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

Appendix A: The public proposal notice for TRO 64/2019

THE PORTSMOUTH CITY COUNCIL (MF ZONE: CRANESWATER AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.64) ORDER 2019

26 November 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 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 **by 23 December 2019**

Please tell us whether you support or object to the proposed parking zone

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 (£120/year from 1 January 2020)

£300.00/year for third permit - if parking zone capacity allows

Visitor permits (for visitors to residents)

£1.10 for 12 hours (£1.15 from 1 January 2020)

£2.10 for 24 hours (£2.15 from 1 January 2020)

Business permits (only issued to businesses operating within the parking zone)

£140.00/year for first permit (£150/year from 1 January 2020)

£280.00/year for a second permit (£300/year from 1 January 2020)

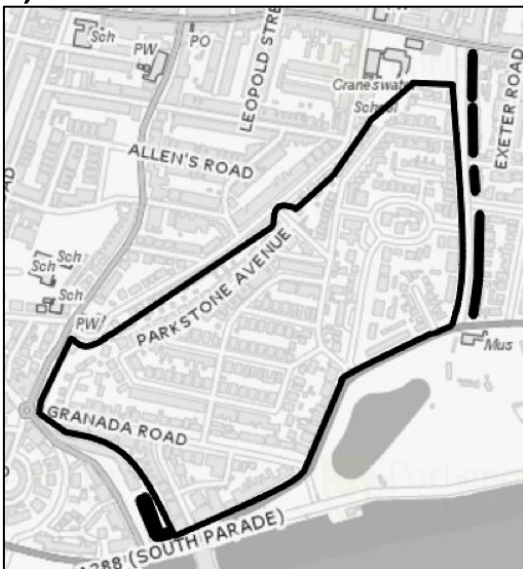
£590.00/year for each subsequent permit (£630/year from 1 January 2020)

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.

A) MF ZONE BOUNDARY



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B) MF PERMIT HOLDERS ONLY 11AM-NOON AND 6PM-7PM

Within marked and signed parking bays on the sides and lengths of the following roads where on-street parking is currently unrestricted:

- | | |
|-----------------------|------------------------|
| 1. Alhambra Road | 9. Mansion Road |
| 2. Bembridge Crescent | 10. Marion Road |
| 3. Chewter Close | 11. Nettlecombe Avenue |
| 4. Craneswater Avenue | 12. Old Bridge Road |
| 5. Craneswater Gate | 13. Parkstone Avenue |
| 6. Craneswater Park | 14. St Helen's Close |
| 7. Dorrita Close | 15. St Helen's Parade |
| 8. Granada Road | 16. Whitwell Road |

C) MF PERMIT ENTITLEMENT:

- (a) All properties within the MF zone boundary shown at Part A
- (b) All properties in Festing Road, both sides
- (c) Savoy Court and Tudor Rose Court, South Parade

D) NO WAITING AT ANY TIME (double yellow lines)

1. Bembridge Crescent

- (a) Both sides, 1m lengths westwards from Craneswater Avenue
- (b) Southeast side, 2m lengths north-east and south-west of Marion Road

2. Craneswater Ave

- (a) North side, a 5m length on the corner between No.18 and No.20
- (b) South side, a 7m length on the corner by No.17
- (c) West side, 1m lengths north and south of Bembridge Cres
- (d) West side, 1m lengths north and south of Marion Road
- (e) West side, a 3m length northwards from Old Bridge Road

3. Craneswater Gate

Northwest side, a 5m length south-west of Craneswater Ave

4. Craneswater Park

- (a) Southeast side, a 7m length on the corner by No.9
- (b) Northeast side, a 5m length on the corner by No.14
- (c) South side, a 5m length on the corner by No.36 (Norman Crt)

5. Festing Road

West side, a 4m length south and 8m length north of Craneswater Park

6. Marion Road

- (a) North side, a 2m length eastwards from Bembridge Crescent
- (b) South side, a 2m length westwards from Craneswater Ave

7. Nettlecombe Avenue

- (a) South side, a 1m length westwards from Whitwell Road
- (b) Southwest side, a 2m length south-eastwards from Parkstone Ave

8. Old Bridge Road

- (a) Southwest side, a 2m length north-west and a 1m length south-east of Parkstone Ave
- (b) Southwest side, an 11m length on the junction with Craneswater Ave/Parkstone Lane
- (c) Northeast side, a 3m length north-westwards from Craneswater Avenue
- (d) South side, a 3m length eastwards from St Ronan's Road

9. Parkstone Avenue

- (a) Northwest side, a 3m length south-westwards from Old Bridge Road
- (b) Southeast side, a 2m length south-westwards from Nettlecombe Ave
- (c) Southeast side, a 6m length north-east and a 2m length south-west of Parkstone Lane
- (d) Southeast side, a 2m length south-westwards from Old Bridge Road

10. Parkstone Lane

North side, its entire length between Old Bridge Road and Parkstone Avenue

11. Whitwell Road

West side, a 2m length southwards from Craneswater Gate

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2019' and select 'TRO 64/2019'. 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** or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 64/2019** by **23 December 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 provided within this report, or with additional relevant details)

Support for proposed MF zone (within zone)
<p>1. Resident, Alhambra Road</p> <p>In reference to the parking restrictions notice, I am in full support of the scheme and would happily show my endorsement for its immediate implementation.</p> <p>My only concern is that Best Western Hotel has a LOT of people park park along Alhambra Rd and whilst I understand they have a business to run; I cannot condone any special measures they may have asked for or may receive for their guests. I also believe they shouldn't be allowed visitor permits as they have a private car park with ample space.</p> <p>However, I would happily pay £30 per year to park outside of my own front door, or at least near to it and overall I welcome this scheme.</p>
<p>2. Resident, Bembridge Crescent</p> <p>We support the proposal.</p> <p>Parking on Bembridge Crescent and Craneswater Avenue at weekends during Spring, Summer and Autumn, is as you're aware, a real problem for residents.</p> <p>Day-trippers heading to the seafront quickly use up any available space, as well as behave inconsiderately (illegal parking, bumping / pushing other cars to squeeze into too tight spots, littering (discarded drink containers . . .)).</p> <p>Whilst we understand the reasons for not implementing a blanket non-resident / non resident visitor ban, the 11am-noon and 6pm-7pm slots suggests that the parking capacity problem is likely still to still exist as day-trippers could pitch up at noon and stay all afternoon. This pattern of behaviour is typical, in our experience of watching traffic come and go over the past years.</p> <p>With the proposed restrictions, residents returning home at any point in the afternoon are likely to have to park several streets away, walk home and then after 6pm collect their vehicle. This isn't an improvement over the current situation.</p> <p>Can the restricted period be extended into the early afternoon?</p>
<p>3. Resident, Bembridge Crescent</p> <p>I support the creation of the Residents Parking Zone, MF Craneswater Area as soon as possible. My comments are as follows:</p> <p>a. As this area is used for those parking close to the beach to avoid the parking charges in the adjacent car parks, particularly in the Summer, I believe that the hours of operation should be from 6-9pm, rather than from just 6-7pm.</p> <p>b. In addition, I believe that there should be a total ban on all commercial vehicles parking in this area. There are no commercial premises in the area proposed. In addition, I have seen people drop their commercial vehicles off here for a month and then drive off home in a car.</p> <p>c. This is a Residential Area, there should be no need for commercial vehicles to be left here.</p>

Thanks for taking the time to explain the nuances regarding the operation of the proposed Resident's Parking Zone.

I am prepared to accept the points you make, however, it will be interesting to see how the implementation will effect the "commercial vehicles" that park here and walk to where they live.

4. Resident, Bembridge Crescent

I am strongly in favour of the proposed Residents' Parking Zone MF for the Craneswater Area.

I would have preferred a more extensive scheme (e.g. non-residents limited to a maximum of 2 hours in 4 at any time) however, somewhat reluctantly, I accept that for both practical and cost reasons it would be difficult to enforce.

The proposals will satisfactorily prevent 24 hour (or longer) parking of vehicles by non-residents and hopefully will reduce the incidence of (albeit not eliminate) people trying to avoid parking charges on the seafront.

I believe however that the evening Residents' only restriction should mirror the adjacent MD zone restriction of 4.30pm-6.30pm to give Residents the best chance of parking locally and to reduce the chance of others trying to play "musical parking slots".

Very specifically, given the unique nature of Parkstone Lane with the properties backing on to it, I believe it merits being designated "Residents' access only" at all times.

5. Resident, Bembridge Crescent

Please note that we fully SUPPORT the proposed residents parking zone in the MF area around Craneswater.

We would welcome correspondence with regard to the expected time frame for the implementation of the project.

6. Resident, Bembridge Crescent

I would like to lodge my support for the proposed residents parking zone.

I would like to suggest that the MF Permit Holder hours should be extended. The proposed hours do not prevent the problem of mass car-parking for the seafront and canoe lake during weekend afternoons. They also do not address the problem of work vans overnight.

I would propose that the hours should be 11am to 9pm - a full ten hours.

7. Resident, Bembridge Crescent

Having looked through this I am really pleased by how much care and attention has been put into this and I would like to let you know that I am in support of it.

There are just a few areas I would like to check please:

1) Will the Allens Road area be brought into the MF zone consultation? I am just concerned about the extension of the Allens area into the adjacent zone.

2)) Why are the flats on the seafront that have vast areas of parking being included in the MF zone, whilst we cannot park in their area?

3)Festing Rd? Why are they in this zone? Surely they should in the zone going east?

8. Resident, Bembridge Crescent

I have looked at this proposal carefully and I think it has been well thought through- so I am in support of it.

However, I am concerned about the extension of the Allens road area into the adjacent zone, as the impact of this will not be fully realised whilst we are being asked to evaluate parking in our area.

Surely this should be more widely publicised, or the Allens rd area be brought into the MF zone consultation?

Secondly, I am not sure why the flats on the seafront that have vast areas of parking are being included in the MF zone, whilst we cannot park in their area?

Thirdly, there seems to be an anomaly in Festing rd, surely they should be in the zone going east and not in this zone.

I think the yellow lines on corners are a good idea.

I am emailing in to support this planned zone.

I live and work in this area, I have a van which I use each day for work in Southsea, I do sometimes get called out on emergency works.

I will be happy to pay a reasonable sum for a permit to park in my home area, I believe there are too many cars in the town and some price pressures will reduce numbers. It will also stop vans and non runners being left for weeks on end. And most importantly it will make sure beach visitors pay to park to access the seafront as this is the only way the council can recoup costs from non residents.

Another area of safety that could do with a short length of double yellows is this corner opposite the school entrance of Craneswater Av. In the middle of the pic attached.

I know it would lose one space, but the visibility here is terrible and there is no way a fire engine could get round that corner in an emergency.

9. Resident, Bembridge Crescent

This is just to let you know that we fully support the above proposed Residents Parking Zone.

The roads in this area have become very congested, and if a parking zone will help then we are very much in favour.

10. Resident, Bembridge Crescent

I like the parking zone proposal but we are thinking of getting an electric vehicle so would need access from Parkstone Avenue. There is already a dropped kerb but I will need to enlarge the gate to take a car - how can I ensure the access to the off-road area at the back of my house is indicated as "no parking / access required" with an appropriate white line?

11. Resident, Bembridge Crescent

We FULLY SUPPORT this proposal and hope that it will be initiated as soon as possible.

Just a quick note to say that we have already responded our support for the scheme to you on Wednesday but it has been pointed out that we should give our reasons for our support.

To summarise we have found parking in Bembridge Crescent become progressively worse over the last two years and more recently since neighbouring streets have become parking permit zones and are leaving their multiple vans, taxis and cars in our street to avoid buying a permit in their own.

We welcome the scheme which we believe is fair and an incentive not to own multiple vehicles.

12. Resident, Bembridge Crescent

Following your recent letters, I write to confirm that we support the proposal for the resident parking scheme.

13. Resident, Craneswater Avenue

This email is being sent in support of the PROPOSED RESIDENTS PARKING ZONE

Our road is used for parking by many non-residents and commercial vehicles. This situation has got worse since the introduction of residents parking zones in other, nearby areas.

We feel that the parking situation is now at dangerous levels with a number of accidents in our road in the last few months. Cars are parked dangerously on corners, at the ends of roads and at junctions. We live near Craneswater Junior School and the dangerous parking makes this area an accident waiting to happen?

In light of all of the above, we fully support the proposed introduction of the residents parking zone.

14. Resident, Craneswater Avenue

Confirming I support the proposal for the above parking zone.

15. Resident, Craneswater Avenue

It is with some reluctance that I support the establishment of MF parking zone in craneswater. With the establishment of parking zones to the north and to the west of us we are left with no option parking has got considerably worse with the introduction of the recent zones and so we must now also support the establishment of parking in this area I do believe the piecemeal approach does not work and that by doing it in this way you are causing ongoing issues

16. Resident, Craneswater Avenue

We have noticed a steady increase in cars and vans being parked in our area as the other Residents Parking Zones and seafront pay and display push more and more vehicles into unrestricted areas like ours and making it impossible to find parking for residents at certain times. It seems logical that if an island city is to have residents permit areas, the whole city must be done. We are therefore in favour of the proposals although we feel that the afternoon restriction should be for a longer period. However, if PCC introduce the proposals as stated, we can monitor the effect and adjust if necessary. Anything is better than what we have at present.

Many thanks for your very full reply. I just hope that the resident's zone comes into force as proposed as soon as possible. The parking seems to get worse year on year.

17. Resident, Craneswater Avenue

To save any confusion, I have no choice but to agree with the Parking permit zone, that you have proposed.

However, what I would point out, as you would be fully aware, you have forced the local residents into this decision and quite frankly how you can put in writing the cost of each permit is charged at the administration fee is a joke, however you have done well to maintain the charges since 2015, perhaps when you get all of Portsmouth under a parking Zone you could look to increase your charge, only to cover the running costs, enforcement and maintenance, but it would be quite a good extra revenue stream.

If indeed Portsmouth City council or our local councillor bothered to walk down Craneswater Avenue and other roads, except when they want our vote, they would have seen since the other local parking restrictions have been imposed locally the parking issues have merely been moved to our Roads.

You have allowed large houses to be converted into flats, with no prior consideration into parking, we just had to get on with it, which we did. After all, a house made into four flats, each having 1.5 cars per flat made sense allowing 6 extra cars into the road, as I say no prior consideration.

We are now facing ongoing parking issues every evening and each weekend, whilst the surrounding roads that have permits remain empty. Last night alone, we have two Removals vehicles, three garage vehicles, including a tow truck, 6 other company liveried vehicles, let alone the cars all parked in both Craneswater Avenue and Park, this does not include a light van and two large camper vans that have been parked in the road for the last two months without moving. However your great plan of charging the local residence and extra fee on top of the two hundred and sixty pounds a month community charge will be great, after all this will then move the problem to canoe lake and the other surrounding roads. A lovely sight that will make to the tourists, until you make that permit parking also.

Perhaps if Portsmouth City Council just put stop to the many local businesses parking commercial vehicles in the private roads and enforced the caravan or over 5 ton signs a lot, although not all, of the parking issues would be elevated from the city.

Finally, before you think I have an issue paying for my permit you are mistaken, it is just the principle of the short sightedness of your proposal.

Whilst your comments and standard letter are noted, I am sorry to say that you are deluded or very miss informed if you think in the Craneswater area, the parking issues have not been caused due to displacement parking.

I look forward to the introduction of the parking permits, which I am sure will move the issue to the next area.

18. Resident, Craneswater Avenue

We would like to state that we both strongly support the proposed scheme. We would very much like to see it introduced to help with the difficulties and disruption we daily endure as a result of the current situation.

If you require any further information please let me know

19. Resident, Craneswater Avenue

I am writing to support the MF parking zone and also suggest that the east side of Festing Road should not be allowed to park within the zone or Craneswater Avenue. The many cars from the houses, flats, HMOs & guesthouses on Festing Road all spill into Craneswater Avenue.

I'm not sure that this is the correct avenue but I would also suggest that the Canoe Lake car park be expanded somehow or another way found to provide parking for visitors to the area during the summer months. If MF parking zone is implemented in the Craneswater area then the small carpark will reach capacity very quickly and visitors will be deterred and the local economy will suffer.

20. Resident, Craneswater Avenue

Parking anywhere near our home is often problematic in the evening and at the weekends. We do have off road parking spaces, but with multiple family members who are car owners and drivers we struggle to park in our own road.

At the rear of Charminster flats in Craneswater Avenue is a favourite area where vans and lorries and cars park in the evening. When they do so at the weekend, they remain there until Monday morning, and sometimes longer than this. We have on occasion seen van/lorry drivers arrive in a car which they leave parked in Craneswater Avenue, and transfer to drive off in their van or lorry. This process will be reversed in the evening or after the weekend. Also when vans or lorries park by the exit of Charminster court where residents have their garages, they obscure the view of cars trying to drive out.

Aside from evenings and weekends, during the summer holiday months, Craneswater Avenue is full of cars from people parking to go to the Canoe Lake, to avoid paying to park elsewhere. As residents it would be appreciated if we could park in our own road. The present situation is very frustrating.

For the above reasons, I support the introduction of a Residents' Parking Zone in Craneswater Avenue.

21. Resident, Craneswater Avenue

I wish to register the fact that I'm completely in agreement to having a resident parking zone in this area, I'm also in favour of double yellow lines around the top junction of Craneswater Avenue and Craneswater Gate

22. Resident, Craneswater Gate

I supports these proposals.

We have become a dumping ground for other residents and commercial vehicles who (for what ever reason cannot get a parking permit in their area) park their cars and Vans here for days at a time and over weekends.

23. Resident, Craneswater Park

We support the proposed MF Parking Zone.

24. Resident, Craneswater Park

I are confirming that we support your MF parking zone proposal sent out recently.

25. Resident, Craneswater Park

Sadly we or other flat residents did not receive details of the above unlike neighbours in houses in other streets. Details on lampposts on the end of streets are only visible when walking and are still easy to miss. When using the car street notices are never read. Paperwork should have been delivered to each address affected!

However, as the details in the proposals indicate, our area would become a parking overflow for neighbouring schemes which did adopt the permit scheme. This has already started to be the case over the last year and car parking is getting harder to achieve at times, even in the winter.

Reluctantly, despite not wishing to purchase a permit to park on one's own road, we feel we have no real alternative but to support the scheme. It is most practical for it to be adopted city wide rather than in pockets of streets having different rules and conditions.

Summary: SUPPORT.

26. Resident, Craneswater Park

I am writing to confirm my support for your proposal without reservation

27. Resident, Craneswater Park

I am writing to say I support your plans for introducing resident parking in my road.

28. Resident, Craneswater Park

I support the proposed parking zone.

29. Resident, Craneswater Park

I strongly support the proposal to create MF Zone.

A number of properties in Craneswater Park with adequate off-road parking for several cars regularly park two and three cars in the street. One such property, parks three cars in the street, one of which, appears to have been abandoned outside with two flat tyres. The vehicle has not moved in many months. The removal of these and other vehicles will open options for short term parking for visitors The new Zone will additionally stop overnight camper vans, large vehicles that stay overnight, often for several days.

The issue, now regular, of abandoned light commercial vehicles often for several months at a time would also be resolved as would overspill parking from recent neighboring new schemes.

For those residents who have no option but to street park, the fee of £30.00 per annum, (55p per week) is not excessive.

30. Resident, Craneswater Park

I write in support of the proposed MF Zone parking restrictions.

31. Resident, Craneswater Park

With reference to your proposal TRO 64/2019, I am basically in favour.

My only concerns are that it would be better for MF Permit Holders to have an extra hour in the evening rather than an hour at lunch time. I would have thought the proposed hour from 11am would generally not be required. Also, I am concerned that Business vans who wish to park all day during normal working hours would be unnecessarily penalised. If that Business needed to park in a different parking zone each day of the week, does that mean the Business would need to pay £150 each day for a permit? If so that extra payment would be passed on to the various customers which does seem unfair.

Many thanks for your prompt reply, I will look forward to updates of the proposal.

32. Resident, Dorrita Close

A quick email to provide 100% support to this proposal.

33. Resident, Festing Road

Yes please go ahead asap

34. Resident, Festing Road

I write to lend my whole hearted support to the introduction of a residents parking zone in MF Craneswater Area which includes both sides of Festing Road. In order to address the significant issues introduced to our road following the introduction of RPZ's in neighbouring streets it would be preferable to extend the timings of the zone as follows

- 10am-noon
- 5pm-7pm

We now suffer the overflow of a large number of commercial vehicles from residents in other zones who are unwilling to purchase additional permits. I worry that so little overlap between our zone and neighbouring zones will create the temptation to park in our zone anyway. Moreover the 6pm start does not address the needs of many residents returning from work in the 5-6pm period.

That said I firmly believe that something is better than the current near unbearable situation and look forward to the introduction of the RPZ in the new year.

35. Resident, Festing Road

Please accept my support for the zone proposed.

36. Resident, Festing Road

Please accept this as indication of my full support for the proposed MF zone.

37. Resident, Granada Road

I fully accept the need for parking restrictions and zoning of our Craneswater area and was very happy to receive a letter announcing the intention of creating the MF Zone.

My only recommendation would be to increase the permit holder only parking restrictions from 1800-1900 to 1700-1900.

As most people arrive home from work shortly before 1800 this would be more beneficial.

The introduction of the resident only parking during the morning (1100-1200) is a great idea for weekends.

38. Resident, Marion Road

I am fully supportive of the RPZ MF being implemented as rapidly as possible.

I would ask please that if MF passes the formal TRO process that the implementation of the MD extension and MF are done together; this is because we have noted the impact on Herbert Road / Allens Road / Gains Road / St Ronan's Road as a result of MD, and that will simply transfer to the MF Zone Streets.

I note that the MD Extension roads are a part of the formerly proposed MF zone; I do not recall that change being recorded, can you please point me to the relevant meeting minutes where the change was approved? The change means that if MF doesn't pass TRO, then the overkill will be not just from the current MD, but from all the streets west of Old Bridge Road, and this is unacceptable; we cannot have the MD extension without MF.

I also note that some streets in MF have been delivered notices twice, and some streets not at all. This needs to be corrected.

39. Resident, Marion Road

We should like to put on record that we most strongly support the introduction of the scheme as parking in the area has now become totally intolerable due to a huge increase in vehicles since the introduction of adjacent parking zones; particularly in the mornings and evenings (3rd cars, taxis, white van man, campervans, removal lorries etc – this is on top of the day-trippers refusing to pay to park on the front). It is however noted that the NO PARKING periods are only limited to 1 hour between 11-12 noon and 6-7pm whereas other zones appear to be two hours. It would be much preferred if MF could mirror the same.

Importantly we have however received nothing through the post to tell us of this latest proposal and having spoken to several of my neighbours who support it - neither have they! This all seems rather confusing particularly in the middle of a general election period when so many other things are going on and being discussed and our only information is on a lamppost.

At a time when every single vote will be crucial in the General Election when will we be formally notified about this extremely important quality of life issue? We would be grateful for an early response.

Thank you so much for taking the time and indeed trouble to respond with such a detailed and very informative email that explains the situation so well.

We actually received the written explanation through the door on Sunday which is fantastic.

We are still totally in favour of the new system that is being proposed. It makes good sense.

Could we ask another couple of questions?

As part of his work he is regularly required to test drive cars. He only has these cars for a day or two maximum before returning them. So clearly there's no way to register them with PCC as he will not drive them again. He is in real danger of being ticketed regularly and we are therefore not sure what he can do.

Is it possible that there is some sort of exemption document that can be placed in the window of his vehicles if the company provides a letter...these are not lease cars they are simply short term loan cars. It is a real anomaly.

Finally is it ok if our visitors park across our driveway without displaying a valid visitors permit?

Many thanks for all the excellent information (again), which I'm sure we can work around.

40. Resident, Marion Road

We support the proposed new zone for Craneswater, and the proposed arrangements.

41. Resident, Marion Road

I wish to support the implementation of the RPZ known as MF.

42. Resident, Marion Road

I am in favour of the scheme.

One problem it doesn't address is commercial vehicles left overnight in the area, the stretched transit style vans used by parcel delivery services. I think these vehicles should be banned from overnight parking. Even if it's difficult to enforce, an overnight ban could reduce the problem.

43. Resident, Nettlecombe Avenue

I'm very pleased with the proposal and so are many of my neighbours. This should resolve many of the parking issues.

44. Resident, Nettlecombe Avenue

I write in support of the proposal to enact the above TRO, providing residents parking restrictions to the MF area.

Given the proximity of the area to the seafront and canoe lake, there is heavy use of it at the weekends, particularly in the summer. It also suffers from the parking of commercial vehicles, vans, and cage trucks during the week, including council contractors such as the mountjoy group.

The proposed timings would seem reasonably placed to address that issue, though I would suggest the day restriction be shifted one hour later if practicable, as some beach visitors might arrive for the afternoon.

This change should, however, be considered holistically as part of a pan-island parking strategy. Piecemeal changes risk simply moving the problem around. Park and ride must be invested in, with buses to the beach, to give economically vital visitors a credible alternative to driving all the way into the city. Equally, the university should be engaged on the issue of multiple student vehicles arising from HMOs, and parking provision in their new housing developments. Students will bring cars, and they will go somewhere.

Finally, the 20% rise in the second permit cost should not become the norm. It is reasonable that the scheme pays for itself, but not that it becomes a source of revenue.

45. Resident, Nettlecombe Avenue

I would like to support the proposed restrictions suggested. I hope if they are put into place they will be monitored to see if problems are reduced, and if not modified .

Obviously I would have preferred a much stricter regime to stop

* Commercial vehicles being parked in a residential area

* Cars and vans being parked by none residents for long periods while they are not using them

* Casual parking during the congested summer period by people looking for free parking while visiting the sea front

*The large number of cars generated by multiple occupancy

However if you think this will work all well and good.

Please let me know if this is all I have to do to support this proposal. If I have to do more please let me know as I would hate to see these measures voted down.

Could you please acknowledge this response just so I am reassured that my opinion has been registered Thank you

46. Resident, Nettlecombe Avenue

We support the permit proposals but consider it should be for all day, not short periods in the day. We also think the cost is disproportionate for short periods and should be pro-rata if benefit of permit not all day

47. Resident, Nettlecombe Avenue

We support the proposals. I'm a bit concerned at the late start time though. An explanation of the rationale behind it would be helpful

48. Resident, Nettlecombe Avenue

We support the proposed parking zone for the craneswater area.

49. Resident, Nettlecombe Avenue

I can't see where to indicate on the city website that I'm in favour of a parking permit zone in my home area, Craneswater. Please advise.

50. Resident, Nettlecombe Avenue

I am in support of the proposal to have a parking zone with permits where I live. (MF zone)

It is getting increasingly difficult to park near my house after work. I have a young family and it causes us a lot of upheaval. I believe it is due to a large number of commercial vehicles(vans and small lorries) that are parked here from 5pm by people and businesses that are located out of area.

51. Resident, Nettlecombe Avenue

I support the proposal due problems caused by casual use (beach goers); multiple car residences and long term parking by non residents.

52. Resident, Parkstone Avenue

Yes Yes Yes, please as soon as possible in the Avenue, Old Bridge Road area. I have lived in Parkstone Avenue for many years and watched as the road has turned into a car park with some left for two or more weeks outside the house.

Turning out into Old Bridge Road has become such a hazard it is amazing no-one has been killed, the cars parked across the corners make it impossible to see round and one takes a chance and hopes nothing is coming down Old Bridge Road.

So, yes, please put into operation as soon as possible.

53. Resident, Parkstone Avenue

I am in favour of the proposed restrictions – having seen a knock on impact from the parking restrictions nearby with cars being parked in our road for days on end.

Although I do have a couple of questions to ask.

1. The plans and traffic regulation order named above do not appear to be on the website - have looked on two occasions and am unable to find them.
2. I am slightly concerned about the potential knock on impact of the proposed yellow lines on both Parkstone Avenue and also Parkstone Lane and would like to see these on a map if possible
3. Can you let me know when these restrictions might come in ? I am assuming February / March 2020
4. I assume that this is the case, but can you also confirm that a parking permit is not required if car is parked on a private drive.
5. Is it possible to buy a batch of visitor permits up front and would these be required for example for trades people working on the house - how are these checked - is it by traffic wardens ?

Many thanks for your detailed response

54. Resident, Parkstone Avenue

I fully support both the extension of zone MD to include St Ronan's Road & the introduction of zone MF. I also support the proposed boundary & times during which zone MF would operate. If MD extension & MF introduction are both approved, it is essential that both start on the same date. Otherwise there will be parking chaos.

55. Resident, Parkstone Avenue

I support the need for residents parking in the Craneswater area.

56. Resident, Parkstone Avenue

I would like to add my support for the idea of residents parking in this area.

57. Resident, Parkstone Avenue

Thank you for your recent letter outlining details regarding the MF parking zone.

I fully support the introduction of a permit scheme and feel the costs are reasonable.

I would urge PCC to extend the duration of the enforcement in the evenings as this is the hardest time to park. Friday and Saturday are especially challenging with large numbers of vehicles parking often for the entire weekend.

It's unlikely that I am the only person to feed this back and hope very much you give this further consideration.

58. Resident, Parkstone Avenue

I write in support of the proposed residents' parking zone in MF Craneswater Area.

59. Resident, Parkstone Avenue

Absolutely in favour of all proposals including double yellow lines at the junction with Old Bridge Road.

We are fed up with not being able to park into the evening and at weekends due to people parking their vans, trucks, motor homes, taxis, camper vans on Parkstone Avenue. The restricted parking in other areas has caused a knock on effect into our road as we do not yet have restrictions, making matters worse.

The junction of Parkstone Avenue and Old Bridge Road is a danger zone with cars parking precariously at the junction, leaving no visibility to those trying to come out of Parkstone Avenue and trying to turn in from Old Bridge Road. It is also very difficult crossing the road there due to lack of visibility. Cars are literally parked over the junction.

Speeding is a major issue now and the volume of traffic passing through Parkstone Avenue has increased. I would suggest speed bumps being installed. It is a straight road and cars travel quickly down it. With more parked cars and less room to pull over to let an oncoming vehicle through, speed is not helping.

I cannot wait until we have parking restrictions because I am fed up of cars being parked down my road for months on end and not moved at all! So theoretically dumped whilst people go on holiday etc! A van was left for months making it very difficult to emerge and now a taxi has been parked there for weeks! I have no clue who these vehicles belong to but no one in my road.

This cannot come quick enough for me!

60. Resident, Parkstone Avenue

I wish to support the application in this matter.

Too many people seem to think that Parkstone Ave is a parking lot, irresrective of where they live. There are instances where cars park in Parkstone Ave, and then some two days later, they are in the adjacent road. They are not residents Of Parkstone Avenue. Then there are occasions when cars, and vans are left in Parkstone Avenue for several days without moving.

In view of the above circumstances I am Supporting the Residents Parking Application.

61. Resident, Parkstone Avenue

I support the proposed Residents Parking. It will be particularly beneficial in summer and at events like Victorious and the Great South run where visitors will go to any lengths to avoid paying to park.

62. Resident, Parkstone Avenue

I SUPPORT the proposal for a RPZ in the MF Craneswater Area on the grounds that it better manages parking congestion from displaced vehicles in other RPZ areas e.g. MD zone and deters visitors to the seafront from using residential streets for all day parking. Whilst I agree that double yellow lines are required at the junction of Parkstone Avenue - Old Bridge Road (8a, 9a, 9d) to reduce the safety risks to pedestrians & vehicles from inconsiderate parking, I disagree with the proposal to place double yellow lines on the SE side of Parkstone Avenue - Parkstone Lane junction re: 9c. As a resident in the immediate area for many years I think that the double yellow lines should only be placed as far as the drain on the SE side/NE direction (see attachment) to deter parking on the corner and improve safety/access. The other proposals as part of 9c will only reduce parking capacity in the area unnecessarily.

63. Resident, Parkstone Avenue

I would like to register my support for the MF craneswater parking scheme. My reason for supporting the scheme is that as a resident of Parkstone Avenue I can no longer park outside or even near my house due to the dispersement of cars from the MD zone parking in our street.

Although I fully support the introduction of permits I am concerned about the proposed double yellow lines in parkstone Avenue and Parkstone Lane. This will limit the number of spaces available for residents who have purchased permits and may mean despite paying for a permit we will still not have anywhere to park.

64. Resident, Parkstone Avenue

We SUPPORT the introduction of the MF Craneswater Area (TRO 64/2019) residents parking zone.

This has not become essential due to the overspill of parking from other parking zones. Many times we have had vehicles dumped outside of our houses for many weeks due to parking restrictions elsewhere in the city. The split of non-parking time for this area we believe is also a very good idea as it will stop people parking here during the summer months when going to the beach.

However, we have three alternative proposals for the double yellow lines placement. These are highlighted in the attached document.

- Junction Parkstone Ave and Old Bridge Road south-east side should be increased from 1m to 3m to allow for safer access.
 - Parkstone Ave & Parkstone Lane South side should be reduced from 6m to 1m.
 - Parkstone Lane double yellow lines should be split between North and South side to allow access to approved off-road parking and garage access. The current plans preclude the use of these areas for an address on Parkstone Ave which we believe is unfair.
- (Resident submitted alternative proposals and questions which have been discussed and the outcome is reflected in the report's recommendations.)

Officer comments:

- No concerns were raised regarding this junction prior to the parking zone consultation

and therefore minimum lengths of double yellow lines have been proposed. However consultation can take place on additional restrictions should they prove necessary.

- *The 6m length is measured from the back of the footway and therefore given the acute angle of the junction the length of double yellow lines is closer to the resident's suggestion.*
- *Further discussions with the residents have led to the recommendations included in this report.*

65. Resident, Parkstone Avenue

I email to highlight my support for the parking permit scheme around and on Parkstone Avenue. The reason for the the support is that I have witnessed a larger volume of cars and vans being parked in the area as areas around us have had parking restrictions introduced.

66. Resident, Parkstone Avenue

We agree to parking zone and other propels, double yellow lines need to be put in place asap as dangerous blind spot (old bridge/parkstone ave), thank You

67. Resident, Parkstone Avenue

I write in support of the proposed scheme. In my opinion the double yellow lines at around the junction of Old Bridge road and Parkstone are long overdue and I would hope that this could be implemented even if there is not overall support for the resident parking scheme as it is a dangerous junction, especially as cars routinely park across the corners with dropped curbs making it difficult so safely cross the road and even more difficult for pram and wheelchair users.

I would have liked to see some restriction to overnight parking given that this is a residents parking scheme. The scheme as proposed would allow large vans and camper vans to continue to park overnight and 28% of the respondents in the survey reported that overnight parking was an issue compared to only 20% reporting afternoon problems. Is this something that will be revisited in the near future?

68. Resident, Parkstone Avenue

I would like to support a residence only parking scheme for our road .

69. Resident, St Helens Parade

I wish to register my support of the proposed scheme for zone MF.

70. Resident, St Helens Parade

I fully support residents' parking zones and support the payment by residents for the parking permits including visitor parking. In other areas in Portsmouth there are parking zones for eg 'four hours not to return for a specified time' or eg 'three hours not to return within 4 hours'. With a residents' parking zone restriction there would be movement, stopping excessive long-term parking.

There is a great need to alleviate the difficulties for residents and local people caused by unrestricted parking on St Helens Parade. Also spoiling for local people who want to enjoy the canoe lake area.

1 Private vehicles

Cars and vehicles are left for considerably long periods. Reports have been made to Portsmouth city council many times by numerous people re exceptionally long term parking including abandoned vehicles.

Businesses are operated from cars and vans on the highway.

2 Motorhomes

Motorhomes and large vans are used for: storage; long term parking; living in, which is not allowed; there is the problem of liquid petroleum gas; hygiene, they are using public facilities for the disposal of chemical waste. Grey (dirty water) being disposed of on the grass at canoe lake.

There is a camping / caravan site very close by at Eastney where there are good facilities. Also with a bus service. They take advantage of the council and the local residents without paying for their facilities. The motorhomes and large vans take up extra space and timing disadvantaging residents and local people wanting to use the canoe lake area.

3 Commercial vehicles

Commercial vehicles are left for days/weeks/months at a time taking up valuable space and views. Such vehicles are now prohibited in other towns and cities and especially seaside towns and cities.

I submitted a completed parking questionnaire to the council . PLEASE SEE my submission below.

I have spoken with Traffic Management and met with my councillors and my MP and shown pictures for them to see long term motorhomes including washing hanging out on the street. They all agreed that this is unacceptable and needs to be addressed.

Previous submission to the council with regard to supporting residents' parking zones:

The following problems cause bad experiences:

the long-term parking of vehicles which do not depart for many weeks / months;

advantage is taken because this area is free and unrestricted. Residents cannot park near their own homes and do not have parking availability provided on site;

hotel clients park regularly and leave the cars for a length of time because the hotels do not provide parking;

commercial vehicles and taxis run their businesses from the area.

Mobile homes are a particular problem because of their size, spoiling the view for residents and taking the available parking spaces for other people wanting to enjoy the local area. Mobile homes remain static for months and people live in them which is not allowed. Consideration is the Hygiene aspect. Also the Safety aspect with cooking, eg liquid gas used close by to other vehicles. I have spoken with Traffic Management and previously met with Councillors and with my MP when I showed them photo's of owners living in the mobile homes, including washing hanging outside on the pavement. Also showed pictures of long term vehicles. These officials were cornered and agreed something should be done to alleviate the problems. Owners of mobile homes leave engines running to charge batteries

and use the street to carry out cleaning inside the vehicle. Also discharge their waste at canoe lake public toilets which is not meant for chemical waste.

I propose that what is needed are parking zones with decent length of times and for rules to be implemented. Residents might have the opportunity to enjoy a less stressful time for which they pay their council rates.

In general mobile homes are taking over the streets of Southsea and not using camping site facilities, thereby once again taking advantage.

I do hope that residents' parking zones can be implemented as soon as possible.

Thank you.

71. Resident, St Helens Parade

I agree with the proposed parking zone proposals in Southsea.

72. Resident, Whitwell Road

I would like to record my support for this proposal.

However, whilst reviewing the detail of how the zone will be implemented I have a number of issues I would like clarification on:

1/ Why is the MD parking zone being extended, rather than those streets effected being included in the MF zone. My understanding of the reasoning behind the gradual roll out of parking zones across the city is that this allows "new" areas to be considered/implemented once the effects of adjacent parking restrictions (such as displaced parking) had become apparent. Implementing an extension of the MD at the same time as implementing the MF zone appears to negate this. This is a particular issue if the MF zone is not implemented but the MD extension is.

2/ Why are the residents of the substantial new developments of Savoy Court and Tudor Rose Court permitted to be part of the scheme. As a new development I would expect parking to be provided by their scheme, and them to be excluded from the right to park in adjacent streets. This kind of restriction on new developments seems reasonable, and is common in many areas of the country. Are the new flats near Fratton Station able to park in the adjacent restricted parking area (Orchard Road etc?)

3/ Why are residents on the east side of Festing Road allowed to benefit from the scheme without their side of the road being included. This seems unfair. They should either be excluded from the scheme, or their side of the road should be included in the area so we can all park there.

4/ Should the order record the existing Double Yellow lines on the junctions of Whitwell Road and Bembridge Crescent, and Nettlecombe Avenue and Bembridge Crescent. Or are the areas detailed new restrictions?

Thank you for your e-mail clarifying the points I raised on the proposed MF parking zone.

In light of your responses please note that whilst I continue to support the introduction of the zone, I do not support the residents of Savoy Court and Tudor's Rose Court being able to

use the area for parking.

I do however accept the basis of the residents to the east side of Festing Road being permitted access to park in the area On the basis that this will be withdrawn as and when parking restrictions are introduced in this area.

73. Resident, Whitwell Road

I agree with the proposed parking zone.

I am concerned about including Tudor Rose lodge and Solent View lodge in the proposals. It is a new development and should have enough parking places for all the residents.

Why is Festing Road included ?

I think it would be much better if the whole island was under parking zone restrictions.

Since the Waverley Road scheme started we have seen a lot more cars, and particularly vans, moving into our area.

74. Resident, Whitwell Road

I would very much like to outline my support for any new MF area parking zone.

The area is in desperate need for it due to long term parking, commercial vehicles, people with multiple cars in a household, those with drives not using it and the road instead, seafront users using the road etc etc.

The only comment I would have about the proposals in the recent residents letter is that the restricted parking times aren't long enough.

A huge problem for the roads in MF closest to the seafront is that in spring and summer particularly all week (and especially weekends) our road is full of people parking here who then go to the beach for hours at a time. The current 11-12noon and 6-7pm will not stop this happening for large chunks of the day.

Otherwise am in strong support for the new MF parking zone and hope it will begin as soon as possible !

75. Resident, Whitwell Road

I would like to register my approval for a parking zone for the MF Craneswater area.

76. Resident, Whitwell Road

I would like to confirm that we as a family are in full support of the proposed parking restrictions for Whitwell Road and the surrounding areas. When can we purchase our parking permits?

77. Resident, Whitwell Road

I strongly support the proposal to have a residents' parking zone in MF Craneswater.

I addition, please consider not allocating first permits to houses that have hard-standing, garages or dropped kerbs. These houses contribute to the on-street problem by not using their resources.

78. Resident, Whitwell Road

We very much support the proposed parking zone (TRO 64/2019), as it should make some difference to the intolerable parking congestion in our area. I still think that encouraging some households, particularly students, to have less than two cars would be both sensible and environmentally responsible, and this should be done a little more strongly.

79. Resident, Whitwell Road

I am in favour of the parking scheme but believe the restrictions in the evening need to run

for 2 hours instead of the currently proposed 1. From 5pm to 7pm

80. Resident, Whitwell Road

I am writing in general support of the scheme, but question whether the times proposed will be enough. During the Spring, Summer and Autumn seasons the problem is from daybreak to late at night, and the two one hour slots will not have any impact. I also note that the visitor permits are being sold in 12 or 24 hour tickets, surely they should be one or two hours if the scheme is only in operation for this short time.

81. Resident, Whitwell Road

I'm all in favour of a new RPZ MF in our area. Please make it happen as soon as possible!

After years of having to park miles away from my front door I have changed my mind from opposing an RPZ to seeing it as the only possible solution, even if it may be an imperfect one. I'm getting too old to lug shopping and suitcases miles from wherever I can park my car to my front door.

SUGGESTION:

The operating times you suggest for RPZ MF are not quite right. In the evenings it needs to be residents-only from 5.30pm to 8pm to allow locals to get a parking space near their own door. I used to work into the evenings and could never get a parking spot when I came back late.

Thank you very much for replying to my submission re the proposed MF RPZ.
I note that if this is successful, you propose to implement it for one hour per day, from 6-7pm.

⌘ May I ask why MF would have only one hour per evening when you think it essential for all the other recent RPZs - MB, MC, MD and ME - to need to operate for two hours each evening?

If anywhere needs at least two hours in the evening, it's the proposed MF zone.
As I mentioned in my submission, I have a lot of experience of trying to park around Whitwell Road after 7pm. It was - and remains - almost impossible.
Please take into consideration my suggestion that around here the residents-only provision really needs to be from 5.30-8pm, but at the very least 6-8pm.

NB: An 8pm finish would allow wardens to come and check our zone on any day straight after checking one of the other recently implemented RPZs, which finish at 6pm, 6.30pm and 7pm.

82. Resident, Whitwell Road

I am writing in support of the proposed RPZ MF in the Craneswater area.

I on many occasions have been unable to park anywhere near my home when arriving back after 5.00pm. This situation gets worse during the summer, special events, at weekends and most evenings.

I believe that the introduction of a parking permit for residents will help reduce the frustration often felt when unable to find anywhere to park within a reasonable distance, and the insecurity I sometimes feel when walking home alone from some distance.

83. Resident, Whitwell Road

I support resident parking proposal in the above zone.

I hope this is sufficient to register my vote to support the scheme.

I would also like to complain as I have not been informed about this vote. Nothing came through my letter box. If another resident had not sent an email this morning, I would know nothing about it. How did you inform people that there was a survey?

I do not receive the Flagship either! Perhaps you could mention that to them too please? The postman has no trouble.

Support for proposed MF zone (outside zone)

84. Resident, Elizabeth Gardens

I agree with the proposals of the PCC with respect to parking in the above mentioned zone.

85. Resident, Festing Grove

I am in support of the above proposed RPZ.

86. Resident, Spencer Road

We live on Spencer Road, and have difficulties parking. This is because parking is free on this road so non residents park here. We live close to the seafront so non residents cars park here for free here especially during the summer causing great difficulties for residents. There is also a newly refurbished house of bedsits at Spencer Road. It contains 11 individual dwellings, most of whom have cars which has increased the number of vehicles parking on the road causing a lack of spaces. Other cars from other parking zones also take advantage of the free parking on this road so that they don't have to pay their residents' parking charges.

I am in favour of a residents parking zone (RPZ) being introduced so that we can park on our road, Spencer Road.

Support for proposed MF zone (no address given)

87. Resident

I am emailing to support the new proposed MF parking zone where i live.

This is definitely a good idea and will hopefully get rid of some of the current parking problems.

88. Resident

We are writing in support of the above parking scheme. Would it be possible to clarify when the scheme would be implemented should it be approved? There have been rumours that it would be at least 12 months- and if that is the case, it would be a nightmare as displacement parking continues to increase significantly in this area. To be honest, we were happy with the situation as it was but now residents parking has been introduced, we feel strongly that it needs to be implemented throughout the city as quickly as possible.

Hopefully it will be approved and will be implemented early 2020

89. Resident

I am supporting parking schemes in Craneswater and all areas around. It is really impossible to park especially now the tennis club pavilion has more activities and members. They will not use parking on the front or by canoe Lake because especially after March they have to pay for it and they just clog up all these roads. Any weekend, holiday, school holidays and when tennis players and nursery parents come and go it is crazy around here. Please give us a parking scheme so we can manage to park abd unload shopping etc without having to

<p>walk long distances.</p> <p>90. Resident</p> <p>The roll out of residents only parking (MF) is necessary as the introduction of new zones in other areas just pushes the issues to those currently unrestricted areas. also the increase of commercial vehicles across the city is never addressed,</p> <p>i have counted as many as twenty vans in just one road.</p> <p>Serious consideration must be given to provide secure areas in parts of Portsmouth for the over night parking of vans and small trucks that cause so much blocking of parking for residents cars.</p>
<p>91. Resident</p> <p>I just wanted to express my support for a residential parking scheme in Craneswater Avenue area. I realise that it may not solve all the parking issues but we have already felt the additional parking pressures caused by the existing zones. We do not want to be the only area where anyone can park at anytime, leaving their 2nd vehicles, camper vans, works vans, etc for days and weeks at a time.</p> <p>I am, however, concerned that the proposal appears to suggest that the visitor scratchcard permits are no longer going to be allocated zonally. This would mean that anyone in Portsmouth could use a visitors scratchcard to park in Craneswater all day, as could the people working on Albert Road. This is not going to help alleviate the parking but will just lead to a rise in the use of the scratchcards.</p> <p>Please can you confirm scrapping the zonal visitors parking permits and replacing them with a single city wide visitors parking permit is indeed your proposal?</p>
<p>92. Resident</p> <p>I would like to register my full support for implementation of the MF Craneswater Area Parking Zone.</p> <p>Please implement it as soon as possible.</p> <p>Please could you keep me updated about progress with implementation though this email address. Please confirm receipt of this email by reply.</p>
<p>93. Resident</p> <p>I would like to email in to confirm my support for this scheme. Even though it means paying a small sum to have a permit for this area I believe it will help to reduce the amount of cars left for weeks on the streets and also to prevent large vans clogging up residential areas.</p> <p>I also believe the addition of the yellow lines will make access easier for bin lorries and fire engines.</p>
<p align="center">Objections to proposed MF zone (within zone)</p>
<p>94. Resident, Bembridge Crescent</p> <p>I'm against the proposals.</p>
<p>95. Resident, Bembridge Crescent</p> <p>I am passionately opposed to the above residents' parking zone proposition.</p>

I live in a house of multiple occupancy where resident parking is not an issue at all. There is always plenty of parking space available here and in the surrounding roads. While living here, I have only struggled to park outside my house on two occasions; once during the Great South Run, and another time when there was a Portsmouth City Council minibus parked outside my house, taking up the space of around three cars for the best part of four days.

The proposal also feels like an attack on residents with living situations such as mine. I am employed full-time, and need my car to commute. Renting is not a cheap way of living, and buying my own property is completely out of the question in my current circumstances, so living in shared accommodation is the only option for many people in my situation. Adding parking charges to people in this situation, where people who can't afford their own house end up having to pay upwards of £300 a year to park their personal vehicle seems like an attack on young people who are already financially disadvantaged in the current climate.

In summary, this proposal seems totally unnecessary in one of Southsea's less hectic areas for residential parking, and adding extra financial strain on renters does not seem like a progressive way of solving a non-existent issue.

I hope you will take this into account, as I feel like moving back into the family home would be something of a backward step!

96. Resident, Bembridge Crescent

Whilst I cannot support this proposal in current format I would wholeheartedly support it with a minor amendment. I do support 6-7pm restriction 7 days a week and 11-1200on Saturdays and Sundays (to deter canoe lake visitors) but I do NOT support a 11-1200 time period for residents only on weekdays as the streets in this area are empty then but many tradesmen visit during these working hours and we will have to buy a 24hr visitor pass for effectively one hour. I am aware of neighbours who have carers and domestic help etc visit during working hours too. I do realise that it works in other areas of Portsmouth effectively with just an early evening restriction which I am in favour of. On weekends, Canoe Lake parking does need addressing, and hence I would propose a 11-1200 restriction only be applicable on weekends. There just isn't a weekday issue of Canoe Lake and therefore the impact on residents of a 11-1200 restriction would be hugely disproportionate to the benefit. Also it would not require as much enforcement costs! If this amendment for weekends only for the daytime restriction + early evening 7 days a week was adopted or just the early evening restriction in force then I would support the scheme, but not in current guise. I would be interested in your thoughts of the practicalities of any such amendment.

97. Resident, Bembridge Crescent

we have always voted AGAINST resident parking zones, as the majority of residents in our road have and we continue to register our vote against this.

Sadly, it feels like it is being imposed upon us.

98. Resident, Bembridge Crescent

Please will you lodge my strong objection to the MF Craneswater Area proposed parking zone.

The proposal offers nothing to residents in this area with regard to parking. The parking problem is minor with spaces available even at the busiest time of the year for the seafront.

There is a minor problem with commercial vans parking in the area and indeed PCC vehicles parking in Bembridge Crescent but these are small issues that do not warrant a full parking scheme. You will be demanding that residents pay a substantial fee for absolutely no gain or guarantees re. parking. This is not acceptable practice from the Council. A small non-chargeable improvement would be to restrict commercial and Council vehicles from the area rather than charge residents.

99. Resident, Bembridge Crescent

I am writing to oppose the implementation of residents parking in Bembridge Crescent and surrounding area. We are a multiple occupancy house with our son and his girlfriend living here. My husband travels to work everyday my son travels everyday . I use my bicycle as I work close by. Residents parking would place a considerable strain on the two young working people in our household as their cars would be charged at the higher rate.

We do not have a problem parking in this area there are always spaces in our road. As for busy times in the summer we can plan around these but even then we can usually park and indeed we welcome events and visitors to our seafront.

I was present at home when someone came to survey the vote in favour of residents parking and he was indeed very pushy in promoting it without going into any detail about the cost implications. A scheme like this favours those who have off road parking and one other car . We need to consider young working people who need their cars to get to work We have supported our son in learning to drive as it open up more opportunities for him.

Please think about how these charges would effect the young who need to live at home longer.

100. Resident, Bembridge Crescent

I am not happy that I will have limited parking in Bembridge Crescent. I wish to oppose it strongly. I do not want the stress of arranging dear friend's ability to park when visiting. We manage ok at the moment.

101. Resident, Bembridge Crescent

I would like to voice my objection to the proposed parking permit scheme in my road. I have objected to this scheme throughout the survey and have stated that we do not have a parking problem in our area and do not wish to pay for parking outside our own homes. I do not think that paying for permits will help anyone but the council coffers - but will create stress and problems for myself and my neighbours who have growing families and who support elderly parents who require accessibility to our homes. Neighbours who rely on visitors, either for social support or top-up income should not have to pay these extortionate fees suggested. In talking to my neighbours - no one has indicated that they support the permit scheme but they have expressed concern about the costs and future impact on our area. I therefore, would like to lodge my objection to the council and ask that other solutions be considered such as free parking areas on the seafront, free or low cost public transport schemes and park and ride services. I hope that my views are listened to as I feel strongly that they are a representation of many in this area.

102. Resident, Bembridge Crescent

I strongly protest against the proposed parking permit scheme for the Craneswater area. Presently my family and I do not experience parking difficulty on the street and I therefore do not see why we would want to pay hundreds of pounds to the council for no logical reason.

103. Resident, Bembridge Crescent

I am writing to protest that I strongly oppose the proposed parking permit scheme for the

Craneswater area on the following grounds -

- There is no real problem to address - I am very infrequently inconvenienced by not being able to park close to my home.
- I do not want to be unnecessarily paying hundreds of pounds to the council for the privilege of paying to park near my own home - something that is currently easily available for free
- I do not want to be taken advantage of by Portsmouth City Council
- I do not want to make life difficult for visitors to my home

104. Resident, Bembridge Crescent

I object to the scheme.

I have seen the data for the area survey on the PCC website and now understand why you briefly refer to it without mentioning the result.

Reminder - 84% of the residents did not respond to the survey.

Of the 16% who did just 8.5% wanted a scheme. Does this give you a mandate to implement a parking scheme? How can you implement a scheme with just 8% support?

Just 2 roads out of 29 in the area indicated their overwhelming support. Although with such a low response rate this could be in doubt. Maybe these were 'outliers' and should be discounted from the survey?

13 roads indicated they did not support a scheme or the result was no clear view one way or another.

I object further and comment:-

Compared to the other recent surveys in adjacent areas we have no shopping pressures / no large entertainment / sport pressures / low student population / no large commercial activity / no commuters or houses of high multiple occupancy.

If the scheme is implemented residents have little transport alternative so will have no choice other than to pay the charge. Does this feel right to you?

In which case this is a revenue generating opportunity by the council. Another tax on residents primarily.

Please do not impose / implement this scheme.

We have responded to a number of surveys over recent years rejecting the proposals. Why are you still asking our opinion?

The further reasons for the objection is that it makes life more difficult and unnecessarily expensive.

There is parking available in the streets, sometimes we have to walk a few yards further from where we live which is no hardship to most people nor a reason to impose a residents parking scheme and charge for it.



I fear that the people requesting the scheme just want the convenience of parking outside their house and have the means to pay.

Additionally, the impact of adjacent schemes displacing vehicles into the area is a function of 'unintended consequences', although this surely could have easily been foreseen. Unless of course the intention was always to make all areas in Portsmouth resident parking. In which case why keep asking for people to complete unnecessary surveys and wasting everyone's time? It's clearly a 'tick the box' consultation exercise.

In any case, the 2019 survey suggests most people are at best ambivalent to the current situation as 84% did not respond and if this is not your interpretation then consider that just 8% are in favour of a scheme. Does this feel right to you?

So please reflect - do not implement residents parking and inflict more unwelcome cost in our area based on 8% support.

Finally, in your Parking Service Annual Report 2015/16 published on the PCC website page 19 - reference to low take up of a survey in Cosham (20%) resulted in no action. Please consider the low response in this area of the 2019 survey (16%) as the same.

I have reflected on your comments and thought it would be more helpful for you to see a snapshot of the available parking in a few roads around where we live, rather than exchange words - a picture tells a 1,000 words as they say !

So attached is a spreadsheet of a drive around of the area at around 7pm most weekdays days (7pm being when everyone is back from school and work) and mid afternoon on a week end. It shows the available spaces in the road at that time.

There were a couple of days when I wasn't able to collect the data but I'm hoping that 2 weeks worth of data will give you a good insight.

I hope you find it useful.

The roads were:-

Marion Road

Whitwell (Eastern End)

Parkstone Avenue

Bembridge Crescent - Just the Northern end between Marion Road and Cransewater Road as it was difficult to determine how many vacant spaces were available in the Southern section due to the long stretches of available space (it could have been 2 or 3 vacant spaces per section and I wasn't going to guess), I wasn't inclined to take time measuring the exact number of vehicle spaces with a tape measure ! Save to say that there is plenty of availability in Bembridge Crescent between Marion and Granada Road.

I have no idea why Parkstone Residents felt they needed a scheme with around 20 spaces regularly available evenly spaced along the whole stretch of the road and many of these properties having driveways as well.

Regarding the %'s we know that statistics can prove anything depending on how they are manipulated and presented - I am highlighting the low number of responses of the Cransewater survey @ just 16% and the fact that the Cosham scheme did not go ahead in 2015 due the low response rate of 20% at that time.

Look forward to the presentation in due course.

105. Visitor, Bembridge Crescent

Please can I register my objection to the introduction of a Permit Parking Zone in area MF

Craneswater

Though not a resident in this area we travel on a regular basis so our elderly Mother can visit her son and his family.

We have never found parking in the Bembridge Crescent area a problem and we visit all year.

To charge for visitors seeing family and friends does seem unreasonable.

It seems such a shame to introduce payment for parking in what is a residential area not a tourist trap.

As the purpose is not too raise additional revenue for Portsmouth CC i see no reason for the introduction of such a system. The management of such as system must also be taken into consideration.

106. Resident, Craneswater Avenue

Please note our objection to the proposed scheme for resident parking for the Craneswater Area.

Primarily the scheme is ill thought out regarding the times of residents parking.

The critical times for parking are overnight and in summer, during the day. The proposed hours will still allow overflow cars from other ares to park every night and for sea front visitors to park for a day out.

What provision has been made for the staff of the Nursing homes in St Ronans Road who need to park during the whole day?

In addition the new double yellow marked areas will dramatically reduce the number of parking spaces over the area.

The whole plan has been ill thought out.

The residents expect and deserve a better thought out and delivered scheme ...if one at all.

107. Resident, Craneswater Avenue

We wish to object to the proposed parking restrictions being imposed on us.

We see no need for this intrusion on our freedom to park without payment in this area.

There is plenty of parking available along stretches of road that do not effectively 'belong' to anyone. We have lived here years through several summers and events along the sea front and found no real reason to complain enough to make you impose this restriction and charge to park in our own residential area.

It is only recently that the parking has increased due to the parking past Waverley road and other side of Albert Road but this still is not causing any major problem.

Once there is absolutely nowhere to park without payment the Canoe Lake area will decline and again it will hit the people who cannot afford to pay for parking as well as support the business along the seafront. We think it selfish and unjust.

We wish to complain about the imposition of parking zones in this area. This is merely a scheme to charge us to park outside our own home as we have been out today and realised that people will be able to buy a ticket for one hour and still park here - so what help is that towards making spaces available. Charging just means we will have to pay annually and visitors will pay hourly for something that worked perfectly well without payment.

108. Resident, Craneswater Avenue

We wish to object to the proposed extension of Residents Parking scheme for the Craneswater Avenue area in Southsea [MF Zone, no 64 Order 2019]

Up to now there has been no problem with on-street parking. However, the extention

eastwards to cover St Ronans Road, Craneswater Avenue and adjacent roads up to Albert Road will have the unintended consequence of shifting street parking into area hitherto operating successfully (except during the summer crowds visiting Canoe Lake).

Regarding the period in which non-residents have a one hour ban at midday, contrary to adjacent areas, it will cause unwelcome confusion.

It is germane to the proposals that many of the residential properties have access to their garages across dropped pavements. With the potential availability of parking the midday and after-work drivers are liable to ignore the white lines in the free for all of securing a parking place thus blocking in private vehicles whilst permit holders may be unable to gain access to be unable to leave their garages.

109. Resident, Craneswater Avenue

We have no issue parking so I do not see why we should have to pay for a permit to park outside our property when we never have before.

We both object to these permits and objected in the previous vote. Everyone we speak to on our road objects to the permits so I can only assume these permits are being actioned to make money off the residents and find this very unfair.

Very unhappy.

110. Resident, Craneswater Gate

Your letter regarding the 'Proposed Residents Parking Zone: MF Craneswater Area' has just landed on our doorstep and we would like to STRONGLY OBJECT to the proposed parking zone.

Please find my reasons below:

1. Houses in the Craneswater Area are bigger than average (at least five bedrooms each) and as a result, at least three adults live in any of them at all time.
2. Your proposal will potentially cost us £430 per annum for no benefit whatsoever, because restricting parking for just two hours per day, will not make any difference to us
3. Families who visit Canoe Lake only start arriving around 12pm
4. After 6pm, most families that go to Canoe Lake would have gone home by then anyway
5. Considering only a small percentage of people responded to your initial survey, it proves a lack of interest for the scheme in our area
6. We have lived here happily for many years and a lot of my neighbours have lived here for longer. We managed very well so far and we are going to manage from now on.
7. I am yet to meet any neighbour that agrees to your proposal

111. Resident, Craneswater Gate

We have the following objections.

1/As we read it, you propose to put double yellow lines near our property. Why!! We object very strongly to this. There is little enough space for parking already. We will resist this imposition if this happens.

2/ It states in the proposal that the cost of a second vehicle will be raised by 20%. This is approximately ten times the rate of inflation. We object most strongly to this.

Motorists in Portsmouth are being used as cash cows at present. Where does it end.

Thank you for your prompt reply. However, if Craneswater residents are to pay for parking in their area, restrictions should apply at all times, not just part of the day as proposed.

The present proposal would make little difference.

112. Resident, Craneswater Park

As a resident of the area, I would like to object to the proposal in its current form on the following grounds:

- Two MF permit holder periods per day is unnecessarily complicated for visitors and residents alike. I am not aware of any other zone that has the double restriction
- In this format, the proposal is simply a resident's tax - our visitors for any time of day (brunch, lunch or evening/dinner) will need visitor parking permits
- Two MF permit holder periods per day will increase road traffic and pollution in this otherwise peaceful residential area because seafront visitors will either have to go by 11am or go by 6pm. Once this is known, seafront visitors will stay half a day rather than a day with a consequent increase in morning traffic and a swap around between 11am and 12n
- Our personal lives will be impacted by the need to regulate our visitors into the times that can arrive and leave and a constant clock watching for their arrival and departure time
- A complex parking restriction will involve bigger signs and more street furniture, which I believe is unacceptable in a Conservation Area

I have a personal preference for no residents parking scheme at all but reluctantly accept that if all the surrounding areas have one, so must we in order to avoid being a car park for trader's vans and caravans, as we have now become. I agree that a general reduction in the number of cars in Southsea is a necessity and so any plan that reduces the number of cars per household, whilst difficult for everybody, is required.

The scheme must be

- a scheme that is simpler - one permit controlled period per day to address weekend/overnight parking displaced from other zones for example 9-11pm
- a scheme that will not double the traffic circulation in the area during the summer months
- a scheme that does not entail the addition of additional road furniture into this conservation area.

113. Resident, Dorrita Close

You circular mentions signed and marked parking bays in Dorrita Close Southsea. There are presently nil signed and marked bays in this road. Is it your intention to establish such marked bays ? You will be aware of the narrowness of the access, any such bays created must respect this access. For those vehicles which presently load and unload on the double yellow lines, will they remain at risk of penalty solely from those regulations or do they newly come under risk of penalty for infringement of your proposed new regulations. I look forward to your prompt response.

As an observation, I have no problem with parking, your scheme being an exercise in power alone.

With respect to the proposed marked parking bays in Dorrita Close it will be essential that they be of minimal width and that they respect the turning Radii required to access the existing driveways and garage court. This said there will be only 2 single bays available in the E/W section of the Close and three or four in the N/S access lane. Access to the Electricity Sub station will need protection as well. An element of pavement parking on yellow lines is a necessity for loading/unloading and service calls to the Dorrita Close homes, this has been tolerated and never policed. It is to be hoped that the new regime will exercise similar forbearance in this constricted location.



114. Resident, Festing Road

I want to register my objection to the proposed MF parking zone.

It is already nearly impossible to park in Festing Road at the best of times and this proposal will only make the situation much worse. It will obviously force anyone currently parking in the Craneswater area who doesn't live there onto Festing Road and eastwards. This will make parking impossible for the already under siege residents.

We already have to put up with the nightly illegal parking from the delivery drivers which is and never has been effectively managed by the current parking authorities. This appears, like the parking outside Sainsbury's in Albert Road simply to be in the too difficult to manage box. So nothing is done. (I don't count a parking warden visiting once a month and not actually issuing any tickets effective management).

It is clear to anyone with half a brain that you either have to have a city wide parking zone operation (like Brighton or London) or none at all. Without this you simply end up squeezing cars into a smaller and smaller space, adversely affecting the residents who live in a area with no zone parking.

So we definitely object to the new zone, unless there is any plan to extend it to cover Festing Road and manage the already illegal parking problem effectively.

Thank you for your reply.

It is clear from your reply that your only concern on the scheme is that the plans are only considered from the view of what suits the council and not the residents who have to live with the outcome of your decisions.

I also object to your comment on compromises needed to be made on all sides. Having lived here for many years I have been happy to compromise on not parking outside my house, just near to it. Your proposals will make the situation worse not better. Fact.

We already have people who park their cars, quite legally, for two weeks or more at a time, presumably because they can't do this in their own area. Vans that park here for days at a time and overnight. The proposals for this zone will make it impossible for us to park anywhere near our own homes. This is not compromise it's surrender.

As far as illegal parking is concerned it happens every single night and I know from previous discussions with the parking team that they are fully aware of the problem but have failed to provide an effective deterrent for the persistent offenders. I shouldn't have to contact them they already know.

I can't believe it's taken over 20 years to introduce 21% of zone parking. You talk of residents not wanting these schemes. I don't want it. It was a mistake to start this journey but now you can't reverse it you need to accelerate it and make the system fair for everyone. This piecemeal system continues to fail and fill residents with frustration and anger.

I know there is little point sending this as nothing will be done to change anything, but at least I still have the right to my say.

115. Business, Festing Road

We strongly object to the proposed residents' parking zone: MF Craneswater Area (TRO 64/2019). We are an established business and these charges will adversely affect our business. Furthermore, we do not find parking in Festing Road a problem and do not see why we have to pay. Most properties in our street have off-road parking and the only busy time seems to be after 7 p.m.

116. Resident, Granada Road

I'm writing in objection to the proposed parking zone. I don't feel that I should have to pay for a parking permit to park where I live. I also object to having a friend to visit and not being able to have them park at my house. My boyfriend currently visits regularly and parking is troublesome enough without the additional hassle of him literally not being able to park here.

117. Resident, Granada Road

Whilst I approve of parking permits the times you are suggesting are ridiculous.

11am-12pm and 6-7pm.

As a resident of Granada road I can count on my fingers the amount of times I've been able to park near my house in the last 2 years.

And introducing permits on adjacent streets but not our area has only made this worse.

You need longer permit hours especially in the summer as residents cannot park due to visitors coming and ditching there cars all day and longer when they don't want to pay for parking. It is a nightmare.

I work outside of the city and don't get into the area until gone 6.30 and I cannot park anywhere and end up parking along the parade where it's free which is not great when you've got shopping etc to carry so the suggested later times I do approve of however it should be from 5pm to allow other residents to park outside their own properties.

Why can't it be from 11-3pm to stop those coming in summer taking advantage of the closest roads being free parking? Ever since the permits along Waverly came in it's been impossible to park around here as all those residents are now coming here. Why didn't you do permits at the same time?

Please rethink your timings before implanting the permits as 11-12 just doesn't cut it.

118. Resident, Granada Road

With regards to the proposals for the above parking zone. We strongly object to it. It is not based on selfish views but for the following reasons:

1. Parking is not a great problem in the area.
2. Many properties have off street parking
3. There are always plenty of empty spaces...(day and night)
4. The Southsea Craneswater area in the summer (weekends) is the only time parking is at a premium.....however it's always a delight to see families arriving, unloading their towels for a day on the beach.....at no cost or restrictions on parking....why shouldn't they?

In our opinion free,easy parking is a great draw and selling point for encouraging tourists,whether they are local or from afar.

Obviously they then have the opportunity of visiting/ supporting the local facilities:

1. South Parade Pier
2. Coffee shops
3. Restaurants
4. Boating Lake
5. Canoe lake/Rose Gardens
6. Mini Golf
7. Tennis
8. Swimming
9. Walking

If we start to make it uncomfortable and stressful to park....it will most probably effect business for the traders within the zone.

WE DO NOT WANT PERMIT PARKING....

It will ruin the whole concept of this area.....especially the nearer to the beach facilities.

119. Resident, Granada Road

I strongly object to the proposed MF parking zone. This will hurt sea front traders & visitors to the area who bring revenue to the City. These zones hurt local business people and make life difficult for visiting a doctors surgery for instance. Most people I talk to think it's just another way of getting money out of residents and you cannot justify the high cost of these permits.

120. Business, Granada Road

I wish to register my opposition to the scheme; I am not a resident but have operated a practice from Granada Road in accordance with our planning consent for years. We have off street parking spaces at the practice for our patients who often have limited mobility to use. However, once these spaces are being used, new patients arriving will sometimes park on the street as do our reception and clinical staff. Most patients are with us for around 45 minutes and so are not blocking on street spaces for prolonged periods of time and the practice operates from 9.00am to 7.00pm Monday to Friday and so there is no parking into the evening or at weekends.

If a parking scheme operates which allows only residents to park between certain hours, this will effectively mean that our staff will be unable to park or that patients who cannot use one of our off street parking spaces will be forced to use public transport or a taxi which is not always feasible for an often elderly group of people with restricted mobility or injuries.

121. Resident, The Lane

Residents of The Lane are extremely concerned about this zone because there is private parking on the south side of The Lane for residents only. Displacement parking from the zone will probably cause people to try to park on this private property in The Lane! Therefore all that is happening is moving the problem from one road to another. Your comments please.

you say The Lane has private parking bays and enforcement in place - how do we enforce parking by non-residents other than private prosecutions?

Officer comments: Parking enforcement agents are employed under contract in a number of private locations in Portsmouth, including within the Council's Housing Service car parks. I understand these companies can issue parking tickets to unauthorised vehicles, and in many cases, the signs

alone are a sufficient deterrent.

Aside from private enforcement, I am not aware of other ways of deterring unauthorised parking on private land, unless physical measures such as lockable bollards are installed.

122. Resident, Marion Road

We OBJECT to the implementation of a parking zone in the above area.

The pre-consultation only had 7% support for a parking zone from all residents across the area. As a result there is NO public mandate for a parking zone to be legitimately implemented.

This consultation is clearly flawed and should not have been carried out at all BUT particularly at this time given a state of purdah from the council, a General Election on 12th December 2019 and Christmas only TWO days after this consultation closes.

It is evident that you have already pre-judged this matter as you are publicising a TRO already before the results of this supposed consultation has taken place.

This is a disgraceful waste of Council time and public money to continue with such a flawed and alleged impartial consultation.

123. Resident, Marion Road

I am writing to object to the proposal of parking permits in MF zone.

The restricted times are such that parking can only be prioritised for 2 hours out of 24, only helpful if you wish to park at those times.

Feedback from friends in Taswell Road has been that the permit situation has made things more difficult for people living there, with displaced vehicles from other roads. I do not want that to be the case here.

There is no doubt that parking can be very difficult during big events, we have resorted to putting 2 cars on our drive, bumper to bumper and across the driveway before now, but on the whole the main problem is that our neighbours and some visitors park inconsiderately. There are 2 spaces outside our house, often a vehicle is parked in the middle. Driveways are not used by some who have 2 or 3 cars.

Before any permit zone has been agreed the council is already informing us of the increase in cost, why this increase is required has not been made explicit.

124. Resident, Marion Road

I am writing to object the proposed resident parking zone for the Craneswater area. I have lived in this area for years and feel the need for a permit is not the solution to our parking problems. Our issue in our road is other neighbours parking selfishly in a space that would accommodate two cars normally and not taking use of their driveways. Despite using our driveway and parking considerately, we sometimes have to park in other roads due to people/neighbours parking badly. During the peak summer times or when big events are on, such as The Great South Run or Victorious, parking can become a little difficult. However,

this is only temporary and is normally not a major issue.

The introduction of the said permit times are also insufficient and pointless at detracting people to park in our area. I do strongly believe we don't have a problem with people parking in our road all day or abandoning large vehicles such as white vans or caravan homes. I would also like to highlight the enormous cost for more than one permit. It is outrageous to charge residents such prices and then to potentially increase them with little justification or rationale for the cost. If there is a general consensus that our area is in favour of having a permit, it should be for longer periods of time and not at short intervals. Equally we should not have to pay such ridiculous prices to park outside of our house. Please take these points into consideration.

125. Resident, Nettlecombe Avenue

In summary, I strongly oppose the proposals. This is for many reasons:

1. I fundamentally object to having to pay for parking on the road in which I live. It's people's choice where they buy their house and what the consequences of that are with regards to parking - introducing parking permits for those that don't have an issue with parking isn't right.
2. This isn't the solution for the city. It is a money generating exercise. I realise its a complex issue, but parking permits do not fix the number of cars or commercial vehicles in the City.
3. The piecemeal introduction process of the zones has caused a lot of upset and frustration for many - and is an underhand way of going about introducing schemes (e.g. MD will of course now sign up for parking permits due to the impact of the other zones being introduced).
4. The timings are a logistical nightmare - for this zone and across the city. Friends won't easily be able to visit due to the proposed timings (impacts lunchtimes as well as early evenings) and then trying to work out if you want to travel half a mile north of albert road (crossing 3 zones) in which zone you are wanting to park is crazy.
5. It doesn't actually solve the issues that I personally experience with parking - cars that are badly (but not illegally) parked staying in position for 3 to 4 weeks.
6. I paid extra for a house with off road parking and now I also need to also pay for 2 parking permits (as we can only fit one car on the drive and can only park across the drive if other cars aren't right up to the white line..therefore we would need to purchase 2 permits as we couldn't guarantee which car would be on the drive).
7. It doesn't solve the number of cars versus multi occupancy flats and houses - a general problem in Southsea.
8. I actually don't find parking a problem in this road. Of course there *will* be one when cars & vans are displaced if MD is introduced, but currently there isn't a problem.
9. This will impact visitors to the city. The reason they park on our and surrounding roads is that other seafront parking is often full. We really shouldn't be doing things to impact tourism. We bought this house knowing full well that on a summer's day, parking would be busy due to visitors and took that into consideration.
10. When I look at news feeds from people who have had parking zones introduced, the feedback is infact mixed (not the positive picture that is often painted). Some still can't get parked (particularly if returning from work later), then they can't park in adjoining zones and they resent having to pay for this situation.

Thanks in advance for taking this in to consideration.

126. Resident, Nettlecombe Avenue



We hereby object to the proposed MF Craneswater parking zone. We have not had any issues finding parking near our house. There's NO NEED for this proposed parking zone. A parking zone would serve only to levy a large fee on us to park our cars as we're doing now for free and would cause a burden on guests.

Perhaps parking is more difficult for those who live closer to the lake and or sea?? Not sure, but would the proposed restrictions of 11-noon and 6-7 pm really do anything to deter people from parking? That seems unlikely.

Again, we object to this proposed MF parking zone. It is simply not necessary. It will also be expensive and a hassle to get parking passes for ourselves and guests.

127. Resident, Nettlecombe Avenue

Thank you for the letter sent regarding the Proposed Resident Parking Zone. I think we have mixed feelings about the proposal as it isn't clear to us that it would help solve many of the problems we face if residents can apply for several different permits both resident and business. The fact we would also be paying for the scheme for the two time slots of 11 till noon and then 6 to 7pm, does make us question if it would be worth it?

On balance I think we would say 'no' to the scheme as proposed. I will try and detail below why we believe the scheme won't really help solve the parking problems in Nettlecombe.

We have lived in Nettlecombe Avenue for many years. During that time we have experienced difficulty parking within the street not so much from seafront visitors but from other residents/properties where they own several business vans and then several cars. Such households do tend to wipe out a lot of spaces unfairly. As residents, we should all consider each other's parking needs and in our opinion, most residents of Nettlecombe Avenue do. It really is just one or two properties that have an enormous impact on the rest of us, where they seem happy to take anyone's space if they get an opportunity to do so, even when their driveways are free.

We then have the recreational vehicle issue where it barely moves for months on end. Coming home to find one of these vehicles outside your property not only leaves you with problems parking elsewhere, trying hard not to steal someone else's space in the knock on effect but also providing you with an ugly tall box of steel dominating your view from the front bay window. In our opinion, these vehicles should not be allowed to be left as long term parking in residential streets. I'm just not sure your proposed scheme will stop this if permits are granted to such vehicles? These vehicles need to be parked out of the city in long term car parking facilities. You should not be living in Southsea with two cars, a business van and a recreational vehicle. It isn't fair to other residents and it isn't viable in the longer term. I see you go to £300 a year for 3 vehicles and £590 for 3 business vehicles but are those charges really enough to stop some households feeling its well worth it to park all of their vehicles in the street. It could be just us, but I'd suggest what we really need is a limit as to how many vehicles any one household should be parking in a residential street. Two at max seems about right in order to give every household a chance. It's not clear to us that any one household could go for 3 resident permits, and 3 business permits, giving a total of 6 vehicles for the one property. It doesn't take a genius to work out why that doesn't help other residents in the street.

Hope my comments come across as constructive, thoughtful and truthful.

128. Resident, Nettlecombe Avenue

I am totally against the introduction of a parking zone in this area. There is very little difficulty parking presently and this will introduce cost and inconvenience for me for no good reason

129. Resident, Parkstone Avenue

I object to the proposed residents parking zone MF

130. Resident, Parkstone Avenue

I am writing to object to the proposed parking zone as I do not think this will benefit the area. It will reduce tourism and make it even more difficult for local businesses. I also think this is an infringement of people's rights making it difficult for visitors and harder for people e.g. home carers to carry out their duties.

131. Resident, St Helens Close

This is a really unfair move. Most of us living here have the facility to park off-road leaving roadside spaces for Portsmouth families to come to Canoe Lake for the day to enjoy the free leisure activities the area has to offer. There are also independent businesses in the area who rely on income from these visitors. Granted the scheme does not extend for the whole day but lunch time and early evening restrictions will have an impact on families' relaxed enjoyment of the area.

132. Resident, St Helens Close

I wish to strongly oppose the proposed parking restrictions in the new MF cranes water area. I live in St Helens Close and received a letter in June stating a survey was sent in March. I, along with my neighbors never received this survey. No wonder there was a poor response. Maybe more surveys weren't received.

There is not a problem with parking in this area so there is no need to make it permit parking. It seems to me that it is an easy way for the council to get extra money.

This area is amongst the last part of the city to have free parking. It is such a pity people will lose this right.

133. Resident, St Helens Close

I have tried yesterday and today to respond to this proposal but the latest on your website is a zone that needs replies by a date in August not 23 /12/19 as in the case of MF zone. Your systems are not fit for purpose.

I object to the proposed MF parking zone to include the extended area including St Helens Close where I live.

I and other residents here mostly have driveways upon which to park vehicles. Many families come to Canoe Lake with their children, especially in the summer, to enjoy the facilities. It can be a bit hectic in the school summer holidays and on warm weekends but where will such families be able to park?

By having parking restrictions here PCC would in effect be making it far more difficult for some Portsmouth citizens who also pay for the facilities but live further away, to actually access them. This cannot be fair or equitable.

I realise that the parking zone would only apply at certain times of the day but the timings would cut across when many summer visitors would wish to stay here.

134. Business, St Helens Parade

I have some issues I would like addressing.

I note from the correspondence that the parking for MF zone is between 11am and Noon

and 6pm – 7pm.

As a business which has conferences, large lunches, evening Dinners and on an average day 80% occupancy, how will we stand with complying with the proposed parking zone requirements.

Not only do we have the issue of customers but also staff getting to and from work by car would need consideration as this will impact greatly on staff costs and potential loss of staff, as if the business permit prices are to be used this is not a option the business will be able to offer.

I look forward to hearing from you in due course.

Thank you for your reply.

Assuming all goes ahead and the MF parking zone is implemented when would this start from please.

135. Employee, St Helens Parade

I object to the charges . I pay enough to council in council tax and rent

.
And also road tax . ltd ridiculous

I work on st helens parade along with other staff members that have to travel here for work . So how mych will this cost to paek here 4 days a week

136. Resident, Whitwell Road

Please record that I OBJECT to the proposed MF Parking Zone in the Craneswater area.

137. Resident, Whitwell Road

I'm writing to object to the proposed parking zone in MF Craneswater Area
I did not take part in the informal survey because I did know about it. However, the report that you issued on the results shows some of the worst manipulation of data I have seen in a long time.

How you can state that 169 results were positive, out of 1995 forms (8.5%) is amazing. I hope there is a better response now that you have made a formal proposal.

138. Resident, Whitwell Road

I object to the proposed residents parking

139. Resident, Whitwell Road

Good morning I wish to reject this application in Whitwell Road As someone who needs vehicle traveling around working. This means the public, the public transport system does not suit. The amount I would have to pay annually would cripple me especially as I live within a house share environment - yes few cars for the house but we are not a household but individuals.

This would mean me parking long distances from home - walking back and given how busy parking is - walking as single female in the dark.

Those who may agree to this, prob on higher income rather than what I take home a year.

Thank you for consideration in this matter

140. Resident, Whitwell Road

I strongly object to the recent parking permit proposal in Whitwell Rd and the surrounding area. I don't believe this will solve the parking problems around here, permit costs are subject to change, which puts vehicle owners at the mercy of the council in the future. I think

this is a pointless endeavour which will only bring higher living costs to the area, and I would like to see it contested.

141. Resident, Whitwell Road

I oppose the parking proposals as outlined in TR064/2019

Furthermore, that the council has polled each area after neighbouring areas have had schemes implemented is undemocratic and underhand. The council should have polled everyone in the city at once. It is shameful behaviour and undermines the council's standing as representing the city.

142. Resident, Whitwell Road

I would like to strongly object to the proposed parking permit area for Whitwell Road as i dont belive it will make any difference to the parking. Most of the time i can find a space if im back late i may need to walk 5mins from the seafront. The charge would not detire people with the money and would only penialise the less well off like the nurses. Untill there is an alternative soloution the situation i feel it will mangage its self ?If you cant park dont get a car or move out of the city. Also it maybe worth looking at a better bus shuttle infastructure with maybe an Uber style app ? Running with Minibuses instead of full size buses that allways look empty ! Im sure in the next few years we will see Hybride mini buses that may help with the soloution.

I hope you take these views into consideration.

Objections to proposed MF zone (outside zone)

143. Resident, Bristol Road

As a resident just outside of the new proposed parking zone, I am totally opposed to the new zone expansion as it will of course have a direct impact on where I live in Bristol Road Where like every resident in the city parking is difficult, we will then approach the city council for a parking zone to be imposed on our area and so it will continue until the whole city is a parking zone.

There needs to be a more imaginative approach, and one that takes into account the poor air quality in the city as well. One the main issues in my area is the relentless increase in large SUV

Type cars and trucks which take up much more space and often end up half parked on the pavement. Maybe the whole city should be permit parking, every resident should have a free parking permit if they have a small efficient car which can park anywhere in the city And then large vehicles and second/third cars can be charged a much higher rate. Those who need vans/trucks for work can be treated separately.

144. Resident, Exeter Road

I object to this on the grounds that cars from this area will be 'dumped' in the next available unrestricted area i.e. mine!

145. Resident, Exeter Road

I'm emailing regarding the above parking zone, I'm concerned that as we live in Exeter Road one of the first roads outside the zone we will bear the brunt of all the cars no longer parking in the new zone. Especially commercial vehicles. Our road is already busy especially the shop end where people constantly park illegally on double yellows with no consequences but making in dangerous pull in or out of the road.

I'm happy for zone parking but it needs to be for all roads. As a mother of small children I'm concerned at how busy and dangerous this will make our road.

146. Resident, Exeter Road

We live in Exeter rd and are very concerned that when this is bought in we will bear the overspill of the parking that used to park in this zone. We have a massive issue with parking on our road already especially with commercial vehicles and people parking on double yellow.

I support the MF zone but only if we also get a new residents park zone as well. You cannot just do some areas of Southsea, as the ones that then do not have parking zones will then have the same issue with the displaced vehicles.

147. Resident, Helena Road

I object to the proposed traffic order introducing a new residents' parking zone, MF, which will be close to where I live in Helena Road. I believe there should not be a piecemeal approach to this issue as we are already suffering with displaced parking from the introduction of resident parking zones earlier in the year both north and south of Albert Road. This proposal will only exacerbate the situation with ever more commercial vehicles being parked as well as private cars which are not registered to addresses within the parking zones.

I cannot see any good reason why this has to be considered area by area rather than taking a holistic city-wide approach to the problem. If different parking restrictions are justified for particular locations I am sure they can be addressed within a much more comprehensive set of proposals rather than the one currently being pursued.

Objections to proposed MF zone (no address given)

148. Resident

I wish to object to this proposed parking scheme. It is totally unnecessary and there is no problem with parking in this area.

This just penalises residents which is very unfair.

I strongly oppose this initiative as a resident.

149. Resident

Object mf craneswater proposed Parking zone and stealth tax

150. Resident

As a resident I do not support a residents parking scheme in Portsmouth for the following reasons.

1. I have to pay for the first parking permit. They used to be free and should be free for those that have lived in the area for a long time.

2. The zone itself allows other to park there for 1-3 hours. In the summer months this means that it will be virtually impossible for me to find a space. Ok, this is as it is now, but I (a resident) will have to park in another parking zone forcing me to pay or risk a fine whilst visitors use the spaces in my zone and take their chances of not getting a parking fine.. It just moves the problem on to the area not affected by a residents parking area.

3. It really only benefits the council and I have some compelling evidence that you provided to me when I lived in another area and I could not find any spaces.

Basically you over subscribe the number of spaces which only the council benefit from.

Thanks for you response

However, I am not convinced and your response is one to appease as it sounds that you have already made up your mind and you have to go through the motions of sounding concerned and that my voice would make a difference.

there are around 620 on-street spaces and 682 permits issued. On paper, this looks like the zone is oversubscribed, and is also an area that accommodates large numbers of visitors, however there are also 572 private parking facilities within the zone

No matter how you word it, it is oversubscribed and has nothing to do with the 572 private spaces. There are still 680 Permit holders looking to park in 620 spaces.. Ever played musical chairs as a kid? The whole system is over subscribed.

I would like to see the figures for each zone. number of spaces, number of permits issued, number of multiple permits per house. Number of tickets/fines generated per zone... The number and cost of wardens to police each zone.

In fact, I would like to see the business case for setting this up. If it genuinely is there for residents then it should break even or run at a loss. If it actually makes a profit then i'm afraid only the councils interest is really at stake here.

Officer response: I was attempting to explain that we do not use the figures of permit issue vs. parking spaces to establish the availability of parking spaces within RPZs, as other factors affect the availability of spaces and these figures alone do not give an accurate picture. This is why many local authorities will typically issue permits at a ratio of 110% permits-to-spaces; not all permit holders will require a parking space every day or at the same time.

In KA zone (Old Portsmouth) 682 permit holders are not looking to park in 620 spaces at any one time. Many residents purchase a permit for use when they have visitors, and only park on the road when visitors are using their driveway etc. Driveways also have a dropped kerb, whereby 2nd vehicles or visiting vehicles can park without a permit.

In KD zone, for which you made the FOI request, the ratio of spaces to permits is currently 459 spaces/451 permits (as opposed to 487 spaces/530 permits at a point in 2013). Introducing the £30 for the first Resident permit saw the number of applications drop, which is one of its purposes - to encourage people to use any off-street parking they may have. Figures are only valid at the time of asking and can change due to demand at a particular time, giving a different picture.

Residents' experiences, information or complaints are of the most relevance to us, in conjunction with what can be seen on the street, the number of off- and on-road parking spaces, dropped kerbs, permits issued etc. described above. As mentioned, when residents of all parking zones were asked in 2015 whether or not they wanted their zone to continue, only one RPZ was removed as a result.

There is no business case for residents' parking zones, as they are proposed in response to residents' requests and support. Some parking zones do break even, others run at a loss but are supported by parking zones that make a surplus. Local Authorities are limited on what they can use surplus parking income for; it has to be used within the same department for transport-related purposes. This is why the charge for the first Resident permit was reintroduced; parking zones were being subsidised with public funds from parking fines, permits, Pay & Display etc. as the Parking Service receives no contributions from the Council tax.

The permit charges apply to all 37 parking zones within the city, ensuring 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 administration, maintenance and enforcement. Civil Enforcement Officers (who took over from the police's traffic wardens in 1999) are not allocated to each zone; enforcement of parking zones forms part of enforcing all restrictions, including double yellow lines, school zig zags, Pay & Display etc.

151. Resident

I am emailing regarding the recent correspondence about the proposed parking zone to which I strongly object.

I object to the proposed plans for many reasons: The parking in this area is not a problem that warrants a permanent permit zone.

There are occasional busy weekends in the summer and at the Victorious Festival, however parking is still available and for the rest of the year parking here is no problem at all.

Enforcing this type of permit daily is not realistic and therefore is no deterrent for any "day visitors" who will be willing to risk not getting fined.

The cost and hassle of these permits for our family and friends to visit our home is not worth it.

Please consider my views. Thank you.

152. Resident

I am writing to you today to say that I object to the proposal presented to us in the craneswater area for for parking.

Firstly, from the survey I noticed that only 8% of the area supported the scheme that means that the other 92% either didn't vote or voted against the policy. I would suggest that this strongly leans towards the fact that it isn't needed, wanted or necessary.

Secondly, the majority of the supporters for this scheme have drives and access to parking outside or around their homes. It seems unfair that these people will be paying the absolute minimum amount, due to the fact that the first two cars will be sitting on their drive way.

As a young adult I strongly hope that this scheme does not go ahead due to the reasons above.

153. Resident

Re:- Rejection of TRO 64/2019

On the basis that it's not necessary and the cost to residents.

I'm not sure exactly how we got to this point.

Residents of Cransewater have been surveyed a number of times over recent years and it seems that it's a case of 'keep surveying until we get the answer we want'. I don't believe you have the answer.

I have seen the latest survey March 2019 on your website and note the following.

There was a very low number who supported the scheme. Just 170 from a potential 1995 respondents. I cannot see how this would constitute a majority in favour and a reason to implement the proposed residents parking scheme.

I also noted from The PCC Parking Report commissioned in 2015/16 stating that responses from the Cosham Survey generated a low response @ 20% and that scheme did not go ahead. With a response rate of just 16% in the 2019 Craneswater survey I would expect and very much hope that the same logic will apply.

Residents in the Cransewater area have many opportunities for off street parking (driveways and garages which can accommodate 1 or 2 vehicles).

Many of the residents contained within the proposed area (including two of the roads with the biggest approval for the scheme - Parkstone Avenue and Nettlecome Avenue) have access to off road parking in the form of a driveway or garage alongside their property. These residents would have little to loose from a scheme (and no financial commitment) as their cars will not be parked on the street and therefore will avoid the residents scheme payments.

It seems unfair to implement the scheme based on these responses and expect the residents of the few streets who do not have off road parking to pay for the scheme.

Indeed, I think the values generated from the scheme maybe rather less that you may expect due to the large number of driveways and garages in the area.

Reviewing other surveys across the city and comparing with Cransewater - The proposed area does not contain a high student or multi occupancy demographic nor do we suffer from large employers with high numbers of commuters with vehicles, there is no large shopping district close by, no football ground, theatre or entertainment / sports venue which attracts large volumes of vehicles, no University Campus or School attracting large numbers of staff or students, no high or medium rise flats, no restaurants or pubs close by generating or attracting traffic in the area. It makes no sense to me why we would need a residents parking scheme.

Which just leaves visitors to the seafront and canoe lake as bringing potential traffic problems to the area. I note from the Craneswater survey summary responses that canoe lake / seafront / sunny days and events are highlighted as problematic - However, just 5% of respondents felt that parking problems occurred at weekends.....when one would assume that most use of the seafront / canoe lake / events and activity would be expected to be taking place. This does not make sense either.

We hear a lot from politicians about social mobility - our young people struggling to get jobs and the opportunity to progress. So for them, this additional cost and inconvenience with inflexible public transport, extended travel times giving them little choice. If they have no option than to use the current public transport, this will surely reduce social mobility - an unintended consequence of implementing parking schemes generally, with costs associated with implementation passed on to a generation who are on lower incomes than many others who can afford the charges and pay without it affecting their day to day outgoings.

I have seen no reports of whether resident parking schemes in the city are a success or not. Or whether they reduce vehicle usage, improve parking in the area, improve traffic flow or change behaviours.

Like most taxes, I fear residents will have no option than to just 'suck it up', pay and carry on as before or maybe look to adjacent residential areas to displace the problem to.

Finally, I can't get my head around the fact that, if you do go ahead and implement the scheme, resident permits will be issued but there is no guarantee of a parking space. This doesn't feel right and rather pointless.

I see no long term benefit in the scheme, it's ill thought out, costly and will not achieve the objective of improving parking in the area. I object to the proposal and very much hope it will not be implemented.

154. Resident

I am writing to you today to object to the above scheme.

Firstly I do not believe that the residence parking is necessary because I've never experienced a problem with parking in this area.

Secondly I object on the grounds of cost. I need my car to get to work and the flexibility of going when needs be. Public transport is not an option for me.

Lastly, the additional charge for visitors is just going to make life difficult and inconvenient. This just doesn't make sense?

I very much hope that this scheme is not implemented.

155. Resident

I am writing to object the new parking permit proposal for this area. Parking is not a problem throughout the year in this area.

The scheme places additional and unnecessary costs on households and doesn't guarantee a parking space.

I don't believe the scheme will deter summertime day visitors and feel that during busier periods such as summer weekends and the Victorious Festival... it is up to the event organisers and the council to provide ample parking opportunities such as free park and rides, to reduce the number of visitors parking in residential streets.

Instead of charging residents money and resorting to ineffective permit parking.

It isn't necessary to have a year-round parking scheme here.

156. Resident

I attach comments on the proposal. It is doubtful that it would benefit those residents who are at present worst affected.

In principle the main objective of Portsmouth CC's parking policy should be to maximise the availability of parking spaces as and where required in the City for the convenience both of

residents and of visitors. No priority should be given to the implementation of additional restrictions.

Apparently the proposed scheme is aimed at improving on-street parking for residents by restricting all-day parking by visitors e.g. to the Canoe Lake. It is questionable whether this analysis of the problem is correct. E.g.: the Canoe Lake/Sea front parking requirement is probably not an issue in the north of Zone MF and the proposed scheme would not deter seaside visitors between 12 noon and 6pm. In any case for most of the year the problem is night-time and weekend parking rather than daytime parking.

The availability of on-road parking spaces in Zone MF is very variable: insufficient parking provision is most noted at night, in holiday periods including Bank holidays, in good weather, during major events (e.g. the Great South Run, the Victorious Festival) and in the vicinity of venues with inadequate parking provision e.g. hotels, shops and South Parade Pier. There is no clear evidence that the proposal would address the underlying problems.

The present consultation is a matter of indifference to residents whose property has, or has subsequently been permitted, off-road parking. Portsmouth CC has apparently encouraged the proliferation of dropped curbs for which currently NO PERMITS ARE REQUIRED. This, together with poor and out-of-date road markings results in a net loss of parking spaces in the Zone. It is stated that the proposed scheme does not guarantee a parking space outside a resident's house but dropped curbs do precisely that. There are many examples of the adverse affect of this in the Zone:

- a dropped curb eliminates one parking space. When it is not in use there is a net loss of parking availability. When it is in use for parking but the property is not accessed it is effectively a reserved parking space.
- There are cases where garages and driveways are never used for parking or where the garage has been converted into living accommodation or the property has insufficient off-road space for a car but the dropped curb remains.
- Road-makings and dropped curbs have often been made too wide without consideration of the effect on adjacent on-road parking. In some cases, there are dropped curbs the width of the entire frontage of properties where a single entrance would suffice. Permits for dropped curbs should be implemented and priced according to size. No further conversions to dropped curbs should be allowed. These merely improve private amenity to the detriment of public space. If the proposed scheme is introduced, residents with the benefit of off-road parking who require an on-road permit in addition should be charged at the second permit rate. (Incidentally, new concessions have resulted in the destruction of Victorian and Edwardian walls and of original mosaic pavements in this Conservation Area. The additional hard standing requirement exacerbates drainage issues.) Any scheme introduced must distinguish between residents reliant on on-road parking and residents with the concession of off-road parking.

Where adjacent parking zones have different (or no) restriction hours, displacement from one zone to another would probably result.

It is dubious whether the proposed scheme will benefit residents reliant on on-road parking but the administrative cost to Council Tax payers is a certainty and will escalate. The Council's efforts would better be directed at increasing the availability of suitable parking in the City not at limiting it.

It is not clear on what criteria the proposed scheme (if introduced) will be assessed and whether after a pilot scheme it will be possible to terminate it if it does not meet expectations.

157. Resident

I wish to oppose the plan to introduce a new parking zone in the Craneswater area. The piecemeal approach to the issue is the right way to deal with parking issue. Your actions are merely pushing the problem into another area. Coupled with issues associated with the timings of the restricted periods. Friends in adjacent areas complain of their inability to park outside their property during the day due to the fact that the restriction is for one hour in the early evening. I note that the restriction on the proposed area will be between 1100-1200 which means visitors to the beach in the summer will still park in the area all afternoon, making it difficult to park in our road.

I note the cost of multiple permits. I can not see the justification for the annual charges. Especially as I expect most of the renewal or administration of the system will be done on line. With someone who has a grown up child living at home and working in Portsmouth, she will be penalised for having a car; something she needs to get to her job.

Surely a better scheme would see the introduction of an island wide parking scheme. Additionally, it is noted that already there are 'vans' being parked around the area along with taxis. There should be a facility to allow those people with multiple business vehicles to park in a secure designated area for a reasonable price. They then wouldn't take up spaces around canoe Lake or other residential areas.

158. Resident

Objection RPZ reason the council do not have enough staff to enforce the zones. In the summertime when families are coming to spend the day at the beach or when there are events being held, apart from 2 hours it will still be hard for residents to find a parking space. Cars & vans park on corners blocking pedestrian footpaths & dropped kerbs around Craneswater area especially at night and nothing is done about it. We already pay car taxes & council taxes so what privileges do we receive from those.

159. Resident

I am very much apposed to the Proposed Parking Permit System for the Craneswater area

It does not guarantee parking spaces for residents at quite a cost and would not be any improvement on the present arrangement

160. Resident

We object to the following proposals.

My reasons are that it just pushes any parking problems to the next street, in fact making it worse in a non permit holder area. Having a permit does not guarantee a resident a space.

I see it as a money making scheme for the council

161. Resident

I would like to oppose the extension of the parking permit scheme proposed for my road.

We were advised we would be provided with updates on the proposal to extend the parking permits but have heard nothing further.

I would like to see less punitive restrictions imposed on residents and instead a focus from the council on positive solutions such as introducing free bus travel and park and rides/ beach buses in the summers from car parks outside the city.

I strongly oppose this scheme and look forward to receiving an acknowledgment and some more innovative solutions to congestion in the city.

162. Resident

As a resident I object most strongly to the proposed residents parking in the Craneswater area.

Unclear if support or objection (within zone)

163. Resident, Craneswater Avenue

I understand my area may become a resident parking zone.

We have a short driveway with dropped kerb which can accommodate a small car. Will this affect our eligibility for permits?

The driveway doesn't currently have white lines . How does the zone affect white lines ?

What is the cost of having white lines applied?

164. Resident, Craneswater Park

Having visited the council website to view the results of the parking survey carried out earlier this year I would like to ask which of the residents within the above mentioned zone were surveyed as I was not one of them and yet I live in Craneswater Park.

I have also noted that you plan to perform a further survey in November and December of this year and I would like to ask to participate in this or at least be advised of how and when I can participate.

With regard to the proposed creation of the MF Parking Zone and your document (TRO 64/2019)

The document states:

"Why is the parking zone proposed only to operate for short periods during the day?

The restriction of 'permit holders only' for short periods has the same effect of deterring long-term parking as a 24-hour scheme does, but allows more flexibility for residents' visitors and is more efficient to enforce.

The restriction of 'MF Permit Holders Only' between 11am-noon and 6pm-7pm aims to deter visitors from using residential streets for all day parking when visiting the Canoe Lake area and seafront, giving priority over parking to residents and better managing parking congestion. The adjacent MD parking zone operates 4.30pm-6.30pm, the Pay & Display on the seafront operates 8am-6pm and Canoe Lake car park operates 8am-8pm."

I would like to highlight that the times in which the restrictions would apply appear to be the times when there is the least problem with parking in the area. As detailed below.

The proposal also states that this will act to deter visitors from parking in this zone all day.

The KA and KC zones also have a means that deters people from parking in the zones all day that runs from 0800 to 1800 for which they pay the same fee. Could this not be adopted in the Craneswater area. Furthermore, your proposal states that the proposed times would be more efficient to enforce. Does this mean that parking zones throughout the rest of the city are not enforced efficiently. If this is the case I would like to propose similar parking

restrictions to those in place in the KA and KC zones are created for the MF parking zone. This would afford those residents that pay to park in this area the opportunity of parking there car rather than waiting for the departure of visitors.

165. Resident, Festing Road

I wonder if you can just confirm for me the proposed parking permit scheme MF Craneswater area.

I live at Festing Road, would this entitle me to a parking permit for this area.

These are separate flats. My query is whether festing road is included in the permit area.

166. Resident, The Lane

Before making any decisions as to whether we would support or object to the proposed parking zone in this area, we would like something clarified please.

We live in The Lane (cul de sac), off Festing Road. Residents currently have a private parking bay (for up to 7 vehicles) opposite our houses, The Lane has double yellow lines. On the information drawing, it appears that The Lane would be included in the proposed MF parking zone.

We should therefore like to enquire please:

If the MF zone was introduced, how this would affect future parking for the residents of The Lane. Would this allow anyone residing in the MF zone with a valid permit, the ability to park on these bays, as this would have a direct impact for the Lane residents?

Thank you for your time, and I look forward to receiving your clarification.

167. Resident, Nettlecombe Avenue

My neighbours have received consultation letters from the council regarding residents parking in Nettlecombe Avenue. I haven't received any documentation yet, and I would like to contribute. Could I possibly get a copy please? Or a link to the relevant area on the council website - I couldn't find it just now.

Many thanks for this, I do appreciate it.

168. Resident, Parkstone Avenue

I support the proposed MF parking zone, but only if the proposed extension of MD parking zone eastwards to & including St Ronan's Road is approved. This is because parking problems in Parkstone Avenue are caused by vehicles from the roads between Waverley Road & St Ronan's Road.

I support the proposed restrictions between 1100 & 1200 & between 1800 & 1900 as the best solution.

I also support the proposals for double yellow lines, especially at the junction between Parkstone Avenue & Old Bridge Road. Bad parking at this junction often makes it difficult to negotiate in a car & impossible in a larger vehicle.

I have two questions. What will be the parking regulations on the south side of Parkstone Lane? Is it necessary to include the canoe lake side of St Helen's Parade in the MF zone? A better solution might be to extend the seafront metered parking to this section.

169. Resident, Parkstone Avenue

I'm very much in favour of the proposed parking zone, but wonder whether its operation for a mere 2 hours per 24 hour period will actually have much of an overall effect.

I've lived in Parkstone Avenue for many years and have seen a noticeable difference in both quantity and type of vehicles using and parking in the road. We have of course always had visitors to Canoe Lake and the seafront & we should welcome and provide facilities for them. However, in the last few years, there has been a considerable increase in commercial vehicles of one type and another parking in this road; owners or drivers of these vehicles appear to be non-resident and have presumably had to migrate here from other zones where parking restrictions apply or where there is insufficient space. These vehicles often appear late evening or overnight, disappearing again in the morning & are unlikely to be affected by the proposed MF scheme. It is also these same commercial vehicles which are driven down the road at top speed at unsocial hours; in this connection, Parkstone Avenue would really benefit from traffic-calming measures.

Having said all that, I would suggest that the MF restrictions are extended: perhaps, 11am-1pm & 5pm-7pm.

170. Resident, St Helens Parade

The parking issues experienced in this road are not totally addressed by the referenced proposed actions of a split period each of one hour duration when residents' parking is permitted, since that will continue to permit overnight parking of (habitated) motor homes or the overnight parking of commercial vehicles. We have experienced large vans under 5 tons occupying kerbside parking for 2/3 months at a time without moving and motorhome long term occupancy during the summer season. We think a better approach would be a two/ three hour maximum parking period with no a no return caveat, with an exemption for permit holder.

Seperately you may wish to investigate why other coastal towns such as Swanage and Broadstairs do not allow Motorhomes and commercial vehicles to park on, or close to, the seafront freeing up parking spaces to residents and visitors, yet PCC allow unrestricted parking on / close to the sea front. Such a restriction here would be instrumental in enhancing the attractiveness of the seafront area as the jewel in Southsea's crown.

Unclear if support or objection (outside zone)

171. Resident, Brading Avenue

a parking zone as described will simply move the parking problem - visitors who won't pay, people living outside who won't buy a permit and other white vans that are everywhere - to the next part of Southsea. This means us residents east of Festing Road. If you bring in zone MF you should bring it in all along the roads that lead off Eastern Parade as well

172. Resident, Brading Avenue

Although I don't live in that area I see their problem. However should this be passed.....as you well know from seeing the pattern that then Follows....it just impacts on the next area. Already we've seen an increase in large vans particularly, taxis, works vans and extra cars in our street since the zones moved along.

We already have significant parking problems because of the close vicinity of the very popular 10th hole cafe. On an average weekend, summers day, the street is packed. In summer people park here for free from early to late to visit the beach.

A classic example was Victorious. We returned from a holiday on the Sunday mid afternoon to find the street rammed, all accessible pavements parked over. Dangerous corners making

turning blind....we have a birds eye view of constant altercations. This is an average in summer and we anticipate Christmas to be the same.
A little later we walked up Francis Ave...zoned. Numerous spaces.

A zone proposed as MF or those in other areas will not address the problems in our area as every one is different. Ours is more of the type in Old Portsmouth. Something such as a 2 hour zone would enable the cafe to run but prevent the all day parking who avoid visiting and paying at all costs. As Brading is the widest Road it's a rat run and attracts the big vehicles. It's not unusual to have dumper trucks, camper vans, taxi minivans, and no one has any idea where they live. We see people coming in a car am. and swapping to a van then returning to park for the night.

So the time for a consultation on this area is already necessary and will be essential if MF is approved.

Unclear if support or objection (no address given)

173. Resident

I live in the area covered by this proposed zone and have a garage and driveway. I assume that, if I or visitors park across the driveway this will not require a permit as it does not deny a parking space to any other resident. Can you please confirm.

174. Resident

Before sending any representation I would appreciate clarification on the following:

Residents permits and visitors permits: Will these be available to each individual flat in the each block of flats within the designated area?

MF Zone: What does "MF" signify

It is noted that Residents permits are electronic – many residents are elderly without access to electronic devices. What provision, if any, is being made for them.

175. Resident

As a resident in MF Craneswater I am for resident parking but I am very critical of the times proposed. 11am-noon then 6pm-7 pm. Noon- 6 pm gives visitors time to enjoy the beach which means if residents go out we will not be able to return if it is a good day. 6pm -7 pm means people can park at 7pm till 11am next morning, meaning they can enjoy all public and private beach events. Again in good weather residents would be un able to get home. Even with no parking restrictions it can be very difficult to park late at night. I encourage you to review the times .

Appendix C: Confirmation of communications undertaken

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Proposed TRO published in local newspaper, The News*	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	

Notices displayed on affected roads*	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [REDACTED]
21-day consultation*	<i>Started: 26/11/2019</i> <i>Completed: 23/12/2019</i>	T. [REDACTED]
Public notice for proposed TRO published on Portsmouth City Council's website	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [REDACTED]
Proposed TRO available from ground floor reception	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [REDACTED]
Letters hand-delivered to properties in the affected area including public notice	<i>Started: 20/11/2019</i> <i>Completed: 26/11/2019</i>	T. [REDACTED]
Email / letter sent to respondents with time, date and location of T&T meeting	<i>Started: N/A</i> <i>To be completed: 20/02/2020</i>	T. [REDACTED]
Email / letter sent to respondents with notifying of decision made at the T&T meeting	<i>Started: N/A</i> <i>To be completed: 6/03/2020</i>	
	<i>Started:</i> <i>Completed:</i>	

(End of report)

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Parking Service

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

TRO 64/2019: Proposed MF Craneswater residents' parking zone, Southsea

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To make it easier for residents to find a parking space, particularly 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. To encourage people to think about how they travel to an area, for visiting,

working or otherwise

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

The informal survey on parking in the area was carried out in March 2019 (just under 2000 properties), within an area identified on the Residents' Parking Programme of Consultation as "MF". The survey showed a majority in favour of a residents' parking zone. However, the reasons given for the parking congestion from residents of some roads were more aligned with the adjacent MD parking zone. Therefore, the area surveyed as "MF" was split into an extension of the existing MD zone with an improved boundary road, and the remaining part has been consulted on with more appropriate operating times under the MF zone. In summary, the informal survey and feedback from residents did inform these proposals. Statutory consultation on the proposed MF parking zone took place via TRO 64/2019 between 26 November - 23 December 2019. The outcome of both consultations indicates that the majority of people who responded are in favour of the proposed controlled zone extension, and full details are within the published report.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Whilst this can be subjective and would not necessarily apply to everyone, the reason for proposing parking zones is the demand from residents. Residents can find themselves driving round nearby streets for some time trying to find parking spaces that are taken up (often for long periods of time) by vehicles used by people who do not live there. This can cause frustration and anger, and affect what people do and when, particularly being mindful of not being able to park if using their vehicles later into the evening. Some residents, such as shift workers, have no choice but to park some distance away from home and walk back, and some feel that parking illegally on double yellow lines, for example, is their only option. Therefore, parking zones may improve mental health and quality of life for some residents. Those who need regular visits by carers are less likely to find visits are delayed by the carer trying to find somewhere to park.

Regarding healthy lifestyle choices, parking zones can encourage people to think about how they travel to an area, particularly for work. Understandably, people rarely think about the impact parking all day in residential areas may have until restrictions are proposed or implemented. They can be encouraged to consider alternative, potentially healthier, ways of getting to work that they may not have previously given thought to, such as getting a lift, car-sharing, walking, cycling, using public transport or a combination of these.

The proposed parking zone is adjacent to Canoe Lake and the seafront. It may encourage families within Portsmouth to consider walking or cycling to the area when the weather is suitable, rather than automatically choose cars.

How are you going to measure/check the impact of your proposal?

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

A - Communities and safety

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Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The proposed residents' parking zone aims to benefit residents by enabling a turnover of parking spaces, making it easier to find a parking space when the demand for parking is highest, e.g. when returning home from work etc. and to prevent long-term parking by non-residents, 'blocking' spaces.

The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (often in the dark) as availability of parking spaces should be improved. This concern is sometimes reported by young females and older people, but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double

yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic.

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted permit holder times (4.30PM - 6.30PM), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day, for example.

How are you going to measure/check the impact of your proposal?

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The proposed residents' parking zone may reduce the need for motorised vehicle travel, and may encourage residents to reduce carbon emissions.

Parking restrictions can encourage people to consider alternative ways of travelling to an area, other than by single-occupancy private car. This can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality. The proposed parking zone is adjacent to Canoe Lake and the seafront. It may encourage families within Portsmouth to consider walking or cycling to the area when the weather is suitable, rather than automatically choose their cars.

Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant 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.

How are you going to measure/check the impact of your proposal?

Introducing residents' parking zones may have a positive impact as described above, even though it is not their sole purpose. Whether or not carbon emissions are reduced within an area is likely to be due to a number of contributory factors and policies, and therefore identifying specifically how an RPZ has contributed is unlikely to be measurable.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding-Will it proactively mitigate against a changing climate and flooding?

☐☒

In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B4-Natural environment-Will it ensure public spaces are greener, more sustainable and well-maintained?

☐☒

In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>
<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

As an alternative to the private car, local residents travelling independently from North End, Copnor, Fratton etc. could make shared travel arrangements, use taxis and buses, as a number of visitors do from out of town. Restricting parking can encourage people to consider alternatives, as high volumes of people arriving by private car can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas, and waiting for spaces with engines idling. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.

How are you going to measure/check the impact of your proposal?

Introducing residents' parking zones may have a positive impact as described above, although it is not their sole purpose. However, in conjunction with other Transport policies, restricting parking and eligibility for permits may reduce motor vehicle traffic congestion by encouraging people to consider alternative ways of travelling to an area, and may encourage residents to consider how many vehicles are linked to their households (permit costs etc). Where properties hold an HMO licence for 3-8 individual rooms, additional vehicles will be deterred from being brought into the area through the control of permits. This is not necessarily measurable.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Double yellow lines are proposed on unprotected junctions and bends, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic. They are considered on the grounds of road safety and traffic management. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Restricting parking can encourage people to think about how they travel to an area, and the alternative options available.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?

☐☒

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?

☐☒

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

☐☒

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Q8 - Who was involved in the Integrated impact assessment?

Nikki Musson, Senior Transport Planner
Kevin McKee, Parking Manager
Felicity Tidbury, Transport Planning Manager

This IIA has been approved by: Kevin McKee, Parking Manager

Contact number: 023 9268 8497

Date: 13 February 2020

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

Date of meeting: 27 February 2020

Subject: TRO 124/2019: Proposed extension to MD Kings area residents' parking zone

Report by: Pam Turton, Assistant Director, Regeneration

Wards affected: St Jude's, Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed extension to the MD Kings area residents' parking zone ("MD zone"), in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MD zone extension" means the area bounded by Waverley Road, St Ronan's Road and Albert Road (not including the MA zone), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 124/2019

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** That the extension of the MD Kings area parking zone proposed under TRO 124/2019 is implemented as advertised

3. Background

- 3.1** The MD Kings area residents' parking zone was introduced on 16 September 2019. The next area for informal survey is identified as "MF" on the Residents' Parking Programme of Consultation plan approved on 6 September 2019.

- 3.2** The informal survey of the MF area closed on 25 March 2019, and 313 of 1995 survey forms were returned (16%). Of those who responded:

- 54% felt a parking scheme would be helpful
- 41% felt a parking scheme would not be helpful

- 5% did not indicate either way

The majority of replies indicated that parking problems occur every day (57%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

Evening 32%	Overnight 28%
Morning 14%	Afternoon 20%
Unanswered 6%	

3.3 As shown on the Residents' Parking Programme of Consultation plan, boundaries are indicative and the accompanying report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Therefore it is possible to propose amended zone boundaries, which in this case has resulted in a proposed extension to the MD zone and a revised MF zone covering the remaining area surveyed.

3.4 The causes of parking congestion highlighted by local people are different depending on whereabouts they live within the area identified on the Programme as "MF". This contributed to the proposal to split the area surveyed as "MF" into an extension of the MD zone and new MF zone for the remaining area covered by the informal survey.

3.5 A breakdown of the informal survey results from the respective roads within the proposed MD zone extension and proposed MF zone is as follows:

MD Kings area zone extension (41% of replies)	MF Craneswater zone (59% of replies)
<ul style="list-style-type: none"> • 50% felt a parking scheme would be helpful • 45% felt a parking scheme would not be helpful • 5% did not indicate either way 	<ul style="list-style-type: none"> • 57% felt a parking scheme would be helpful • 39% felt a parking scheme would not be helpful • 4% did not indicate either way

3.6 After the MD zone was introduced in September 2019, feedback from residents of Waverley Road and side roads such as Gains Road and Allens Road indicated a preference to be included in the MD zone. The reasons given for supporting permit parking were more aligned with those of the MD zone, which operates 4.30pm-6.30pm. These reasons are set out in paragraph 5.3.

3.6.1 As it was possible to accommodate this feedback, statutory consultation has been undertaken on a proposal to extend the MD zone eastwards to St Ronan's Road, which itself forms a suitable boundary road with only one junction to the east (Old Bridge Road). Residents' concerns over Waverley Road as the boundary road are largely resolved by the formal proposal to extend the parking zone to St Ronan's Road. All properties and parking bays will be in one parking zone (MD).

3.6.2 A separate formal consultation was undertaken on the remaining area surveyed under "MF", via TRO 64/2019, for a parking zone to operate as MF permit holders only between 11am-12noon and 6pm-7pm. During the informal survey, residents of that area indicated the following causes of parking congestion:

- Visitors to Canoe Lake and the seafront
- Problems peak on sunny days, weekends, school holidays and public holidays

- Motorhomes
- Event parking
- Commercial vehicles parking overnight

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 124/2019 took place 26 November - 23 December 2019, allowing extra time due to the time of year. Statutory consultation is not the same as a survey, which gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.
- 4.2** 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 and may attend the subsequent public decision meeting, and address the Cabinet Member if they wish. The Council has an obligation to consider any objections received (see paragraph 8.4 of Legal Implications).
- 4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (30) and copies of the proposal notice and accompanying letter were delivered to every property within the proposed MD parking zone extension (961).
- 4.4** 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 extension to the MD parking zone is summarised in this section. Full responses are reproduced at Appendix B.
- 5.2** 111 people responded to the proposed extension of the MD Kings area parking zone under TRO 124/2019. Of these;
- 74 indicate support for the proposals (69 from within the proposed zone)
 - 26 indicate objection (19 from within the proposed zone, 2 from outside)
 - 11 are unclear either way (11 from within the proposed zone)

10 respondents did not provide an address.

- 5.3** The informal survey, formal TRO consultation and feedback from residents identified the factors that contribute to parking congestion in this area of Southsea as:
- Displacement from nearby parking zones
 - Households having too many cars
 - Commercial vehicles parking overnight

- 5.4** A number of people supported or queried the new double yellow lines proposed under this traffic order. Essentially, double yellow lines are proposed on unprotected junctions and bends for safety reasons, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road.
- 5.5** Concerns about parking displacement eastwards of the new zones were raised in response to the consultation. This area is included within the Residents' Parking Programme of Consultation, and preparations are underway to survey the areas identified as "MG", "MH" and "MI" simultaneously later this month (February). The results will be published in March.
- 5.6.** Following the response to the statutory consultations on previous parking zones proposed to operate for 2 hours a day, the FAQ section of the information letter was expanded to include details of Visitor permits, the cost of Resident permits and how parking zones work when restricted to permit holders only for 2 hours a day. By doing this, fewer of these queries arose during the statutory consultation on the MD zone extension:
- 5.6.1** Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits within a zone operating for 2 hours only each day. If visitors are likely to be parked within the MD zone during the 4.30pm-6.30pm restriction, then a Visitor permit would be required - the minimum cost of £1.15 authorises *up to* 12 hours' parking. This means that different types of Visitor permit do not need to be produced for each individual parking zone; they simply include a zone identifier. 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. 24-hour Visitor permits are less likely to be used in some RPZs, but the product remains available.
- 5.6.2** Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested, but the minimum cost would remain at £1.15 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 and then further permits would be required at additional cost.
- 5.6.3** Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes (permit and penalty charge notice administration, enforcement and maintenance) are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs.
- 5.6.4** Higher costs for the second and, if applicable, third Resident permit per household aims to encourage residents to consider how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

- 5.7** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. 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 pupils from schools, for example.

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 extension to the MD Kings area zone aims to better manage the parking and how it is used, improving the overall balance of parking opportunities.
- 6.2** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed on all sides. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality.
- 6.3** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.4** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.
- 6.5** 24-hour parking zones are no longer automatically promoted, 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 a more effective deterrent and are more efficient to enforce.
- 6.5.1** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. 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.
- 6.6** 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), whilst recognising the nature of the evening economy in nearby Albert Road in particular.

- 6.6.1** As an alternative to the private car, visitors to the area may consider walking, cycling, or using taxis and local buses. Many people already make use of local bus services and taxis to attend the entertainment premises on Albert Road. Local residents travelling independently from North End, Copnor, Fratton etc. could make shared travel arrangements, as a number of visitors do from out of town.
- 6.7** Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.
- 6.7.1** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.

7. Integrated Impact Assessment

- 7.1** An integrated impact assessment has been completed and is published alongside this report.

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 amount of income generated since the MD Zone was implemented has resulted in income of £71,250 for all permit income, the original estimate was £62,000 just for first permits. Income from Visitor scratch cards and other business permits has been around £28,000.
- 9.2** The set up costs for the original and the extension of the zone will be in the region of £77,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. This cost was be met from the On Street Parking Budget.
- 9.3** The cost of enforcing and administering the entire including the extension is expected to be £40,000. This will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs 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.
- 9.4** It is difficult to estimate the amount of income that could be generated from the extension of the 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.
- 9.5** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MD zone extension there are 961 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,140. 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.
- 9.6** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £19,200 per annum in first permits alone.
- 9.7** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to

actually predict what the cost and the income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

.....
Signed by:
Pam Turton
Assistant Director Transport

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
111 emails / letters in response to TRO 124/2019	Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation report (September 2019)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)
17 emails in response to MD zone's effect	Portsmouth City Council's "Engineers" inbox, Outlook storage

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

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

Appendix A: The public proposal notice for TRO 124/2019

THE PORTSMOUTH CITY COUNCIL (MD ZONE EXTENSION) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.124) ORDER 2019

26 November 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 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 **by 23 December 2019**

Please tell us whether you support or object to the proposed parking zone

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 (£120/year from 1 January 2020)

£300.00/year for third permit - if parking zone capacity allows

Visitor permits (for visitors to residents)

£1.10 for 12 hours (£1.15 from 1 January 2020)

£2.10 for 24 hours (£2.15 from 1 January 2020)

Business permits (only issued to businesses operating within the parking zone)

£140.00/year for first permit (£150/year from 1 January 2020)

£280.00/year for a second permit (£300/year from 1 January 2020)

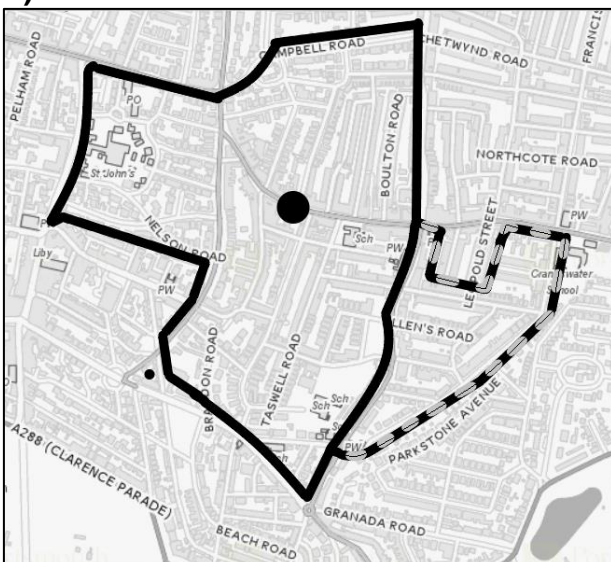
£590.00/year for each subsequent permit (£630/year from 1 January 2020)

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.

A) MD ZONE BOUNDARY AND EXTENSION (Dashed line) (Larger dot = Albert Road)



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B) MD PERMIT HOLDERS ONLY 4.30PM-6.30PM

Within marked and signed parking bays on the sides and lengths of the following roads where on-street parking is currently unrestricted:

1. Allens Road
2. Gains Road
3. Herbert Road
4. St Ronan's Avenue
5. St Ronan's Road
6. Waverley Grove
7. Waverley Road
8. Welch Road

C) MD PERMIT ENTITLEMENT: All properties within the MD zone boundary shown at Part A, including Craneswater Junior School (St Ronan's Road)

D) NO WAITING AT ANY TIME (double yellow lines)

- | | |
|--------------------|--|
| 1. Herbert Road | (a) East side, a 3m length north of St Ronan's Road
(b) North side, a 3m length west of Welch Road |
| 2. St Ronan's Road | (a) North-west side, a 5m length north-east of Herbert Road
(b) North-west side, a 3m length south-west of Herbert Road |
| 3. Welch Road | West side, a 2m length north of Herbert Road |

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk search 'traffic regulation orders 2019' and select 'TRO 124/2019'. 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 or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 124/2019** by **23 December 2019** stating the grounds of objection/support.

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

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

Appendix B: Public views (please note emails and letters have been replied to with the information provided within this report, or with additional relevant details)

Support for proposed MD zone extension (within extension area)	
1. Resident, Albert Road	A very quick question to you. Am I going to be eligible for a permit? I absolutely support the proposals, as it would mean that I would start to use my car more again, freeing up a space during the day for someone that needs to park.
2. Resident, Allens Road	I wholeheartedly support the extension of the MD parking zone to include our road and those around it.
3. Resident, Allens Road	I wish to support the idea of extending the parking permit zone in southsea MD to include the new streets including Allens Road as I can't find a parking spot not even on weekends. I am happy to pay for the year permit. Thank you and please keep me posted once is approved to apply for the parking permit
4. Resident, Allens Road	I support the proposed parking zone. Let's do it.
5. Resident, Allens Road	I am writing to confirm support of proposed extension to MD Kings area residents' parking zone (TRO 124/2019).
6. Resident, Allens Road	I am writing to confirm support of proposed extension to MD Kings area residents' parking zone (TRO 124/2019).
7. Resident, Allens Road	We fully support the proposal for extending the MD parking zone to include our road Allens Road. We need to be part of the zone as since it has been introduced we literally have nowhere to park.
8. Resident, Allens Road	My husband and I support the extension of the MD zone as proposed, and wish it would happen as quickly as possible. The scramble for parking spaces from 4.30pm onwards every day is not only soul destroying as there is significant displacement parking by car and van owners from the parking zones a short distance away but also dangerous as people are looking for spaces and not at the roads. I have seen many near misses at this junction. Parking has never been great round here but it has been made significantly worse by incremental introduction of parking zones. Now we have no choice but to support a parking permit scheme and an extension of the MD zone As we arrive back from work after 6pm we usually park a 5 to 10 minute walk away. This is not unusual and part of living in a city. However, there a significant number of commercial vans some very large removals vans and trucks that are taking up several parking spaces. I think this is something that should be looked at.

<p>To confirm we support the extension of the MD parking zone.</p>
<p>9. Resident, Allens Road Further to the communication from Portsmouth City Council in November to residents of Allens Road, Southsea, I am writing to express my support of the proposed extension of the MD parking zone.</p>
<p>10. Resident, Allens Road Further to the consultation on extending the parking zone for MD eastwards, I write to give the proposal my full support. Since the introduction of zones in all of the surrounding areas, parking has become very challenging in Allens Road and the surrounding non-permitted streets. As a working mother who often gets home late and with young children, it is often impossible to park near my house when I need to. Including us in the zone will mean people with second and third cars can no longer use our road as a free parking area so hopefully this will resolve the problem.</p> <p>I still think it would be a benefit to local businesses if there were some metered spaces along Waverley Road or similar.</p>
<p>11. Resident, Allens Road I am writing to you in reference to the permit application - TRO124/2019. I currently pay insurance to have 'off-street parking' where I have been driving around for 20-30 minutes of returning home from work.</p> <p>There have been numerous amounts of times where I return home at 5:30pm during the week for there only to be other cars not from these roads referenced as 'MD' permits, vans parked overnight etc.</p> <p>Therefore I am in favour of this to be implemented. Please do not hesitate to contact me further if you require any other information.</p>
<p>12. Resident, Allens Road I'm writing to (reluctantly) support the proposed MD zone extension as the parking situation in Allens Road since the MD zone was introduced has predictably got considerably worse.</p> <p>However, I'm not aware of any official consultation around the extension of MD vs the originally proposed MF zone for Allens Road that your letter seemed to imply: I would prefer to be in the originally proposed MF zone but I guess that's not an option now</p> <p>I written before about the unfairness of the piecemeal parking zone introduction, particularly to those living near zone boundaries. I've proposed/queried in the past why people couldn't be members of 2 zones (not city wide as the Tories proposed)? Given this is all done electronically now, surely it wouldn't be overly onerous to allow residents to be members of their zone and to nominate an adjoining zone to also park in to alleviate the unfairness on boundary dwellers? You could also allow residents without a zone but surrounded by zones (and consequently suffering from displacement parking) to become members of a bounding zone?</p>
<p>13. Resident, Allens Road Please, please, please, extend this zone into the dotted marked zone</p> <p>My feelings have been well documented in an email conversation that I have been having with the politicians and PCC parking officers since the MD zone was first introduced.</p>

<p>It has been awful for Allens Rd and we need this extension.</p>
<p>14. Resident, Gains Road I strongly support this zone extension. Since the parking zones have been introduced in the streets surrounding our road, parking has been even more of a nightmare. I have very young children I carry in a car seat and often have to park two streets away from our house. It's really stressful and have considered moving because of it. Please set up this zone ASAP.</p>
<p>15. Resident, Gains Road I think extending the MD parking zone to include our road is a very good idea.</p>
<p>16. Resident, Gains Road I'm response to the proposed extension of MD zone, I fully support the proposal.</p> <p>I have previously contacted both yourselves and a local Cllr in relation to this issue, as the introduction of the MD zone as it currently exists has made the displacement impact intolerable in Gains Road. My views are that:</p> <p>A) the introduction of a parking zone is the only way of alleviating the current lack of parking which now exists 24 hours of the day since the MD zone was introduced, and</p> <p>B) I am fully in support of extending the MD zone as opposed to including us in a new craneswater zone.</p>
<p>17. Resident, Gains Road While I would prefer not to have to pay for parking permits, given the change in the availability of parking in Gains Road, as a result of the recent MD zone introduction I support an extension of the zone into the areas proposed. Just observing the parking availability in the MD zone at peak times and the lack of availability in the adjacent roads means that there is overspill from the new zone and also we have seen cars left on Gains Road for days on end which are clearly not from residents in the street.</p> <p>Please keep us informed of progress and how to go about arranging permits as required.</p>
<p>18. Resident, Gains Road I am writing to say that I support the proposed extension to the MD Kings Area parking zone.</p> <p>I am curious, however, why the 'geographical layout' of the area, as explained on the recent letter, has only now been considered in the planning. In other words, why wasn't this part of Southsea included in the initial zone? What has changed?</p>
<p>19. Resident, Gains Road Just to let you know I support the parking zone.</p>
<p>20. Resident, Gains Road Thank you for the notification of the proposed extension to MD Kings area residents' parking zone.</p> <p>I fully support the proposed parking zone.</p>
<p>21. Resident, Gains Road I have to support this proposal for Gains Rd to be included in the MD zone. I do so reluctantly as the entire scheme is baffling, frustrating and (given the hundreds of empty spaces in the MD zone every evening) unnecessary. That said, in order to stand any chance of parking near my home during evenings or weekends, I support the implementation of the extension.</p>

<p>- Can you clarify; if there is not enough support for the extension will we go back into the original proposal of an MF Craneswater Zone? I was told by your department that the MF zone would be consulted on at the end of October. In keeping with this whole process, that information has not been updated, so I am unaware where we stand.</p>
<p>22. Resident, Gains Road I wish to support the proposals for parking zones in my street (MD Permit Holders only 430pm - 630pm).</p> <p>My only feedback would be to consider making this zone a blurred zone (I.e. where you can park in either zone) with the Craneswater area (eg Old Bridge Road and Craneswater Avenue) because if we are unable to park in our new MD zone despite the restrictions for non residents, this is where parking is likely to be available, rather than back towards the Waverley Road zone etc which still gets busy at night.</p> <p>Regardless of the outcome of the Craneswater area when it comes up for consultation, I can confirm I support your proposals for Gains Road as cited in your letter dated November 2019.</p> <p>Please confirm receipt of this email.</p>
<p>23. Resident, Gains Road We are in favour of the MD zone extension. Ideally we would like one permit free, then chargeable thereafter.</p>
<p>24. Resident, Gains Road I wish to agree to the extension of the parking zone to include Gains Road. Parking has become impossible in my road, due to overspill of other nearby parking zones, students having cars and leaving them in unrestricted areas, homes having multiple cars, and the dumping of trade and holiday vans.</p> <p>However, I do not think it's fair that everyone should pay the same permit fees; a small, environmentally friendly car should not be subject to the same fees as an SUV, a large saloon car, or a van. It is also wrong that a motorbike does not need any permit, yet takes up the same size space as a Smart car.</p>
<p>25. Resident, Gains Road As much as I am not a fan of permit parking I am looking forward to Gains Road becoming one as it is just a nightmare at the moment trying to find some where when I get home from work and you can see all the empty spaces in Zone D because they have decided not to purchase a permit and park in my road.</p> <p>Also have you had any thoughts on making some of the roads one way!!!</p>
<p>26. Resident, Gains Road Thank you for your letter regarding the parking proposals. We fully support residents parks on Gains Road and being part of the MD zone. However, we would like the time period on Gains Road extended to 7 or 8pm as most of us work long long hours. We feel that 6.30pm is early enough for traders to hang around on and about Albert Road and still park in our road overnight.</p>
<p>27. Resident, Gains Road I very much support the introduction of a residential parking scheme</p>
<p>28. Resident, Gains Road I strongly agree with the proposed extension to MD Kings area residents' parking zone.</p>

Further more as Gains Rd is constantly used as a rat run to avoid the traffic lights on Albert Rd, I feel we should either be made one way as currently often several cars are having to back up into oncoming traffic in Waverley Rd to allow this rat run traffic (lots of taxi drivers) which is extremely dangerous. This is a daily occurrence.

29. Resident, Gains Road

I support the extension of the scheme as proposed in the document referenced above.

In addition, I would urge you to solve the Gains Road rat-run and shortcut by making the road one-way between Waverley Road and Welch Road. The number of "I-refuse-to-reverse" stand-offs is ridiculous, particularly with taxis and Ubers, who seem particularly brainless.

Logic suggests (IMO) that the one-way should allow traffic to move from east to west but either direction would be an improvement.

30. Resident, Gains Road

I am writing to you to express my support for the proposed extension of the MD Kings parking zone. I believe it is the best way of alleviating the problems of parking in our streets.

31. Resident, Herbert Road

We FULLY support the proposed extension to the MD zone to include our road. We have a couple of MOHs in the area and often find our road overfilled with parked cars which do not always respect the yellow lines/white lines

32. Resident, Herbert Road

We would like to support the extension to the MD parking zone to incorporate the road we live in, Herbert Road.

33. Resident, Herbert Road

I am writing to support the proposals to extend the MD parking zone that were circulated.

I find it difficult to park within a reasonable distance of my home. A problem that has got worse in recent months.

Daytime parking

I have noticed an increase in cars parking on Herbert Road and the surrounding streets following the implementation of the MD parking zone. Prior to September 2019 it was relatively easy to get a parking space on Herbert Road or Welch Road during the day, now it seems to be increasingly hard to park on these roads.

Evening and overnight parking

The new MD parking zone, introduced in September 2019, has made it very difficult to get a parking space when returning home in the evening – it is hard to park on roads such as Herbert Road, Welch Road or Allens Road after 5pm and near impossible after 7pm. This means that I have to park on roads such as Craneswater Avenue, Festing Road and other roads further away causing inconvenience for me. This also impacts on the residents of these roads who then presumably are unable to park nearby.

Commercial vehicles

Herbert Road and St Ronans Road in particular seem to suffer from commercial vehicles such as vans and other delivery vehicles being parked regularly on the streets and seemingly not linked to residents of these roads. The presence of these vehicles reduces the availability of parking space for residents. It also makes the streets more dangerous for

pedestrians, especially children, as it reduces visibility when crossing the road. Many of these vehicles seem to be parked for several days at a time.

Emergency vehicle access

Herbert Road and St Ronans Road have several care homes and other facilities. These homes often require attendance by ambulances and other emergency vehicles. The lack of available parking spaces means that often the drivers have no choice but to park on the road, usually blocking it and disrupting other traffic.

Seasonal variations

The area suffers increased congestion in the summer due to more visitor parking. This is especially evident during events such as Victorious on the Common.

Traffic control measures

I would like to see the revenue raised from the parking zone used to encourage more use of sustainable transport and to make the roads safer.

I fear that the restrictions on parking may result in increased speeding of traffic, especially on St Ronans Road, as a result of fewer cars being parked on the road. I would like to see greater enforcement of the 20mph speed limit and traffic calming measures to reduce the number of cars using St Ronans Road as a cut through. In particular I would like to see action taken at the St Ronans Road/Albert Road junction around the entrance of Craneswater School to reduce traffic.

34. Resident, St Ronans Avenue

Firstly I am supporting the extension to the MD Parking Zone, but only because of the problems caused in this area by adjacent parking zones.

Secondly how can you justify a 20% increase for a second permit (inflation is currently under 2%). It is becoming obvious the Liberal Democrats are trying to get as much money as possible from car owners using these Parking Zones.

35. Resident, St Ronans Road

I am now completely in favour of the proposal to extend the MD parking zone from Waverley Road eastwards up to and including St Ronans Road.

I feel I have no choice but to be in favour as since the introduction of residents parking to the areas that border our zone parking has become a nightmare in St Ronans road with neighbour pitting against neighbour for spaces and frequently having to park as far away as the seafront. This is completely unacceptable as council tax payers we should have as much right to parking as our neighbours in other zones. The situation is driving a huge rift in the local community. The problem is caused by displaced vehicles and a huge number of commercial/student vehicles wanting to avoid a permit charge.

This cannot happen soon enough and I hope that it will be quick and not, as rumour has it, another year in the waiting

36. Resident, St Ronans Road

I am whole heartily in favour of the proposal to extend the MD parking zone from Waverley Road eastwards up to and including St Ronans Road.

Since introducing residents parking zones to many of the areas that border our zone, parking has become a total nightmare in the St Ronans Rd area, creating a situation that is inequitable with surrounding areas.

Consequently, we now have significant amounts of displaced parking competing for very



limited space which is further exasperated by the number of commercial/student vehicles that now look to park in this area to avoid permit fees elsewhere, often for extended periods.

From speaking with many of my neighbours, there is a resounding consensus that this extension could not happen fast enough.

PS. To my neighbours that I have copied in on this response could I encourage you to also to support this proposal by responding favourably to engineers@portsmouthcc.gov.uk as in past a lack of positive response has led to us being left behind other zones leading to situation we are in now. (Please also share with neighbours whom I have not got e-mail addresses for).

37. Resident, St Ronans Road

I fully support the residents parking proposals for the above MD zone.

My only concern is the time of the restriction of 2 hours.

You say this is when the majority of people return from work.

I'm sure there will be many who work unsociable shift work.

I do not arrive home between 4.30 - 6.30 and would have preferred to see the restrictions extended by a further 2 hours at least.

I live in a flat in a multiple occupancy address, will each flat be allocated a permit?

I am just writing to ask if there are any developments with the above resident parking scheme.

I live in St Ronans Road and would like to let you know how difficult parking is now, due to displaced parking.

It's like living in a builder yard at times.

I'm unable to park anywhere because of the Take and Tip trucks, furniture removal vans, even a resident cherry picker, to name a few.

Having spoken to residents of areas already in the scheme, Duncan Road and Boulton Road who tell me it's the best thing that ever happened.

The sooner we have the scheme introduced the better.

At the moment my life revolves around whether or usually not, will I be able to park in the vicinity of home or within walking distance.

Thank you for taking the time to read my pleas for permits.

38. Resident, St Ronans Road

We were delighted to received the update on the proposed extension of the MD parking zone to include St Ronan's Road and I'm writing to say we are both in total support of this. The sooner the better!!!

Thank you for re-considering the initial plans to speed this parking nightmare in St Ronan's along. Fingers crossed everyone else is in support of it.

Thank you.

Are you allowed to indicate if you've had a good response yet and if the majority are supporting the proposed extension?

39. Resident, St Ronans Road

I write to notify you that the residents of this property in St Ronan's Road wholeheartedly support the proposed extension to the MD parking zone.

40. Resident, St Ronans Road

I am writing in favour of the above extension.

Parking along this road was made difficult when the MC parking scheme was brought in at the beginning of the year. There are a large amount of displaced vehicles (particularly vans) which come and park along this road. The area outside Craneswater school is often full by 5pm and therefore entry in and out of St Ronans road is very difficult at peak time - whereas prior to that it never used to get busy until 7-8pm.

Since the MD scheme started it has become horrendous. Particularly around 18.30 when there it is so difficult to find a space.

We are therefore left with little alternative but to vote in the scheme - I am very aware this will just be moving the problem elsewhere.

Please can you confirm to me the timeframes around such an extension. Views need to be submitted to you by the 23 December - if the result is favourable what is the process/timeframe for such an extension to be implemented? It is really impacting peoples lives.

41. Resident, St Ronans Road

I write to confirm that I fully support the proposal to to extend the MD Parking Zone to include St Ronans Road.

Further to my support. I will ad that my preference would be longer restrictions then the 2hrs proposed.

42. Resident, St Ronans Road

I fully support the introduction of the MD Zone extension. By creating the other zones a massive overcrowding of cars has happened in our area. I never park near my house and I feel especially sorry for those elderly citizens and young families who are having to park miles away. I welcome the introduction and hope that the commercial vans and student cars that are left permanently in our road will be forced to move.

43. Resident, St Ronans Road

I wish to have my support for the MD parking zone extension (ORDER NUMBER 124/2019) noted.

44. Resident, St Ronans Road

I fully support this extension- I am fed up of struggling to find a parking space which has got steadily worse as more zones that are introduced elsewhere around this area.

My only question would be how soon after the 23rd would the extension come in?

Well that time line is disappointing- I was hoping as it was an extension it would be in by January. Having arrived back at 4.45 tonight St Ronans Road was completely full even in the restricted areas and this is becoming far too common.

45. Resident, St Ronans Road

Both myself and my wife are in favour of the proposed extension to include St Ronans Rd

<p>46. Resident, St Ronans Road I support the extension to the MD ZONE EXTENSION.</p> <p>Since the introduction of the MD Zone the following incidents have occurred:</p> <ol style="list-style-type: none"> 1. On two occasions, a car has parked across our driveway overnight and remained until the following afternoon. This has prevented us from using either of our cars as access to our garages was blocked. 2. We have also noticed cars parked in our road and the driver collected by a person in a second car. These cars have been left for up to 2 weeks. 3. We also experience more vans parking overnight in our area, with some parking on corners of junctions and causing additional dangers for cyclists and pedestrians.
<p>47. Resident, St Ronans Road I support these proposals.</p>
<p>48. Resident, St Ronans Road I am writing to let you know that I am in favour of the extension of the MD zone to include St Ronans Road where I live. We need to consider how we deal with the high number of commercial vehicles that are parked on residential roads. This is effectively free storage for what are usually national companies. It is likely that these larger vehicles will now move to other residential streets near by. PCC should consider how to deal with this issue in the longer term.</p> <p>I have also increasingly noticed that many vehicles are being parked across the tactile dropped crossings where old bridge road meets at Ronans road. I believe that this is likely to be as a result of overspill from other neighbouring RPZs. I notice this almost on a daily basis when I leave early 630. Perhaps regular ticketing would educate those who people who park inconsiderately?</p>
<p>49. Resident, St Ronans Road I should like to support the proposed parking zone. I in a one car household . Parking near my property has become more of a problem especially since adjacent parking zones have been set up. Now cars and commercial vehicles, including removal vans, park in the road both overnight, at weekends and for extended periods. I am not convinced that ever extending parking zones is the best response, rather greener whole picture solutions should be the answer. Improving and joining up public transport, more, better regulated cycling lanes, more park and ride schemes and a fair congestion charge scheme.</p> <p>However selfishly I want to avoid the increasingly long walk, especially at night to park my car, and a resident's parking zone seems an interim way to stop this.</p>
<p>50. Resident, St Ronans Road I am writing to show my support for the proposed parking limitations in st Ronans road. Having lived here for over a decade it has become even more farcical trying to park near our home this last year. Often the road is full of large business vehicles such as trucks, lorries and large transit vans. Mixed in with the school staff and nearby areas being permitted has seen a dramatic increase in the number of vehicles attempting to park in st Ronans road. In conclusion I fully support the proposition for time restricted parking and vehicle permits.</p>

<p>51. Resident, St Ronans Road</p> <p>I am in support of the above parking zone being extended to my area of Saint Ronans Road.</p> <p>It has always been difficult to park in our road however it has become increasingly difficult since the implementation of the MD parking zone has come into effect. For the last month it has been virtually impossible to park near my house from 4pm until 7pm.</p> <p>I believe including Saint Ronans Road in the current parking zone will be of great benefit to the residents in my road.</p>
<p>52. Visitor, St Ronans Road</p> <p>I'm not sure who to contact on this matter. An address on St Ronans Avenue repeatedly (every day) park all three of their cars across the road which obstructs access to other houses at the end of the road.</p> <p>Sometimes going as far as the centre or further on the road. This can also be seen on google street view.</p> <p>As the only house without a drive, they block all other residents as there's only space for one car. Will permits be added to the road and will this prevent this from happening in the future?</p> <p>That's good to know, thank you for sending this over. I think it's a case of they've always done it so people allow it.</p> <p>It does inconvenience a lot of the residence especially late at night/early morning if they're blocking others in. I've asked them a number of times, as have residents to move their car with no apology.</p> <p>As for the proposed parking zone, it would definitely be welcomed especially if only one car would be allowed to be parked here.</p>
<p>53. Resident, Waverley Grove</p> <p>Permitting is absolutely essential for residents and has our complete support. Parking has always been tricky but since the permits were introduced to nearby roads in recent months it has become nearly impossible - certainly at weekends and after 4pm.</p> <p>We are inundated with commercial vehicles - as I look outside now I see 3 vans and a removal lorry - parked here but servicing residents.</p> <p>It is not uncommon for us to have to - certainly on a Friday - park in Craneswater or even further afield - a nightmare to the elderly with shopping or this with young children.</p> <p>The permits therefore have my whole-hearted support and need to be implemented asap.</p>
<p>54. Resident, Waverley Grove</p> <p>I am delighted with the increasing boundary of the MD zone due to the nightmare parking situation currently in this area.</p> <p>I would however like to see an increase on the time at which this is in effect as many of us in this road do not finish work daily gone 6pm so will miss out in getting primary parking.</p>
<p>55. Resident, Waverley Grove</p>

We support the creation of the above zone.
<p>56. Resident, Waverley Road</p> <p>We support the proposed extension to MD Kings Area residents' parking zone (TRO 124/2019)</p> <ul style="list-style-type: none"> - glad that the council has taken account of resident responses in the survey - St Ronans Road is a more natural boundary for the Kings Area zone than Waverley Road - like most other residents we find parking increasingly difficult and this proposal feels like a practical , common sense measure that "fits" the parking situation as we see it in our part of Southsea
<p>57. Resident, Waverley Road</p> <p>View: Support MD Zone eastward</p> <p>I have written to the council many times regard parking issue and still hold, although I welcome parking permit for MD zone it has been ill-conceived by the gradual phasing system you've deployed, and the fact still cannot park outside my house and see spaces from my window and can't use unless have to move my car between 4:30-6:30pm and 8am, consequently angers my wife and I. We live around where MD zone currently ends - it like the Berlin Wall, can see multiple space, but can't utilise them or if we do, are required to move our car; it's preposterous and equally frustrating the displacement and inconvenience we endure and consequently some issues are below (this is not an exhaustively list):</p> <ul style="list-style-type: none"> • unable to park outside home • parking away from home involves variable 5-10 minute walk - shopping is problematic • feel less safe at night because parking inaccessible (we take taxis but doesn't decrease city emissions) • need to park and use street far as Craneswater Park and Salisbury Road - is this acceptable? Unfair for these residents <p>Overall, please include Waverley Road, Southsea in the MD Zone asap. This impracticable parking misery has to end and some residents are in discussion whether to convey their feeling to local and national journalist considering the hell of ill-thought out parking zone implementation.</p> <p>Please consider resolving issue by expanding MD Zone which your power will allow at the earliest opportunity.</p>
<p>58. Resident, Waverley Road</p> <p>I support the proposed extension to the MD parking zone</p>
<p>59. Resident, Waverley Road</p> <p>I am emailing to let you know that I support the proposal.</p>
<p>60. Resident, Waverley Road</p> <p>We write to wholeheartedly support this order which extends zone MD eastwards to the south of Albert Road.</p> <p>This neatly solves the parking problems that residents in Waverly Road are suffering.</p>
<p>61. Resident, Welch Road</p> <p>In our household we support the proposed extension to the MD Zone</p>

<p>62. Resident, Welch Road I am in full support of the proposed extension to MD King's Area residents parking zone. As a resident of Welch road it is now impossible to park after 4pm and most of the time throughout the weekend.</p>
<p>63. Resident, Welch Road Now that parking zones have been introduced in certain areas of Southsea, it has made parking impossible. Therefore we support parking zones in the area east of Waverley Road so we might be able to park again on our own road.</p>
<p>64. Resident, Welch Road I support the proposal to extend the residents parking zone to Welch Road.</p> <p>I am finding it very difficult now to park anywhere near my house.</p>
<p>65. Resident, Welch Road We would like to confirm our support for the scheme extending into our residential street.</p>
<p>66. Resident, Welch Road I support the proposed extension to the MD residents parking zone.</p> <p>Now I just need my partner to get a job in the city so we only need the one car!</p>
<p>67. Resident, Welch Road I support the extension of the MD Zone Boundary in Southsea.</p> <p>Parking has been a bloody nightmare since the MD zone came in.</p> <p>Sooner the better.</p>
<p>68. Resident, Welch Road Now that parking zones are happening across Portsmouth, it is imperative that the MD zone is extended as proposed, and as quickly as possible.</p> <p>From 4.00pm onwards each day, there is a very dangerous situation where people are driving around looking for somewhere to park in these few streets which are still a free for all. They are looking down the other streets, but not at the actual road ahead!</p> <p>Yesterday I had to park elsewhere which is absolutely fine. But when I walked back to my house there were at least 6 commercial vans.</p> <p>I also wonder if there can be a reconciliation of available parking spaces. St Ronans Road is an example where there are long stretches of drop down pavements and white lines where there is no drive or a drive which has had a wall built which shows they don't use the drive. One has a large tree growing in a disused drive.</p> <p>There are drop down pavements on every corner and nursing home for disabled access so that isn't a reason.</p> <p>I realise that there will be further displacement parking and the perfect solution doesn't exist.</p>
<p>69. Resident, Welch Road I support the extension to the MD parking zone (TRO 124/2019) parking has been terrible since the MD zone began</p>

Support for proposed MD zone extension (no address given)

70. Resident

I support the extension of the MD parking zone.

71. Resident

Given the disastrous roll-out of the parking zones, clearly we have no option but to require the parking zone extension that you are proposing. We do understand that there are too many vehicles in Portsmouth but we have a number of concerns:

- 1) We fear that this will negatively affect the businesses in Albert Rd as fewer visiting car owners will be able to shop after 4.30 (fighting for the few spaces within the 5-7pm zone).
- 2) Craneswater area will now suffer further with the displaced parking (the number of commercial vehicles in the area is ridiculous with everyone from Removal vans, delivery companies and gas companies, to name but a few, parking overnight and for lengthy stays).
- 3) Visitors to Portsmouth will not be able to park and enjoy Portsmouth as they will have nowhere to park so they may not come to the seafront as much. This will affect the cafes and restaurants and other tourist attractions.
- 4) You have massively reduced the cost for the 3rd vehicle permit and clearly feel that, adding a 20% increase on the 2nd vehicle permit is required to cover your costs. How will we have any control over these costs?

We were just wondering if there is a long-term plan. We're sure you have looked at places like Freiburg in Germany and how they managed their congestion. We could really do with something more full-proof and long-term being put in place that works for residents and visitors alike. Portsmouth is a wonderful City so it would be lovely if we could continue to improve it.

Thank you for your detailed response. We understand no size fits all and that you are doing your best to resolve the issues. I'm sure you will do your utmost to ensure that businesses are not unduly affected.

We do desperately need the parking zone and so are in favour of it. It negativity is because we hadn't needed it prior to implementation elsewhere. Having said that, if other areas were having a really bad time of it then we can understand why they voted for it.

In short - we need the parking zone.

72. Resident

I am emailing in support of the MD zone boundary and extension.

73. Resident

I heartily approve of the proposed extension to the MD Kings residents parking zone. As a resident on the boundary it will make a huge difference to me to park in an area I feel part of the community rather than a long way from my house. However the 2 hour residents only parking is a joke. It's ok if you happen to come home at that particular time but if you come back any later then there is still nowhere to park. It has made no difference to being able to park at all.

While I'm here I must mention the proposed changes to the charges. I understand the

increase (although think it is just a money making scheme) to the second permit. However the proposed reduction in the charge for the third vehicle by almost halving it is ridiculous. This makes it easier/cheaper for more vehicles to be parked in the zone, especially business vans of which there are loads. Surely this was what you were trying to reduce rather than increase?

74. Resident

I think that the parking issue has to be addressed as a city-wide problem. Continuing to address issues around car ownership will not sort the problem of air quality. We are contemplating buying a hybrid car as some attempt to reduce emissions. How do I charge it if I cannot guarantee a spot outside my house? And if one is guaranteed then the "problem" of parking is worsened. This continual tinkering with residents' parking zones just ignores the need for cleaner air in an attempt to resolve a social problem. Air quality is the major issue, not where I park. The council has to grab the initiative to improve atmospheric conditions now and car use is central to this.

The immediate area around my house is often like a lorry park. Perhaps dealing with the needs of tradespeople could help relieve the congestion. I've heard it said that those owning more than one car just shuffle their vehicles to the nearest non-zoned area. Perhaps such behaviour could be within the remit of parking wardens.

I applaud the attempt to do something and am in favour of extending the MD zone but feel that it will just push the problem elsewhere. The council needs to be bullish in its desire to get something done, especially in the light of the new road layout along Southsea front.

Objections to proposed MD zone extension (within extension area)

75. Resident, Allens Road

I am writing to state my objection to the proposed extension of the MD zone Eastwards over Waverley Road.

I live in an HMO. Although I have little connection with my housemates and we have separate contracts with our landlords, our address has to share permits like any normal address of co-habiting people. I'll find it difficult to afford the high cost of a third permit and I can't prevent my unconnected housemates from being granted the 1st & 2nd permits, leaving me with the possibility of not even being granted a 3rd permit & no longer being able to park near my home.

This is completely unfair to those of us who cannot afford a place of our own and it will only make our financial situations worse. I honestly don't know what I will do if the above situation occurs. Even if it doesn't and I get the 1st or 2nd permit for my address, someone here will be greatly disadvantaged by this, as will others.

Please do not bring this permit zone extension into effect.

Will this be the only consultation of residents before a decision is made? I'm concerned that something as simple as just emailing responses could easily be manipulated.

76. Resident, Allens Road

I object to the extension of the MD permit zone.

This enforcement has already caused problems and has not shown to have produced any solutions to the Southsea parking crisis except to displace a large number of vehicles to

the East of Waverly road, just as other zones have been doing.

77. Resident, Gains Road

Our views on the proposed extension.

We object to the whole parking scheme.

It's made life very difficult and expensive for households. It has also created ridiculous displacement.

I also object to motorbikes and disabled badge holders being exempt.

This makes no sense at all.

Thank you for your response. I accept of course blue badges need nearby parking but they could contribute. Also in my experience motorcycles often take up more space and make parking alongside very difficult.

78. Resident, Gains Road

Regarding the proposed extension to the MD kings area residents parking zone, I support this plan but not as it currently stands. Since the initial implementation of the scheme, roads near my location of Gains rd (Wimbledon park rd, Lowcay rd, Wisborough rd etc) have all emptied at 4.30pm and relocated to our road and the surrounding streets. The emptiness remains until after 6.30pm as people generally work longer hours than you are suggesting, and the displaced traffic remains on our street leaving the residents here to fight it out for the remaining spaces on other roads. As our parking issue results from your first rather poorly thought through boundary zones, I would only support the extension of the zone if it was extended forward to 7.30pm to properly allow residents to park after work.

79. Resident, Gains Road

I object to us being included in the extended MD zone. We were surveyed in March 2019 as part of the proposed MF Craneswater zone. But now we're apparently being presented with a choice between inclusion in the MD zone or excluded from residents' parking and left as an island of uncontrolled parking surrounded by residents' zones. My preference would be inclusion in the MF zone as originally proposed. The existing MD zone is pretty much full in the evening and overnight despite the residents parking zone, and the overspill into Gains Road and St Ronans Road means that I normally have to park further east in the Craneswater zone when I return from work. This is to be expected because the MD zone consists largely of small terraced houses with narrow frontages, whereas properties in the Craneswater zone tend to have wider street frontages and many have driveways and/or garages, leaving less demand for street parking. The upshot is that if the extended MD zone and the reduced MF zone are both implemented, parking in Gains Road is unlikely to get easier and our options for alternative parking will be reduced.

80. Resident, Gains Road

What happens if a parking zone is not granted to those areas which have been negatively affected by those zones you have already implemented?

I think the situation has been farcical and I really wish someone would have whatever it takes to say "a good idea that has failed" for that's how I see it. I am not a NIMBY - as bizarre as it sounds I would vote against parking zones in my road simply as I do not agree with them fundamentally. Sadly I fear it's a fait accompli.....

Still.....it's a really rubbish idea that you are having to support!

81. Resident, Herbert Road

I would like to object to the extension of the MD parking zone into Herbert Road and

surrounding areas.

I believe this system does not solve the parking problem, it just moves it further and further away from the centre.

The problem is the number of cars on the roads and implementing a scheme that more or less guarantees a space on your road, will not discourage anyone from having a car.

On our road the parking system has worked well, with people who work locally (i.e. care homes) parking easily during the day and leaving in time for residents to take over the spaces. I can anticipate a problem when those people have to move their car before they finish work, if the "4:30-6:30 residents only" parking system is implemented.

I don't believe the proposed new double yellows are going to improve the parking system either. Please, give my thoughts some consideration.

82. Resident, St Ronans Avenue

It is not clear if St Ronan's Avenue is included in this. However I was against it when first proposed and still am. This will cause great inconvenience with children being dropped off/collected as all houses have run-ins and, therefore, the parents often have to park on close roads. Their parents should not have to pay more money out to be able to do this. I obviously cannot either get them permits for the purpose. It will not stop the local school staff parking in the area due to the times it is proposed to be in place. 100% definite NO vote from me.

83. Resident, St Ronans Avenue

I object to the parking permits being suggested for.

84. Resident, St Ronans Avenue

We write to you to oppose the implementation of this potential parking restriction in St Ronans Ave

It being a Cul de sac and not party to parking issues in this area

As residents we purchased our properties with the knowledge we have off road parking on our properties and we do not park on the road. We object most strongly to being forced to pay for parking on our own property. We strongly feel this potential parking charge for our Avenue falls outside the reasons you have decided to attempt to put these charges in place.

We do not suffer from cars being parked in our Avenue due to parking displacement caused by other roads around this area.

We therefore strongly reject the proposal and think it outrageous you are considering charging us to park on our own property.

85. Resident, St Ronans Avenue

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We do not suffer from cars being parked in our Avenue due to parking displacement caused by other roads around this area. We therefore strongly reject the proposal and think

<p>it outrageous you are considering charging us to park on our own property.</p>
<p>86. Resident, St Ronans Avenue I object to the permit proposal</p> <p>I do not agree with this.</p>
<p>87. Resident, St Ronans Avenue I ardently object to any introduction of a parking zone scheme in whatever form proposed.</p> <p>My reason is it simply moves one problem on to neighbouring roads not within such a scheme. Vehicle owners wishing to avoid the scheme charge simply park in adjoining roads not in the scheme and thus creating a new problem. Also, the roads now in the scheme become underutilised with many spaces available due to cars not parking, of which I have observed in roads such as Talbot and Fawcett since the parking scheme was introduced.</p> <p>My view is do not try and fix a problem which cannot be fixed without creating new problems.</p>
<p>88. Resident, St Ronans Road I object to the proposed residents 'Parking Zone' in St.Ronans Road. Although I see the point raised with regards to the encouragement of car sharing bus or walking reducing pollution, on the other hand I also see the complications which are being created in place of the existing order and which will create more paperwork, more paper pollution in the form of paper visitor permits, letters sent out etc. etc. I'm not convinced that there is a genuine desire to save the planet through this method. I'm also not happy with the fact that only two permits will be issued to residents living in multiple occupancy dwellings. How on earth is that going to work when there are so many multiple occupancy dwellings in the road? What happens if you are in this situation and you don't get a permit?</p> <p>Is it possible to see the results of the survey conducted in my area showing the percentage of residents who are in favour of a residents parking zone?</p>
<p>89. Resident, St Ronans Road I recently received a letter stating a proposal to extend the MD parking zone.</p> <p>I'd like to object to the proposed parking permits. I believe these permits are unnecessary in this area. Although I rarely find a space close to my house (average between 2 and 5 minute walk away), I have seldom struggled to find one within a reasonable distance. To me, this feels that I will now be paying to park a distance away from my house, which I find the thought of frustrating. I also reason that many of the houses in this area have driveways which eases parking congestion making it less needed than other areas of the city. An additional ease to congestion is the after 4pm before 8am, and throughout weekends parking outside Craneswater Junior School which becomes available for an extra 8-10 parking spaces - very helpful for full time workers like myself.</p> <p>St Ronans Road itself holds a few care homes and some mental health sheltered accommodation. I think it is important as a community that we make it simple for people to visit these vulnerable members of the population not only for their family members and friends health and wellbeing, but also for support to the staff that work there. People aren't only unwell between 9am and 5pm - there needs to be flexibility in visiting and we, as a community, should support this. What are the planned proposals for the staff who work in</p>

these buildings? How will permits affect them? Will there be a cost? Does this discourage away from working for these businesses? How will this affect the residents there?

As St Ronans Road is close proximity to the beach I think it is crucial to offer extended parking areas to encourage people to visit the seafront. I am aware that there is parking available along the sea front, but if people choose not to visit our seafront because they can no longer park for free, how will this affect local businesses/encourage people to set up businesses along the seafront - which it so desperately needs!

Also, I consider the prices of the permits (although I realise are meant to be a deterrent to owning a vehicle) to be steep. The houses in this are large, therefore holding bigger families. How is it fair to decide who gets a £30 permit and who gets a £500? People don't own cars who don't need them.

I hope you take these thoughts into consideration when discussing whether to instate MD permits. Upon discussions with other members of the area, my general consensus is they are not favoured.

90. Resident, St Ronans Road

We wish to object to the extension of parking zone MD, as set out in your letter dated November 2019. We recognise that when the new zone MD was first recently introduced to the west of Waverley Road it had the impact of causing a lot of displacement of vehicles but now a few months on things have settled. The impact of introducing this further extension to zone MD will simply displace vehicles to the east into the Craneswater area which is already over-congested with vehicles.

Having lived in St Ronans Road for many years, we feel that this proposal should stop and the council invest its limited resources into schemes that develop the local economy and improve the prospects of the city rather than penalise people for owning a car. We already pay road tax to use public highways, and this has seen significant rises if as many you can not afford a very modern car. Please stop simply pushing the parking problem from one area to another.

91. Resident, St Ronans Road

I would like to contest the proposed parking restriction and extension from Waverly road up to St Ronans Road.

It is completely unnecessary as there is generally parking available in st Ronans Road for residents therefore not an issue. Since the number of permits given out vastly outweigh the number of available parking spaces it is totally ridiculous and purely a money making exercise.

Parking permits are making people move out of Southsea as the annual bill for their vehicles parked at their home is yet another bill they cannot afford.

92. Resident, Waverley Grove

I don't agree to the extension of the MD zone to include the road where I live and the neighboring roads. I think it would be best for the roads shown on the map as the MD extension to remain part of the original plan, so they are within the MF Residents Parking Zone.

I'm not clear what the two hour period would be for MF zone, but 17:00 - 19:00 seems appropriate.

I feel forced to accept a parking zone of some sort, due to the ongoing displacement of vehicles each time a new area has a restriction introduced.

When I first moved into the road I had a chance of parking in it or nearby in St Ronan's Road, but that is rarely ever possible now regardless of the time of day. I most usually have to park in Old Bridge Road, Parkstone Avenue / Craneswater Avenue or further afield.

Unfortunately, some drivers seem to give little thought to how they are parking and position their car a number of feet away from the white lines marking out the parking spaces, in effect losing a parking space for another car. At times there can be two or three spaces lost in this way in close proximity. There are also more vans parking in the nearby roads as well now.

93. Resident, Waverley Road

I object to the proposed extension to the MD parking zone.

Objections to proposed MD zone extension (outside extension area)

94. Resident, Shirley Road

I am writing to voice my concern over the extension of the MD residents parking zone to cover a much larger area. As a resident of the existing area I think that there is a real danger that the gains that have been made by having a resident parking scheme will be lost if such a large area is included. I am of course not against the roads in the planned extension to being in a parking scheme but think that a new one should be started rather than extending an already very large area.

95. Resident, Shirley Road

I am writing to voice my concern over the extension of the MD residents parking zone to cover a much larger area. As a resident of the existing area I think that there is a real danger that the gains that have been made by having a resident parking scheme will be lost if such a large area is included. I am of course not against the roads in the planned extension to being in a parking scheme but think that a new one should be started rather than extending an already very large area.

Objections to proposed MD zone extension (no address given)

96. Resident

I object to the proposed MD zone extension because it is slowly moving the problem across the city. Zones remove the flexibility that drivers once had, and results in zones that have free spaces whilst drivers from other areas contaminate the city driving around looking for a space.

Zoning is inefficient, the smaller the zone the more inefficient it becomes, imagine allocating spaces by registration! The best use of space can be had when no zones are in place.

If there is a problem with parking in the MD zone extension area then it is only as a result of the zone policy, I assume Craneswater will be next.

97. Resident

I do not support the introduction of parking zones but in order to reduce other road users from parking in our streets, will have to accept the inevitability of its introduction.

However, I am concerned over the introduction of double yellow lines in Herbert Road, St. Ronan's Road and Welch Road. This action will further reduce the number of parking bays

available to residents and will have the effect of residents in this extension to the MD zone still having to hunt for a parking spot between 1630 and 1830. Unless you can show that the lack of yellow lines have resulted in accidents occurring and/or numerous infringements of wheelchair users crossing at the corners, then placing double yellow lines in these areas should be cancelled.

Many thanks for your prompt response. I do not support the introduction of resident parking zones.

98. Resident

I wholeheartedly object to this RPZ. I object to the length of the proposed double yellow lines in Herbert, st Ronan's and Welch roads.

This is NOT going to solve the parking problems.

It is only going to generate revenue for PCC.

How dare PCC charge me for parking on a PUBLIC highway.

Outraged.

99. Resident

As a family with cars we wholly OBJECT to the scheme which is causing major problems particularly with commercial vans clogging the streets.

PCC. Planning had caused this.

Who do you think you are demanding money and making life here less than desirable??

I view your proposal as seedy „we do not intend to support or pay you any thingthe individuals un named so far

Will be named publically.

100. Resident

Hello I'd like to fully oppose the parking changes in my area. More charges for parking especially for visitors makes no sense.

Unclear if support or objection (within extension area)

101. Resident, Allens Road

Firstly, I support the extension of the parking zone proposals as we have been placed in a ridiculously bad situation by the implementation of restrictions in what is the current MD zone. The displacement parking that has occurred in Allen's, Herbert and Welch Roads has been severe to the extent that I have frequently had to park a significant distance from my house meaning having to walk in the dark through poorly lit streets.

From about 2.30pm every day it has been very difficult to find any space nearby and the road has frequently been blocked by people having to unload in the road as there is nowhere to safely stop.

The MD Area, conversely, has many spaces available, I attach photographs taken on the same day and at the same time just after the restrictions were introduced. These photos show Lowcay Road and Allens Road.

I don't believe that the charge of £100 for the second permit is reasonable, the cost of

enforcing the zone would surely be met by the tickets that are handed out however if this is set and cannot be reduced I would rather accept it that not have Allens road become part of the zone. My son is at university and has a car so he would have to buy a permit for parking at home during the holidays.

I strongly object to the proposal to introduce double yellow lines in the locations and to the extent proposed. Whilst I appreciate that emergency vehicles need access, the length and location of the lines seems excessive in an area where the residents simply can't park. The introduction of the parking permit system will not significantly reduce the number of cars who need to park in the area and the proposed double yellow lines are simply not necessary to ensure safety. If I was being sceptical I would assume that this is to allow increased income which would be gained from ticketing cars that were forced to park on or slightly over the lines.

I would wish to attend a public meeting to object to the proposals so far as they relate to the institution of the waiting restrictions.

102. Resident, Allens Road

I disagree wholeheartedly with any programme of resident's parking permits, as it is no more than a stealth tax, and will not, in the long run, ease the dreadful crush of cars and thus parking issues on Portsea Island.

However, for those of us who voted not to have this development in Allens Road it appears that we have been outvoted and there is now no option.

I therefore agree with the most recent extension to MD (TRO 124/2019), and especially with the double yellow lines in Herbert, Welch and St. Ronan's Roads to allow safer driving and emergency vehicle access.

103. Resident, St Ronans Avenue

I am emailing to clear up queries I have regarding the proposed extension to MD King's Residents' Parking Zone.

I believe that the proposal should be clearer and include information about those with drives and who can/cannot park there. For example. Many houses down St. Ronan's Avenue have drives and there is no information about this in the proposal.

1) Do those households with drives - such as those in St Ronan's Avenue - require permits for the cars parked in their drives?

2) If 2 cars were parked in our drive and we parked a third car in front of our drive (on the road) would this car require a permit?

3) Will any cars with permits be able to park in our drives? And therefore leave us with nowhere to park?

4) Will any cars with permits be able to park outside our drives (on the road) with drop kerbs, and potentially block us into the drive?

If any car is allowed to park in or in front of our drives and leave us without parking spaces or block us in our drives, that would not be acceptable. Therefore this would need

addressing and clearing up for all residents in letter format before going forward with the proposal.

I would appreciate it if you could provide me with feedback for the above questions.

Thank you for your response to my queries, you have cleared up a lot of questions.

104. Resident, St Ronans Road

I wholeheartedly agree with the comments my neighbour has made but I would just like to object to the amount we are having to pay for a second permit!

I would like to see a breakdown on how you have arrived at £120? Extortionate for parking somewhere near my house!

105. Resident, St Ronans Road

I write to give my strong support to this proposal, albeit caveated by the opinion that I, along with other residents of St Ronans Road, have been forced into this position by the woeful and potentially negligent mismanagement of parking by Portsmouth City Council. As a result of the enforced displacement that occurs constantly in our road, and triggered by the ham-fisted and inept policy implementation of residents parking to the areas that border our homes, parking has become a nightmare in St Ronans Road. Having attended a local residents open meeting at the Wedgewood Rooms, where the City Engineers were conspicuous by their absence, I can say confidently that Portsmouth City Council has done more to destroy social cohesion and community spirit in our neighbourhoods than any other factor. Neighbour is pitted against neighbour for spaces and arguments frequently occur; abandoned and commercial vehicles are now commonplace and it is routine now for residents to have to park 15 minutes' walk from their own home. Is the City Council content with female shift workers – particularly nurses and other emergency services' staff – having to face this after a long shift at night, once the idiotic time zone restriction has ended.

You will no doubt be totally unconcerned by this but the situation is driving a huge rift in the local community and, as a result, the implementation of city wide solution cannot come fast enough. I hope sincerely that it will not be – as rumours suggest – another year before implementation.

106. Resident, St Ronans Road

This scheme so far has been a complete nightmare for our top end of the road. We have turned into the dumping ground for lorries, vans and student cars. We have one car with flat tyre in our road since last Christmas. The amount of cars parking outside the school blocking the top end of the road. We can watch people that aren't local to our road park up and walk across to Francis Avenue which is in the zone. Another issue we have is a large section of our road are houses with drives. These people now park in such a way to hold an extra space. Also there are areas in the road marked out with white lines that are totally out of date and not required. It's also caused a lot of niggles between neighbours and amount of cars in one house hold compared to others with less. Also this has highlighted the amount of poor parking, on corners, blocking people in, parking 4-5ft back from the end of a line. In total it's been hideous, I love Southsea but I've been seriously thinking of moving out.

This scheme is so unfriendly to families and the elderly living in roads around these zones. I don't agree with the zones, but as we have to have them then they need to be installed at a much quicker pace.

Has anyone ever done a test scheme of having a space outside your house from 4-7am? With the house number on painted on the road and house number on vehicle. Surely this should work as we all seem to have to park outside each other's houses or different roads. So much more resident friendly and could be used by other neighbours if away or not in use?

Just a thought, but please install our zone ASAP before I go mad.

107. Resident, St Ronans Road

I live on St Ronans Road Southsea and i support the proposed parking zone extension.

In June of this year we received a letter from the council showing on a map that Saint Ronans Road would be part of the MF Craneswater residence parking zone .

Now posted in the street is a residence parking notice which puts Saint Ronans Road as part of the extended MD zone.

We were not informed until now that we were to be part of the MD zone which extends over a large area of Southsea , we already have people from the proposed MD zone parking in Saint Ronans Road so being part of this zone would give us no extra access to parking and it would limit where we can park.

The previously proposed zone would have given us access to the Cranswater area for parking where there are less parking problems

Can you tell us why the zone areas have changed since June ,?

108. Employee, St Ronans Road

An address on St. Ronan's Road is a multiple occupancy Supported Living Home, they receive 24 hour care and each have a tenancy agreement with Guinness Hermitage and they share communal areas within the home. I have worked there for years and use my vehicle to commute to and from work and for business use to allow the residents to access the community when necessary. Two of the ladies have disabled badges as they have limited mobility, which is why I need to be able to park near their property.

I am not fully understanding the proposed parking permit guidelines as listed in your resident information letter.

Can you explain How I will be able to purchase or the company I work for gain a permit for staff, due to the fact none of the people we support own a vehicle. I personally work a 8 hour, 25 hour and sometimes more, Without a full permit How can I commit to extra shifts at different times throughout the week and work odd hours randomly when required.

I am concerned about how this will impact on other people's lives as there are 4 care home in St. Ronan's Road that I am aware of and their staff will be in the same situation. I look forward to your response and a solution my dilemma.

109. Business, St Ronans Road

We are a care home caring for many residents. We occupy multiple houses. Can you please confirm the number of permits we would receive free of charge and the cost of any

additional permits

110. Resident, Waverley Road

I should like to know what the parking programme is for where I live. Since you introduced the MD zone extension, it has become increasingly difficult to find parking space in my area, especially when returning from work, usually around 5pm. Do you intend to cover our area with a parking zone, as this needs sorting as soon as. Thanks

111. Resident, Waverley Road

Has the council considered focusing on badly parked cars that occupy in some cases spaces equivalent to two vehicles.

Since the parking zones has been introduced recently north of Albert Road (zones MB & MC), parking has been very difficult to find in the evening and also at the week-end. What we have noticed, there is ample free parking spaces in the parking zones in the evening between 4:30 and 6:30pm in these zones. Is this an acceptable way of handling the parking policy?

If there are more objections to the proposed parking scheme, will it be scrapped?
We still maintain that the parking zone policy is a way for the Portsmouth City Council to accumulate money from the local population. In the policy, the jump from £120 for two cars to a steep £500 for three cars seems unbelievable and unjustified.



Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Proposed TRO published in local newspaper, The News*	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [redacted]
Notices displayed on affected roads*	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [redacted]
21-day consultation*	<i>Started: 26/11/2019</i> <i>Completed: 23/12/2019</i>	T. [redacted]
Public notice for proposed TRO published on Portsmouth City Council's website	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [redacted]
Proposed TRO available from ground floor reception	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	T. [redacted]
Letters hand-delivered to properties in the affected area including public notice	<i>Started: 20/11/2019</i> <i>Completed: 26/11/2019</i>	T. [redacted]
Email / letter sent to respondents with time, date and location of T&T meeting	<i>Started: N/A</i> <i>To be completed: 20/02/2020</i>	T. [redacted]
Email / letter sent to respondents with notifying of decision made at the T&T meeting	<i>Started: N/A</i> <i>To be completed: 6/03/2020</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	

(End of report)

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & - Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Parking Service

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

TRO 124/2019: Proposed extension to the MD Kings area residents' parking zone, Southsea

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

To make it easier for residents to find a parking space, particularly 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. To encourage people to think about how they travel to an area, for visiting,

working or otherwise

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

The informal survey on parking in the area was carried out in March 2019 (just under 2000 properties), within an area identified on the Residents' Parking Programme of Consultation as "MF". The survey showed a majority in favour of a residents' parking zone. However, the reasons given for the parking congestion from residents of some roads were more aligned with the adjacent MD parking zone. Therefore, the area surveyed as "MF" was split into an extension of the existing MD zone with an improved boundary road, and the remaining part has been consulted on with more appropriate operating times under the MF zone. In summary, the informal survey and feedback from residents did inform the proposal to extend the MD parking zone. Statutory consultation on a proposed extension to the adjacent MD parking zone took place via TRO 124/2019 between 26 November - 23 December 2019. The outcome of both consultations indicates that the majority of people who responded are in favour of the proposed controlled zone extension, and full details are within the published report.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Whilst this can be subjective and would not necessarily apply to everyone, the reason for proposing parking zones is the demand from residents. Residents can find themselves driving round nearby streets for some time trying to find parking spaces that are taken up (often for long periods of time) by vehicles used by people who do not live there. This can cause frustration and anger, and affect what people do and when, particularly being mindful of not being able to park if using their vehicles later into the evening. Some residents, such as shift workers, have no choice but to park some distance away from home and walk back, and some feel that parking illegally on double yellow lines, for example, is their only option. Therefore, parking zones may improve mental health and quality of life for some residents. Those who need regular visits by carers are less likely to find visits are delayed by the carer trying to find somewhere to park.

Regarding healthy lifestyle choices, parking zones can encourage people to think about how they travel to an area, particularly for work. Understandably, people rarely think about the impact parking all day in residential areas may have until restrictions are proposed or implemented. They can be encouraged to consider alternative, potentially healthier, ways of getting to work that they may not have previously given thought to, such as getting a lift, car-sharing, walking, cycling, using public transport or a combination of these.

How are you going to measure/check the impact of your proposal?

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A4-Income deprivation and poverty-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A5-Equality & diversity - Will it have any positive/negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact gina.perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The proposed residents' parking zone aims to benefit residents by enabling a turnover of parking spaces, making it easier to find a parking space when the demand for parking is highest, e.g. when returning home from work etc. and to prevent long-term parking by non-residents, 'blocking' spaces.

The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (often in the dark) as availability of parking spaces should be improved. This concern is sometimes reported by young females and older people, but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double

yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic.

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted permit holder times (4.30PM - 6.30PM), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day, for example.

How are you going to measure/check the impact of your proposal?

The success or otherwise of RPZs is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The proposed residents' parking zone may reduce the need for motorised vehicle travel, and may encourage residents to reduce carbon emissions. Parking restrictions can encourage people to consider alternative ways of travelling to an area, other than by single-occupancy private car. This can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality. Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant 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.

How are you going to measure/check the impact of your proposal?

Introducing residents' parking zones may have a positive impact as described above, even though it is not their sole purpose. Whether or not carbon emissions are reduced within an area is likely to be due to a number of contributory factors and policies, and therefore identifying specifically how an RPZ has contributed is unlikely to be measurable.

B - Environment and climate change**Yes****No**

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact Triston.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No
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Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding -Will it proactively mitigate against a changing climate and flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>
<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change	Yes	No
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Is your policy/proposal relevant to the following questions?

B4-Natural environment -Will it ensure public spaces are greener, more sustainable and well-maintained?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>
<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

As an alternative to the private car, visitors to the area can arrange longer stays by arriving by taxi. Many people already make use of local bus services to attend the entertainment premises on Albert Road. Local residents travelling independently from North End, Copnor, Fratton etc. could make shared travel arrangements, use taxis and buses, as a number of visitors do from out of town. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.

How are you going to measure/check the impact of your proposal?

Introducing residents' parking zones may have a positive impact as described above, although it is not their sole purpose. However, in conjunction with other Transport policies, restricting parking and eligibility for permits may reduce motor vehicle traffic congestion by encouraging people to consider alternative ways of travelling to an area, and may encourage residents to consider how many vehicles are linked to their households (permit costs etc). Where properties hold an HMO licence for 3-8 individual rooms, additional vehicles will be deterred from being brought into the area through the control of permits. This is not necessarily measurable.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B6-Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Double yellow lines are proposed on unprotected junctions and bends, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic. They are considered on the grounds of road safety and traffic management. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Restricting parking can encourage people to think about how they travel to an area, and the alternative options available.

How are you going to measure/check the impact of your proposal?

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B7-Waste management - Will it increase recycling and reduce the production of waste?

☐☐

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C1-Culture and heritage - Will it promote, protect and enhance our culture and heritage?

☐☒

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

C2-Employment and opportunities - Will it promote the development of a skilled workforce?

☐☒

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

☐☒

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Q8 - Who was involved in the Integrated impact assessment?

Nikki Musson, Senior Transport Planner
Kevin McKee, Parking Manager
Felicity Tidbury, Transport Planning Manager

This IIA has been approved by: Kevin McKee, Parking Manager

Contact number: 023 9268 8497

Date: 13 February 2020

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