



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

MONDAY 16 MARCH 2020 AT 4PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Democratic Services Tel 023 9283 4870

Email: democratic.services@portsmouthcc.gov.uk

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

Councillor Gerald Vernon-Jackson CBE on behalf of the Cabinet Member for Traffic & Transportation.

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 3/2020 Proposed HC Kendal Avenue area residents' parking zone**
(Pages 3 - 76)

Purpose

To consider the public response to the proposed HC Kendal Avenue area residents' parking zone ("HC zone"), and to decide whether to introduce the proposed zone.

Within this report, "RPZ" means Residents' Parking Zone, "HC zone/area"

means the area bounded by the east side of Copnor Road, the south side of Burrfields Road and the railway line to the east, and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 3/2020

Appendix B: Public views submitted

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

RECOMMENDATIONS

- 1. That the HC Kendal Avenue area residents' parking zone, proposed under TRO 3/2020, is not implemented other than as set out in the second recommendation;**
- 2. To implement a short length of the proposed No Waiting At Any Time (double yellow lines) in Moneyfield Lane northwards from at its junction with Keswick Avenue for 1 metre.**

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

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



Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 16 March 2020

Subject: TRO 3/2020: Proposed HC Kendal Avenue area residents' parking zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Baffins

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed HC Kendal Avenue area residents' parking zone ("HC zone"), and to decide whether to introduce the proposed zone.

Within this report, "RPZ" means Residents' Parking Zone, "HC zone/area" means the area bounded by the east side of Copnor Road, the south side of Burrfields Road and the railway line to the east, and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 3/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1. **That the HC Kendal Avenue area residents' parking zone, proposed under TRO 3/2020, is not implemented other than as set out in 2.2 below;**
- 2.2 **To implement a short length of the proposed No Waiting At Any Time (double yellow lines) in Moneyfield Lane northwards from at its junction with Keswick Avenue for 1 metre.**

3. Background

- 3.1 At the Traffic & Transport decision meeting on 31 July 2018 the area east of Copnor Road between Copnor Bridge and Burrfields Road (HC) was restored to the Residents' Parking Programme. The area had previously appeared on the Programme of consultation that was discontinued in 2012. The HC area was sixth on the list of areas to be considered after FH Twyford Avenue area, MB Orchard Road area, MC Bramble Road area and MD Kings area.

- 3.2** As the programme progressed it became clear that displacement could be an issue and areas neighbouring those where new RPZs were introduced needed to be considered quickly. In order to deal with displacement and progress the programme more quickly further resources were employed. On 6th September 2019 a revised Programme of Consultation was considered and agreed at a Traffic and Transport decision meeting. The revised programme was split into a number of work streams and the consideration of HC formed the second work stream. The revised programme also highlighted other zones around HC which would be considered if a zone was introduced in HC.
- 3.3** An informal consultation was undertaken to collect information from residents and the community regarding the parking problems experienced and to identify potential solutions within a parking scheme to improve the availability of parking for residents.
- 3.4** An informal survey was delivered to each property within the area identified as "HC" on the Residents' Parking Programme of Consultation, with a closing date of Sunday 10 March 2019. In total 118 of 720 (16%) surveys were completed and returned. 95% of those who responded said the area had a parking problem and 80% thought a parking scheme would be helpful. The main problems reported were the number of commercial vehicles parking in the area and households having too many cars for the space available.
- 3.5** As the number of residents' vehicles parking in the area was one of the main issues for residents, a study was conducted to look at the number of vehicles parking and the amount of space available in the area. The number of vehicles parked in contravention or dangerously were also noted, together with the amount of off-street parking that properties had and where it appeared to be used.

Road	Number of households	Parking spaces on- street estimated (excluding dropped kerbs)	Off-street parking spaces estimated (driveways and garages)	Total parking spaces	Parking survey	
					Vehicles parked on road (weekday evening)	Vehicles parked on road (Saturday daytime)
Keswick Ave	34	28	26	54	37	42
Kendal Ave	50	44	17	61	52	53
Moneyfield Lane	10	17	2	19	20	17
Seafield Road	48	47	2	49	58	52
Highgate Road	73	67	1	68	65	67
Tokio Road	56	51	26	77	51	54
Mayhall Road	49	51	1	52	54	52
Manor park Ave	67	43	32	75	57	51
Collis Road	18	21	2	23	25	28
Station Road	131	111	7	118	100	93
Stapleton	18	15	3	18	17	19

Road						
Total	554	495	119	614	536	528
Copnor Rd-eastside	166	29	0	29	Not surveyed	Not surveyed
Total	720	524	119	643	536	528

3.6 The study also looked at the take up of permits in areas with a similar ratio of on-street spaces to properties. The ratio in HC is 0.73. In other zones with a ratio between 0.66 and 0.76 the take up of permits per household is 0.57 and 0.66. Applying this to HC suggests the number of permits could be between 410 and 476 permits. It was considered that a residents parking scheme could reduce the number of vehicles currently parking in the area and offer a benefit to residents.

3.7 To discuss options for reducing the demand for parking, public exhibitions were held on 13 July 2019 and 20 July 2019 at the Copnor Methodist Church, Copnor Road. Invitations were sent to all properties within HC and a further 2,326 properties around HC. It is estimated that approximately 600 people attended the exhibitions. A questionnaire was provided for attendees to complete and return by 29 July 2019, 230 individual households completed the questionnaire of which:

- 21% lived within HC
- 74% lived near HC
- 1% worked near HC
- 4% from elsewhere

3.8 Overall 164 households from within HC responded to the informal survey and/or the exhibition. The surveys were checked so that only one response per household was included and in cases where a household response had changed, then the most up to date response was incorporated in the results. The combined result regarding residents' views showed that within the HC area:

- 70% felt a parking scheme would be helpful
- 30% felt a parking scheme would not be helpful

3.9 Details of the responses to both the informal survey and the exhibitions can be found on the council's website

<https://www.portsmouth.gov.uk/ext/documents-external/par-hc-survey-report.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/hc-residents-survey-report.pdf>

3.10 As a result of the feedback from the informal consultation it was included as part of the proposed scheme that residents with usable off street parking would be required to show it was being used before obtaining a permit. Some people who have off street parking choose to park on street instead and that adds to the pressure.

3.11 It was also proposed that the zone would be operational between 6pm and 8pm to coincide with the evening peak in demand. Two hour restrictions have proved effective elsewhere in the city and make space available throughout the day by preventing vehicles which are not regularly used from being left for long periods of time on the highway.

4 Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 3/2020 took place 13 January - 4 February 2020. Statutory consultation is not the same as a survey and is a legal process which requires the Highway Authority to take into account any comments and objections before deciding whether to introduce restrictions. The informal survey gathers information on any parking problems in an area and gives an indication of whether or not local people feel an RPZ would be helpful and helps inform any proposals for restrictions which are made. Statutory consultation (formal consultation) is undertaken on specific proposals.
- 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. 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 (45), copies of the proposal notice and accompanying letter were delivered to every property within the proposed HC parking zone (720) and all respondents to the survey from the exhibition who provided an email address received copies of the consultation documents.
- 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 introduction of the HC zone is summarised in this section. Full responses are reproduced at Appendix B.
- 5.2** 202 people and businesses responded to the proposed introduction of the HC zone under TRO 3/2020. Officers assessed these responses as indicating;

Overall	In total	Within HC Zone	Outside HC Zone	Business within HC zone	No address
Support	57	44	0	0	13
Object	135	69	39	2	25
Unclear	10	4	3	0	3
Total	202	117	42	2	41

Each representation is set out in Appendix B and the comments and reasons can be fully assessed.

5.3 The informal TRO consultation and feedback from residents identified the main factors that contribute to parking congestion in the HC Kendal Avenue area as:

- Commercial vehicles parking overnight
- Households having too many cars
- Unused drives and garages

5.4 Residents had several concerns regarding the proposed parking zone, leading to objections.

5.4.1 Displaced Parking: The main concern for residents living outside the zone was displaced parking from the HC zone if implemented, with vehicles moving into the neighbouring areas, where parking congestion is equally high. Although there is a rolling programme to consult residents on controls in adjacent areas, this did not allay their concerns.

5.4.2 Permit cost: 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 cost 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 cost (signage, road markings etc.), parking zones have ongoing costs.

5.4.3 Second permit cost: A higher cost 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. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

5.4.4 2-hour time slot for permit holders only: many residents felt this was not long enough and that the times offered did not suit all household activities. A 2-hour time slot has been effective in deterring long-term parking in other parts of the city. 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, carers and 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.

6. Reasons for the recommendations

6.1 It is recommended not to introduce a residents parking zone in the HC area based on the responses received to the formal TRO consultation. The majority of residents within the HC Kendal Avenue area who responded to the proposals are not in favour of the scheme. Officers have analysed the responses from within the HC area and are satisfied the outcome has not been influenced by multiple responses from the same source using different email addresses as suggested in some of the comments.

- 6.3** Should the scheme receive approval, it would be possible to reduce the length of the proposed Limited Waiting bay outside number 46 Copnor Road to provide a parking bay for 1 vehicle at the location. This would potentially resolve an objection received.
- 6.4** The major concern from those outside the area regarding displaced parking could be resolved by surveying and if there was sufficient support developing RPZs for neighbouring areas to manage potential displaced parking. The programme of consultation approved on 6th September 2019 showed how this could have worked.
- 6.5** Resident Parking Schemes work best when there are significant numbers of commuters or visitors to the area. However they can also control the way resident's park leading to a fairer and more equitable use of space. With the HC zone, analysis indicated that if some management of the number of vehicles each household was able to park on street together with encouragement to use off street space the parking issues in HC could be improved. Given that the majority of residents within the designated HC zone do not support the proposed parking scheme it is recommended not to introduce it. However the number of vehicles registered in Portsmouth each year increases and the pressure on parking space is likely to continue to grow and problems are likely to become worse.
- 6.6** A concern has been raised recently about vehicles parking on the junction of Moneyfield Lane and Keswick Avenue. Therefore it is recommended to implement the short length of proposed No Waiting At Any Time (double yellow lines) at this junction. Parking should be discouraged from this area of the highway due to obstruction of sight lines at the junction and to protect the dropped kerb crossing facility utilised by school children and vulnerable road users. This will facilitate enforcement so that essential highway safety and traffic flow is maintained.

7. Integrated Impact Assessment

- 7.1** An integrated impact assessment is not required as the recommendations do not have a positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

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 advertise the Traffic Regulation Order is estimated to be £150.00 and the costs of the works associated with the lining will be negligible and will be absorbed into the line painting schedule. This cost will be met from the On Street Parking Budget.

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

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

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

Title of document	Location
202 emails / letters in response to TRO 3/2020	Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation report (6 th September 2019)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)

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

.....
 Signed by:
 Councillor Vernon-Jackson, Leader of the Council



THE PORTSMOUTH CITY COUNCIL (HC ZONE: KENDAL AVENUE AREA) (RESIDENTS' PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO.3) ORDER 2020

13 January 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 32, 35, 36, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, of all other enabling powers 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 **4 February 2020**

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

CURRENT PARKING CHARGES

Resident permits - Up to 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

£120.00/year for second permit

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

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

Business permits

£150.00/year for first permit

£300.00/year for a second permit

£630.00/year for each subsequent permit

Replacement/amendment of permit - £10.00 administration charge

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

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

Off-street parking: Eligibility for permits will be dependent on the number of cars kept by the household and the number of off-street parking places available to the household. A household will not be eligible for a permit if it has sufficient off-street parking available. For example, a household will not be eligible to apply for a Resident's permit if they have one usable off-street parking facility available and one vehicle. A household with two vehicles and one off-street space will be eligible for one permit.

A declaration will be required when applying for permits, and verification checks carried out. A false declaration may result in a permit being cancelled without notice or refund.

A) HC PERMIT ELIGIBILITY:

All properties within the HC zone boundary shown at Part B of this notice

B) HC ZONE BOUNDARY



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C) HC PERMIT HOLDERS ONLY 6PM-8PM

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

Whole roads:

- | | |
|----------------------|--------------------------|
| 1. Collis Road | 7. Moneyfield Lane |
| 2. Highgate Road | 8. Seafield Road |
| 3. Kendal Avenue | 9. Stapleton Road |
| 4. Keswick Avenue | 10. Station Road, Copnor |
| 5. Manor Park Avenue | 11. Tokio Road |
| 6. Mayhall Road | |

Part road:

12. Copnor Road (East side between Burrfields Road and Copnor Bridge)



D) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-10PM

1. Copnor Road

East side, a 15m length outside Nos.42-46 (Grace Baptist Church)

2. Station Road, Copnor

West side, a 9m length outside the church hall (rear of Grace Baptist Church)

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

1. Collis Road

Both sides, 2m, up to and including the eastern dead end

2. Highgate Road

Both sides, 2m, up to and including the southern dead end

3. Kendal Avenue

North side, a 2m length outside No.43 (between the dropped kerbs)

4. Manor Park Avenue

(a) North and west sides, a 6m length on the corner opposite Nos. 2-4

(b) South and east sides, an 8m length on the corner by No.2a

5. Moneyfield Lane

(a) West side, from 1m north of Keswick Avenue, down to and including its southern end

(b) East side, a 2m length northwards from its southern end

6. Station Road, Copnor

South side, an 8m length in the corner outside Nos.1a and No. 1

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 3/2020'. 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 Parking Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 3/2020** by **4 February 2020** 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 HC zone (within zone)
<p>1. Resident, Collis Road I totally support the proposed resident's parking zone HC KENDAL AVENUE AREA I have lived in Collis Rd for many years and the parking situation has got steadily worse over time, so yes please</p>
<p>2. Resident, Collis Road With regards to the proposed zone. I am fully in favour of this zone being implemented. This area has had problems for many years with mainly commercial vehicles parking in the area. Parking on Manor Park Avenue has also been affected when the flats were built as even though they have an off street car park, I have seen residents still parking on the street. Garage and off street parking owners are also parking on the street. I believe that the permits will help alleviate this.</p> <p>I am also aware that some residents have been using multiple email accounts to send objections to the proposed zone and hope you realise this during your decision making. You must use the hard evidence of support for the zone gained from the voting forms as they cannot be misrepresentative of residents views.</p>
<p>3. Resident, Collis Road With regards to the proposed zone I would like to state I am fully in favour of this and fully support it. I have lived here for years and the issues started not long after moving here. It mainly affects my husband who comes home from work between 6 and 8pm and who often has to drive round and round several times to try and find a space and ends up parking streets away and subsequently has to get up even earlier than he already has to get to his car ready for work. The problems we have experienced are lots of commercial vehicles, inconsiderate parking, people not using their off street parking or garages and using the street and believe the permits will help alleviate this and make it a vast improvement. It affects our lives dramatically as we have to seriously consider going out in the evenings. It is not a case of where we will park when we come home but even if we will be able to park at all. I am aware from being on the next door group of issues that people are complaining about. I know as some of them are my neighbours that the main people who have issues are people with commercial vehicles, people who have several cars to 1 household or concerns that their areas will then take an influx of cars. I would think that you will permit one area and move to the next thereby alleviating that issue. These permits have been a long time coming and are much needed. I am also aware of people using multiple email accounts to send in objections and hope that you realise that for the majority it is most wanted and needed and that the support for it is overwhelming.</p>
<p>4. Resident, Collis Road I support the proposal for permit parking in the Collis Road area.</p>
<p>5. Resident, Copnor Road It has been a difficult task parking my car in the evening especially after 6 pm daily.</p> <p>I am in support of the Resident Parking Permit for the zone.</p>
<p>6. Resident, Copnor Road</p>



I FULLY SUPPORT THE PROPOSED PARKING PERMITS.
7. Resident, Copnor Road We would like to support the proposal for residents parking.
8. Resident, Highgate Road We believe that the plan would be very beneficial for us. We have just one car in our household, and often find parking extremely difficult. There are a large number of very large business vans and trucks which park in the roads near us taking up 2/3 spaces. We believe the introduction of parking permits will discourage these large vehicles, and people having 3+ cars per household, which will make the parking situation much better for other residents.
9. Resident, Highgate Road I strongly agree this area should be permit parking only. The main problem is the school as Highgate road is a car park from 14:45 until 15:30. People will still park to use this gate and pick up their kids. How will you police the no waiting at any time? Can this gate not be closed off so people are forced to use the main entrance?
10. Resident, Highgate Road I have received the exhibition survey results for above. Whilst i support the proposal, because i have witnessed over the past years that i have lived at my property the increase of vehicles especially commercial vans and lorries. There is one thing that i do question, this being: E) NO WAITING AT ANY TIME (double yellow lines) 2. Highgate Road - both sides, 2m, up to and including the southern dead end There has never been any need for double yellow lines in the dead end part of the road. Are you able to provide the reasoning behind this. I understand that in a normal dead end road, yellow lines are required to enable cars to turn around to drive back down the road. Due to the smallness of this dead end part, cars can safely reverse the short distance back to Seafield Road and have been doing so without issue. By placing these yellow lines as stated we will lose at least 2 car parking spaces which as you can appreciate would be a big loss in an area that we as residents are already struggling to park in. Please could this be reviewed?
11. Resident, Highgate Road I am all for permit parking in this area. Parking is a huge problem and it's just getting worse. As a single car household I am fully on board with this scheme, although I do find the time restrictions slightly confusing as I don't see the good it'll do only having two hours of permits? Surely 6pm-6am would make the most spaces available.
12. Resident and local councillor, Highgate Road I am in favour of the proposed RPZ and of the proposed restricted times of 6.00 pm to 8.00 pm
13. Resident, Kendal Avenue



<p>We have been reading through the survey results regarding residents parking and are in favour of all of it, it completely makes sense as our road gets congested with vehicles. There are houses with off street parking, and the driveways get blocked on a daily basis with other cars that shouldn't be parking there....this can be extremely frustrating especially if you have to go out in an emergency and struggle to get off of your own driveway. I think it would be beneficial and I am putting to you to put "Double yellow lines" outside the properties of RUSSEL TERRACE and this would stop the problem. There is also a Primary School opposite and quite often the children are crossing the road between cars that are parked where they shouldn't be parked. It's like an accident waiting to happen as cars come speeding down this road. The double yellow lines would make such a difference.</p>
<p>14. Resident, Kendal Avenue I think is really good idea and can help on Out street to maybe make more space.</p>
<p>15. Resident, Kendal Avenue I am in support of the proposed parking zone.</p> <p>Please be advised there is a lot of residents outside of the proposed zone who will be objecting as it's been encouraged on social media.</p> <p>Please let me know if you require any further information.</p>
<p>16. Resident, Kendal Avenue I would like to confirm I am in full agreement with zone. I sincerely believe it would benefit our road as we have an ongoing problem already. You should also be aware residents outside of the suggested zone have expressed through social media they will be objecting to avoid congestion in their own roads.</p>
<p>17. Resident, Kendal Avenue She agrees with the proposals for residents parking but as a non car owner herself but the owner of a drive with a dropped kerb she would like to know why the drive she has and the roadside with the dropped kerb would not qualify for yellow lines or no parking signs as she has carers multiple times a day, community visitors and also is the owner of a blue badge for use when she is taken out as can not walk far and is disabled but finds that her drive is often blocked by those who see her not having a car as a right for them to park over her drive. The other owners of the neighbouring house also have dropped kerbs but do own cars and so the drive is in use and they do not have the same issue as frequently but may also have requested a similar requirement. She is concerned that parking permits will give those who do part over her drive a greater feeling that they can as they will be paying to park in the road. There is no mention of any restrictions in the notice bar that of one address on Kendal Avenue and it is not clear that those with a dropped kerb or drive have the right to have this kept clear at all times regardless of whether they own a car or not .</p>
<p>18. Resident, Kendal Avenue I am fully behind this zone in place as people down the road are now sticking stickers on front of your yellow signs that I've removed because they own 3-4 vehicles per house and don't want it please get this in place as soon as possible and also stop the big camper van parked in Kendal avenue since I can remember and I've been here for years causing a complete eye sore and taking up 4 spaces in our road.</p>
<p>19. Resident, Keswick Avenue I support the proposals for the proposed parking zone.</p>



20. Resident, Manor Park Avenue

Re' the proposed scheme. I wholly support the introduction of the scheme. I have lived at the address for years and during that time the ability to park has deteriorated drastically.

I do not have any problem at all with a charge being made for a permit.

I will make one observation, i am not too convinced with the 6PM-8PM permit holders only restriction. Ideally 5PM-8PM would be preferable or if it must be 2 hours maximum 5PM-7PM.

I do hope that the scheme reaches completion. It is sorely needed.

21. Resident, Manor Park Avenue

I fully support the idea of putting in parking permits down our road.

However I feel the time frame you have proposed will not necessarily benefit those that finish work late at night and also early in the morning (weekends).

22. Resident, Manor Park Avenue

I am in favour of the scheme but I think that the propose of 6pm to 8 pm is not restrictive enough.

23. Resident, Mayhall Road

We would very much support a parking zone within the HC area.

I think however that permits should be limited to one per household, and that any additional permits (if available) should be at a much higher rate.

We have a car but we are also regular users of public transport, there are issues with public transport but I feel a lot of this to do with the number of cars on the road and families should be discouraged from having more than one car.

Given the location of the Parking Zone, we are within walking distance of a train station as well as good shops, schools etc. There is no need to get in a car and go to North End from where we are!

We are concerned that motorbikes and mopeds will be exempt, as it very well known that a certain resident uses a moped to secure himself a parking space for his work van and 2 additional cars.

Additional Double Yellow lines on corners will be most welcome, but it also needs to be policed and action taken accordingly. Inconsiderate parking also needs to be addressed, as I'm sure that we could park more cars if people parked sensibly.

24. Resident, Mayhall Road

I definitely feel the parking zone needs to go ahead. I don't understand the state, eat C HC permits holders only 6pm-8pm. Does this mean non permit holders can park anywhere outside of these times but must be moved within those times. The problem we have after these hours as residents is not getting parked if you have also been out for the evening?

The parking problem is at its worst from 4.30 pm Monday- Friday and all weekend.

Please put this into place as a resident it will make things a lot easier for us all.

Once again all for permits

Thank you for replying I suppose something is better than nothing but at the moment your lucky to get parked at 5pm and weekends you just don't move your car. Also going out at night is a no no as your unable to park when you come home.



25. Resident, Mayhall Road

We would like to lodge that we are FOR the local residents parking zone covering the HC area. Actually we would be even happier with a 24hour residents parking only.

26. Resident, Moneyfield Lane

I have just received the survey results & next steps (I.e HC zone Kendal Ave) letter (which also encourages views on the proposal).

As a resident who has one vehicle & very rarely is able to park in Moneyfield Lane or close proximity I think the consultation and prospect of permit parking is a very positive step & I'd welcome permit parking.

27. Resident, Seafield Road

I am in support of the Residents Parking Ref TRO 3/2020.

I would like to suggest that there is a longer period for restricted parking, so rather than 6pm-8pm permits only it should be from 5pm-10pm permits only, as it allows residents to park when they finish work/shifts and hopefully puts non residents off parking their cars/van's and then moving them back to the streets as it's a longer period of time.

Also where would we be able to purchase visitors permits from?

28. Resident, Seafield Road

I approve of the residents parking

29. Resident, Seafield Road

I think that having a parking permit is a fantastic idea

30. Resident, Stapleton Road

I support the proposed parking zone for this area. At work, I am having to leave early to try and get a parking space nearby. By enforcing this parking zone, it would hopefully allow me to be able to park somewhere near to my house on a more regular basis without leaving work earlier just to try and secure a space!

31. Resident, Stapleton Road

I support the proposed parking permit. Since living here, I have become reluctant to go out in my car in the evening as I am unlikely to get a parking space nearby. Hopefully a parking permit will give me a better opportunity to park nearby in the evening so that I have more choice to go out in my car if I want to.

32. Resident, Stapleton Road

I would like to support the permit parking in the above area.

33. Resident, Station Road

I am strongly for residents parking permits as the parking issue is an absolute nightmare at all times of the day week and weekends and completely restricts my life. There are a lot of commercial vehicles that park in the road that take up a lot of spaces. I completely agree with your proposal and if possible would like the hours restricted to HC Permit Holders 8am to 10pm for the whole road unless a visitors permit had been purchased. I would be willing to pay for visitors to park. I feel that 6pm to 8pm is not a long enough period as parking when returning from work is very hard. If this could be expanded at least 5pm to 8pm. I believe that having 2 cars per household is plenty and feel that having 3 cars per household would not solve the problem as the majority of houses in the street are 2 bedroom terraced houses and do not have a lot of frontage per house. There are always cars parked on double yellow lines!

I am very hopeful that the issue can be resolved with parking permits and thank you so



much if this can be put in force.

34. Resident, Station Road

I have just received the letter regarding a proposal for resident parking zones. This letter is the best letter I've received through my letterbox! Both me and my partner support the proposed parking zone as we both work extremely demanding jobs, sometimes I do not finish work until 3AM and I have to stay at my parents house as I know I will struggle to get a space. This is a shame as this is our first house and I spend half of my time staying at my parents house due to parking! Even if I finish at 9PM I spend at least 30 mins trying to find a parking space, sometimes even parking in North End and having to walk home! My partner is unable to get disability allowance/parking as it is not "severe" enough, however it can be so dangerous for him if he cannot get a parking space to get in and treat it. I understand this does not guarantee parking but when I am driving around trying to find a space I can't help but notice how many spaces are available within permit holder only zones compared to those who are not! I believe many people park down Station Road when they are visiting nearby permit only zones to avoid parking costs/permit charges!

However we do have a question about charges for the resident permits, we both have a car each so will this total to £150 a year or is it £120 for a year for 2 permits?

Thank you for the reply! I would also like to add that on many Pompey FC home games, our road is bombarded with people parking and walking over to Fratton Park! This would help prevent this as well

35. Resident, Station Road

I am writing to offer support for the proposals for a new parking zone (HC: Kendal Avenue Area) TRO3/2020. These proposals hopefully will offer relief for those of us who live in these roads.

36. Resident, Station Road

Please accept this email as SUPPORT for the proposed parking permits for the HC zone.

37. Resident, Station Road

i totally agree with the parking permit scheme the sooner the better.

38. Resident, Station Road

I find it terribly difficult to get parking.

I arrive home from work at 6pm after picking up my kids from after school clubs, only to spend another 1.5 - 2hours looking for parking simply because either people have come to park from various streets away or people have multiple cars parked on the street. My kids and i therefore don't get into the house till 8 pm, exhausted, before we can even settle in. This is impacting our bed time and energy to face the next day.

When i do find parking it is so far away that, it again impacts our journey time in the morning and cascades through the week.

We are in definite need of parking permits and zones.

Thanks for your understanding and help in advance.

39. Resident, Station Road

My vote is YES for residents parking in our area .
Hope this will solve the problems for us



40. Resident, Station Road

I would like confirm that I am in support of adding resident parking permits to Station Road, Copnor

41. Resident, Station Road

I support the proposed parking zone

42. Resident, Tokio Road

I am in favour of the new parking permits in HC zone. I feel that the times should be extended from 5pm until midnight. I believe between 6 & 8 just isn't enough.

If this goes ahead it will be brilliant, as it will stop the bloke over the road parking numerous cars in our street that he sells privately.

It will also wipe out those work vans that get dumped in our streets for the whole weekend.

I really think you need to consider the timing more closely. 6-8 just wont make enough of a difference, and will end up with people paying out for a service that won't work, and will end with many unhappy residents.

Please can I be kept informed of the outcome of this consultation period?

I have a couple of questions regarding how this decision will be made.

Will it be a straight forward how many emails for the permits versus how many emails against?? It's just I have been reading on Facebook that lots of people are getting loads of negative emails sent in from their friends/family.

If it is a question of quantity of emails then I will start doing the same but for the permits?

43. Resident, Tokio Road

I am in favour of the new parking permits for the HC zone.

44. Resident, Tokio Road

I live in Tokio Road and am in favour of the new parking permit proposal.

Support for proposed HC zone (no address given)

45. Resident

I am in full ly supportive of the parking zone too many company vans in area

46. Resident

I fully support the residents parking zone.

47. Resident

About time, I support the parking zone.

48. Resident

I strongly support agree with these proposals.

49. Resident

I agree with the proposals to implement parking restrictions as parking is beyond ridiculous . The permits do not protect the most vulnerable people. My relative cannot drive but I cannot park outside to pick him up because my car is not registered to his address. He is elderly and is housebound. He tried to walk a hundred yards to get to the only available space away from his house and could not make it and had to be carried back to his house! He has not left the house since.

There should be a human being that can assess cases and have a humane and holistic approach to parking permits.

I am happy to pay for a permit and keep the car registered at a different address.

It will not be permanently parked in his street but would allow suitable access and possibly



improve his quality of life.

50. Resident

I am just emailing in response to the proposed HC zone. I am in support of the zone but just have a couple of questions on how this might affect my family.

Currently we have one car for our household and one off road parking space. In March/April we will have a second vehicle as my disabled relative qualifies for the motability scheme and has a blue badge.

People frequently park on my dropped kerb white line blocking my vehicle in or preventing me from parking on my off road space. I have contacted colas on multiple occasions to try and get my white line repainted so that it is more visible in the hope it will prevent this problem. I have been trying to avoid having to ask for a disabled bay even though we are entitled to one.

With the new proposed zone, could a vehicle with the correct permit park on my line blocking or restricting my access?

Also, would both of my vehicles need a permit? I understand the blue badge means I wouldn't need a permit but to be honest I don't want to leave my relative's blue badge constantly visible in the vehicle in case it attracts someone to break in and steal it. At various times both of my vehicles will be parked in my off road space while the other is on the road. Does the scheme accommodate this or would it be expected that the same vehicle use my off road space?

I would also appreciate any advice on getting my line repainted as I have had no response from colas and have now contacted them on numerous occasions with no success/response for approximately the last year.

51. Resident

I'm informing you that I totally support the proposal for residential parking for the HC Zone.

The problem for parking has got worst over the years, with the main problems being work vans, trucks and multi car households.

People are parking on pavements (under Burrfields Bridge), so that means people in a wheelchair or people with prams or pushchairs can't get by.

I really hope the proposal will go ahead.

52. Resident

It appears that this is probably the best option we could hope for, so I approve of the parking restrictions proposal.

53. Resident

I live in the HC area and support the move. Walking down Station Road there are loads of commercial vehicles taking up the space of a couple of cars each. Any zone has to target these. Personally I'd like to see a maximum length rule brought in so that long wheel based vans are prevented from parking in residential areas. Realistically there isn't even enough space for one normal length car per household, this fact needs to be the basis of any rule.



54. Resident

I am totally in favour of the residents parking being brought in in our area.
This will make a big difference in our area HC zone.

55. Resident

I am emailing to say I am in FAVOUR of having residents parking in the HC area

56. Resident

I wish to register my agreement to the proposed Residents Parking Zone HC as specified in TRO 3/2020

57. Resident

I would like to respond to your letter and to let you know I am in support for the proposed parking zone.

I also think advising others on how to park considerately for residents may be needed for some households as that would also improve the parking situation.

Objection to proposed HC zone (within zone)

58. Resident, Collis Road

Is it correct that the permit is valid for only 2 hours of an evening? After that anyone can park there?

If this is the case then I fully object as Once you are home you are reluctant to go out as you won't find a parking spot still. Work/Commercial vans will still park there but wait till 8pm to park.

In addition the zone is very large...no way will traffic officers be able to police that much of an area in just 2 hours.

From 18.00-22.00 hours is better.

Many thanks for your reply. 3 teams of 10 to cover the whole of Portsmouth is not a lot at all in my opinion. I really think that if this parking regulation is enforced people will yes take permit 1 but take the risk and not purchase a second permit and if they spot a warden stick a visitors pass on. Or completely take the risk as the time slot for no parking without a pass is so small.

What I would like the council to consider is additional parking and utilizing the spare space in the evenings. For example the carpark at Kingston Prison. Ocean Retail Park car park, school car parks...enforce a restriction that they need to leave by 6.30/7 or get a ticket.

59. Resident, Copnor Road

Just a quick email to say I object to the proposed parking zone, ref TRO 3/2020.

Thank you for all of the information, very helpful.

60. Resident, Copnor Road

I have reviewed the letter that was posted to myself and do not agree with proposals.

Being a tenant on Copnor Road, there are a lot of housing within the area that you want to turn into permit holder only and not enough road parking for this.

Not only this, there has been 15 new homes created which could potentially increase the



amount of cars that will be parking in the area of Copnor road. I believe the proposal will only work if homes were guaranteed spaces which I know will not be the case.

I do not agree with this and wish for the area to stay as a non-permit area, unless you can 100% guarantee a space for each home.

So for me, I will not be agreeing with the proposed resident parking.

61. Resident, Copnor Road

My wife and I are writing to let you know our views on the reference TRO 3/2020 proposed formal residents' parking zones and fees, which we strongly oppose.

We feel that any charges that would be incurred, yet still not guaranteeing a parking space for us residents, is merely a money making scheme for the council and a charge that, in our opinion, is not fair and just.

It is understood that there are parking issues all over Portsmouth, however, in our situation, there happens to be only a handful of car spaces available to us directly outside on the main road, and we find that those spaces are, on the whole, only used by us residents anyway.

Generally, along our end of Copnor Road, Station Road, and adjoining streets, it seems to be only the majority of residents who park there. So why charge us to continue to do so?

As the ratio of number of cars to parking spaces in the city is already far outweighed, what purpose is this residents' parking scheme going to actually achieve, except to push more vehicles from this side of the road needing to park, over to the other sides of the roads, where there is no such scheme, thus just "pushing the problem" elsewhere?

Would the council not be adding to unnecessary neighbourhood disunity in that it will be "first come first served" to all permit holders anyway? Is that fair if you have all paid a fee for a permit?

For us, there is also the issue of there being a blue badge holder that leaves his vehicle parked continuously in the same place, often for months on end without moving, that in essence if this scheme goes ahead, would be giving him a "free" space automatically, to continue "blocking" a valuable car space, which we feel is also extremely unfair.

Another point to raise, it is proposed that electric vehicles will be free to park without needing a permit. How will this actually be policed? What if we ever have visitors that have electric cars? Will they require permits? If so, is that not contradictory to the very essence of being environmentally friendly if a resident with a non electric vehicle permit takes priority over an electric/ low/non emissions vehicle?

Lastly, the proposed time for parking permit holders only for our area is for 6pm-8pm. Where is the justification for us having to pay for this two hour time slot to park on the roads we already pay car tax for? Not to mention the possible devaluation of our houses for having to purchase permits to be able to park near our own homes!

As we have already mentioned, it seems only to be the local residents who usually park for



extended periods around this area anyway, so we fail to see the advantages of adding limited waiting times.

Whilst we understand that there may well be areas that this scheme could benefit from, in our view, ours is not one of them.

To summarise, we strongly oppose permit parking in our area, and would very much appreciate our views being taken into consideration.

62. Resident, Copnor Road

I am writing in response to the proposed residents' parking zone offer in the HC Kendal Avenue area. I live on Copnor Road within the HC area and I object to this proposal. The main reason for my objection is that parking will not be guaranteed and also because a third permit is unlikely due to the high volume of houses and cars within each household. In my household currently we have two cars however since there are 5 of us who can drive it is likely that we will be purchasing at least one more car in the near future for work purposes. For this reason the parking permit will not work in our favor.

63. Resident, Copnor Road

I wish to object to the proposed parking permit area in copnor road. I have a disabled relative who visits and this would limit the amount of time she could stay, or just force us to pay for her to be able to visit. These permit areas do not work as anything other than a source of revenue. Parking is difficult, but I do not believe this is the answer. Please listen to reason and stop pushing your parking permit areas on us. This feels like the 3rd or 4th one of these I've had to do in a few years.

64. Resident, Copnor Road

I am in receipt of the residents parking proposals for permit parking for my area. To my horror I find that my property has been singled out for a maximum of 3 hours parking. I have owned this property for many years and have enjoyed the ability to park outside without restriction for many years subject to availability, hence the proposals seem retrograde at first sight. Your proposals have singled out my house and the church for NO parking beyond three hours. The other houses can park with a permit costing from £30. QUESTION 1/. Please explain WHY I have been singled out to have nowhere to park outside my own house for more than three hours ? I see this as discrimination towards me, but for why I cannot understand. The properties down to my house already suffer from people short term nuisance parking using the hairdressers shop and takeaway. Now they will have greater opportunity to park than the property owner paying the council tax.

QUESTION 2/. Please explain where I am supposed to park over three hours under this proposed scheme? AND what am I supposed to do if I go on holiday leaving the car(s) outside my house?

Unless I have misunderstood the proposals, at the moment it costs nothing to park outside. In future it will cost £150 a year for two cars to park in the vicinity of my property but not allowed to park for longer than three hours actually outside my property. QUESTION 3/. Please confirm whether I have understood this correctly as it seems total madness to me. If I understand correctly, this is going to make life unbearable and potentially devalue my property.

QUESTION 4/. I have not been able to ascertain whether the £150 permit fee is for ONE initial year to cover the cost of legal traffic orders and signage or whether it is for each and



every subsequent year ? In which case this is a tax!

Kindly note; At this point this letter is neither an objection or support for the proposal since I need clarification of the above four questions before being able to reach a properly reasoned decision. I therefore seek your reply urgently to comply with your timescale ending 4th February 2020.

Thank you for your prompt reply. Whilst I can accept that the church may seek some short term parking, this makes life very difficult outside my property. I am therefore appealing to you to withdraw the 3 hour parking to allow at least ONE space outside my property. All the other houses will have cars and will not appreciate other houses parking outside theirs. This is simply trying to squeeze more cars into less linear space in favour of leaving space for visitors short term parking. What's more we have to pay £30 pa for this retrograde step. In my opinion it is unfair. Extending the 3hr limitation to the late hour of 10pm is also ridiculous. It effectively means one cannot park for the evening after work. For example : on the assumption that most people usually arrive home from work between 5.00 and 6.00pm, IF there is an available space outside my property one can park until between 8.00 and 9.00pm. The car would then have to be moved elsewhere (almost impossible) or drive around aimlessly, before being allowed back outside after the unrestricted time of 10.00 pm.

May I ask ; How would YOU like to live with this situation after working all day ? Please inform me how we can amend this notice at this late stage to make life more tolerable ?

With the current "free for all" parking arrangements, if one goes out for the evening it is impossible to park anywhere on Copnor rd late at night. Usually one has to drive around for up to 20 minutes searching for a space which could be as much as half a mile away. I fail to see that permit parking will make a number of cars disappear or provide additional spaces. The only positive I can see is that it will generate low wage jobs for Civil Enforcement Officers albeit at unsociable hours of employment up to 10.00 pm.

Further to my earlier emails on this subject, I OBJECT to this scheme primarily because of the imposition of 3hr visitor parking directly outside. It is ridiculous that visitors have greater consideration to park whilst the homeowner and council tax payer will be forced to park elsewhere. The council does not appear to have thought this through. I took the trouble to email the Libdem councillor proposing this money making scheme a couple of years ago. I was disappointed that he totally ignored my email and did not reply.

65. Resident, Copnor Road

We are writing about the parking permits. We don't think it would work as we already pay our road tax why should we pay for permits that does not mean there would be a parking space for us or any one else.

We are both pensioners and don't want to drive around looking for a space we have lived here for many years and found no problems yet. This is a liberty and a nuisance to us we all have familys who like to visit us on a regular basis why should they have to pay to visit it's a damn cheek making money out of all of us my husband works away 4 days a week so hard luck for him trying to get a space hes still working for a living think of all the hardship and stress it will cause to honest working people its causing in extrem stress and anxiety a lot of people will park in Queens road Powerscourt Rd and Chichester road then you will get another problem it will be very busy and a snarl up + Road Wars!



66. Resident, Copnor Road

I'm against permit parking within this area for the following reasons:

1,I don't agree with having to pay for a first car.

2,I don't understand why motorbikes,electric cars and disabled badge holders(who are guaranteed a parking space)don't have to pay.

3,I will not be guaranteed a space.

4,2 hour window is not long enough,not everyone gets home at those times stated and also if you go out in the evening you won't get a space when you return.

5,There are lots of people who leave a 3 quarters car gap when they park and I feel something should be done about it.A couple of people park their motorbikes in a large car gap so you can't park.

6,By not having a pass on display in the windscreen it means that we won't know who's eligible to park,a bit like when they scrapped tax discs and millions have been lost in revenue.

7,Ex disabled bays have not been painted over.

8,Allowing vans up to 3.5 tonnes is ridiculous as that's what park there now,so it will be just the same,I was under the impression only small vans could park.Theres is never anything over 3,5 tonnes in Tokio rd!!!!!!.

8.Who is going to enforce this as the traffic wardens that come around are in a car and they only drop someone off if there's a vehicle parked on double yellow lines.Another why there are so many tax dodgers as they rarely walk around copnor!!!

In response to your reply blue badge holders do have a guaranteed parking space as they have oversized boxes painted in the rd.We do have commercial and private band parked in our rd but they are under the maximum weight so I don't see how the parking will change here.Also like I've said before the traffic wardens drive around and only stop if a car is parked on yellow lines not like when they were on foot they could stop at every vehicle and check it's tax status.The main issue I have is people leaving 3 quarter car gap when they park.if everyone parked more considerately there would be at least another 8 spaces available.

67. Resident, Copnor Road

I object to the 'HC' parking zone proposal. I, as some one who is often returning home late in the evening, do not recognise there to be an issue with parking because I have always found space. As such the proposal is not required. The scheme gives no guarantee of being able to park any "easier" nor "closer to home". The cost is disproportionate to the minimal easement in parking congestion such schemes bring, and the cost of the permits is also disproportionate to the administration cost of the scheme.

In resent years the 'HC' zone has seen multiple property developments approved by the council which did not include sufficient parking provisions. One of which was built on a land which had held rented garages. So simple put the capacity was reduce and the demand increased. I object to having to pay for the councils bad decisions.

My final reason for objecting to the proposal is the scheme is in no way aligned to any incentive or initiatives which provides an viable alternative to private transport. Without the carrot the stick will fail every time.

68. Resident, Copnor Road

Having never received any paperwork about voting for this scheme, I have attended a meeting within the local church hall where from what I saw most were against the proposed



scheme.

With the amount of dropped Kerbs in Keswick ave, and now another one given approval there are now only 18 parking spaces for the homes that live in the road without a dropped kerb.

A parking scheme will not solve the lack of parking in the area, it will just be a money making scheme where we will have to pay for two cars and that still wont guarantee a space as there will still be more dropped kerbs than parking spaces.

What will impact more is the young adults that have just learnt to drive in a family with 3 children, how do we expect them to pay not only £2000 a year car insurance but now find another £300-£500 just to park in the scheme near there home address.

I do feel no matter what is sent in, this scheme will be given the go ahead as our local councillor lives within the zone.

69. Resident, Copnor Road

I would like to express my OBJECTION to the proposed permit parking on the East Side of Copnor Road. As far as I can see the proposal takes away three parking spaces by proposing visitors parking outside Grace Baptist Church and No.44 ... how can this help residents with parking problems. Also there is a proposal for a scheme on the other side of Copnor Rd with a different Zone, therefore taking away the option to park on the opposite side of the road.

For this we will be charged! No thank you.

70. Resident, Copnor Road

I wish to strongly object to the proposed residents parking scheme at the above location. I have lived in my property for many years and have seen the parking go from bad to worse in that time. I am resident in Copnor Road and cannot park any where apart from side roads, however finding somewhere to park has become almost impossible at many times during the day and night, even the double yellow lines are all taken up! A residents parking zone will not improve the situation in any way at all, there will not be any less cars. Also as visible permits will not be issued there will be no way for "joe public" to know whether or not a vehicle has a right to park there. I understand that any vehicle will be able to park there for up to 3 hours, but not between 6pm and 8pm, I don't see what difference this will make to local residents other than an unseemly scrabble to park within that 2 hour time span.

What would help would be if moves were made to stop businesses parking their vehicles in residential streets for hours on end, people using the streets as used car lots for selling (check complaints about a dealer in Tokio Road parking several cars in the area) and a particular carpet business with a large caged rubbish van that sits on Copythorne Road all the time and when moved cones are put there until it returns, not to mention delivery lorries and works vans parked there every morning sometimes blocking the road.

Maybe when you have sorted out those and other problems then it might be time to discuss a residents parking plan.

As far as I can see this parking scheme like so many others is just another way to extract more money from residents for doing what they do now for "free" and I use that word guardedly in the light of everything else vehicle owners pay! The only improvement will be to the city council's coffers.

71. Resident, Copnor Road



As a resident of Copnor rd where a new parking permit area is being proposed between Tokio rd and Copnor bridge, I wish to place my objection. The difficulty parking in this area is caused solely by the number of residents and the limited available parking spaces. Creating a parking zone will not reduce this problem it will only cost the residents more money whilst still leaving us in a situation where people cannot feel they can visit for a decent amount of time. Also although my relative does not live too far she is disabled and relies upon her husband being able to drive round to us to visit her granddaughter, something which will be restricted and should not be this proposal even though they are never parked within the road during the time that parking becomes difficult.

72. Resident, Copnor Road

We very much object to the plan of permit parking in this area

73. Resident, Copnor Road

I wish to object to the proposed HC parking zone

74. Resident, Copnor Road

with reference to the proposed parking for this area as far as I can see it is just a money making project as you are not changing a thing but just charging us for what we have already, it will not stop me having to spend 1/2 hour or more trying to find a space.

You should try to make more room for parking, like making roads in area one way to open space also making service road at rear of Tokyo road wider so parking there, you seem only looking at income and not investment by trying to open up spaces and clampdown on car sales leaving cars everywhere not taxed (these have been reported but no action taken by you or dvla).

I live in Copnor road which is a no parking road and has been made a major route into town by you or so you told use a few years ago, so no chance making it like Milton Rd where there is parking on one side.

So as we all know you will push this through saying we all agreed but not showing true result of how many objected to this, so on that I hope two thirds of the income from this will be put back into the area as you are not doing it for profit are you so should not be a problem there, so the area of HC would start to look good with all that income.

So just to make it clear I object to this most strongly.

75. Resident, Copnor Road

I write to object to the proposed changes to parking at Lower Copnor Road ref TRO 3/2020.

The proposed changes will further negatively impact residents of Copnor Road who already struggle to find parking near their homes. Some have already had to resort to paying for private off road parking.

Proposing parking permits will just further financially disadvantage vehicle owners and residents of Copnor Road.

Suggesting that parts of Copnor Road has resisted parking is a backward step. This type of enforcement was in place many years ago. It didn't work then so will definitely not work now with the increase of vehicles.

Other proposals need to be considered.

Ultimately the council need to refuse planning permission for residential development that



does not include off road parking.

Alternatively refuse any further planning permission for this area.

Worst case scenario the cemetery will have to be opened 24/7 as an overflow parking facility.

76. Resident, Copnor Road

I object to the proposed parking permits for Copnor Road and the surrounding area (TRO 3/2020). I find the proposed roads have no problem with parking, by adding in a permit regulation will put added stress on the surrounding roads and make it impossible for businesses to actually run a business! This will just encourage a lot of the residents of these road to add drop kerbs, which will reduce the availability of parking spaces with or without a permit.

I feel adding permits will have no benefit at all. This will not guarantee better parking, it will simply put added pressure on the surrounds roads and will result in a rise of dangerous illegal parking.

77. Resident, Copnor Road

I am registering my objections to the above proposed parking scheme.

1) It will have a detrimental effect to the residents on the west side of Copnor Road between New Road East and Queens Road. Anyone will be able to park on that side of the road but the residents of those houses will not be able to park on the opposite side of the road between the proposed restricted hours.

2) The scheme is suggested to ease parking problems for the residents in the proposed area. It would seem from the proposal that there are approximately three spaces in Copnor Road and two spaces in Station Road which are proposed to be used for limited parking. How is this going to help parking when up to five spaces are to be lost under this proposal? Also, what is the rationale behind this proposal? Is it for the Grace Baptist Church? This is only open for a couple of hours on three evenings a week and a couple of hours on a Sunday morning. Is it for the 'takeaway' and mini-market? There has always been a takeaway in that shop and no special parking, the current owners knew this when they took on the premises. The mini-market is mainly used by locals and once again there has been no special parking. The hairdressers closes before the restrictions are proposed to commence and therefore not a consideration.

At one time all the premises from the takeaway to the corner of Station Road were shops and now they are converted into flats/houses (all with planning approval by Portsmouth City Council) the residents need places to park the same as the rest of the residents of Copnor Road and the limited waiting proposal is detrimental to all residents. On the east side of Copnor Road going north there are several other shops, businesses, a 'takeaway', a public house and a church all that have never had parking outside so why is this particular part of Copnor Road to have limited waiting and why until 10pm? Who is the proposed beneficiary of this limited waiting to the detriment of the residents?

3) The proposed parking scheme may help those coming home from work between 6 and 8pm but what about those who return from work before 6pm and those that go out at other times? I go out on a Sunday morning and when I return there is rarely anywhere to park. Likewise if one goes shopping or out for other reasons on a Saturday or Sunday am or pm once again there are rarely any spaces available. If one returns home before 6pm how will



this proposed parking restriction help? One of the worst times to park is if one goes out in the evening, for many years ones social life and other necessary evening visits have been restricted. If you go out in the evenings you know that when you return there will be nowhere to park. One can walk (if able) take a bus (if you are lucky that it goes where you want to, but not to return as often they finish early) or take a taxi (expensive). But if you want to go out of the city a car is the only reasonable method of transport. Some times when returning home you can be parked up to a mile away with the prospect of a walk home in the dark and it may be cold or wet. The nearest area with spaces available is often Baffins Road, but that is restricted. What will happen when the whole of the city is covered with parking zones all with different times?

4) The proposed zone will do nothing to stop those residents/visitors who park badly or inconsiderately, for example: a few feet from yellow lines, dropped kerbs, disabled spaces or the car in front/behind, leaving a few feet that are no use to anyone. It will also not stop those who deliberately park badly to save a space for another member of their household or neighbour, if they do not have a permit they only have to wait until after 8pm and then they can park in the saved space.

5) Coniston Avenue does not come into this zone as they have their own 'residents only' parking but they can park anywhere else in the surrounding area (except for any restrictions) but no one can park in their road. Also, the two residents only parking spaces in Coniston Avenue on either side of the entrance to the Harvest Home pub car park are rarely used. These could be used for limited parking for the use of all or they could be incorporated in the proposed HC zone.

I strongly object to the proposals in the current form as it will only alleviate the parking problems of a few residents and does not address the problems of most residents that have suffered for years with parking problems and we will all have to pay the same permit charges and still with no guarantee of a space to park.

If it is deemed necessary to implement some form of parking restrictions to help the residents then please look at this scheme again so that all residents can benefit from a parking scheme and not just the minority.

I would also point out that the majority of houses on the east side of Copnor Road did not receive the original survey, this was borne out by the very small number of completed surveys returned to the city council. Therefore the original survey was flawed as it did not reflect the views of all of the residents of the proposed scheme.

78. Resident, Copnor Road

As a resident of copnor road concerning the proposed permit parking I OBJECT massively and whole heartedly to this!!

79. Resident, Copnor Road

I OBJECT to a parking cheme ref TRO 3/2020

80. Resident, Copnor Road

Living in the designated HC area I wish to object to the introduction of a residents parking



scheme. I do not believe it will alleviate the current situation in any way.

81. Resident, Copnor Road

I live in Copnor Road and I would like to object to the parking permit proposal in the HC Kendal Avenue area as this will limit our parking spaces even more. Moreover, if our surrounding areas such as Queens road, New road, New road east etc are different zones it will be impossible to find parking especially since some of our spaces will be taken by visitor permits etc. Although it is difficult to find parking, I would rather this than pay for permits and still not have any spaces to park. I sometimes park 15 mins away from my home e.g past Copnor Primary school but if those areas are different zones, I will not be able to park my car anywhere. Also it is likely that in the future we will need more cars (me and my husband have one each), but due to my children's employment/university they will also be needing their own car and it highly unlikely that we will be able to secure a third permit permit forget a fourth. For these reasons I object to the permit proposal. However, I do believe that if the council could invest in a car park or something similar in our area, residents would be more than happy to pay yearly to park our cars there, even if it was just from 7pm-9am as this way street parking would not be further restricted and we would have an additional area to park when we struggle to find parking.

82. Business, Copnor Road

I write in respect of the above proposed parking zone to which I am vehemently OPPOSED.

I entirely accept that there is a serious parking problem throughout the city of Portsmouth but schemes such as that proposed for the Kendal Avenue area will simply move the problem from one side of Copnor Road to the other which has happened where such schemes have been put in place in other parts of the city.

Many households in the area have more than one car and there is simply not room for them, but by introducing a scheme with the scale of charges proposed there will be increased pressure to find "free" parking in an area that is already overloaded.

As far as residents are concerned, in addition to private houses there are many flats above shops and several blocks of flats, most of which have no parking facilities. Parking adjacent to one's home is often impossible and there is a considerable amount of illegal parking, particularly overnight much of which would create severe difficulties in the event of emergency vehicles needing access. Illegal parking in the entire area is a very serious problem and particularly overnight drivers park their cars on other people's private property such as shop fronts and across entrances. There is a complete lack of enforcement of illegal parking and I suggest more consideration and thought should be given to this problem before embarking upon new schemes. The scheme currently being proposed would undoubtedly, in my view, make this entire parking situation worse.

I have been in business at the above premises for many years and am only too aware of the parking problems that exist. Within the part of Copnor Road in question there is a school, a large nursing home and many businesses, all of which employ staff, many of whom travel to work by car and require parking. Many of those who at the present time use the Kendal Avenue side of the road will inevitably attempt to re locate to the roads on the other side of Copnor Road which is already over loaded, rather than having to find spaces even further away.

From a business perspective I feel there is a real danger that businesses in the area will be severely affected if there is a further restriction on parking adjacent to shops in the area. The evidence is clear to see from what has happened in Southsea and the Commercial Road part of the city.

In summary, I wish I could offer a solution but there are simply too many cars and not



enough room for them. I believe that in all the circumstances the only solution is to leave things as they are.

83. Business, Copnor Road

I have a very small business. I need access at all times via Seafield road. Already the huge corporate businesses are killing my trade , my rent is extortionate and with this added fee will cause even more grief in an already struggling business

84. Resident, Highgate Road

I am against parking permits in my road I DO NOT WANT THIS So my vote is to object it !!

85. Resident, Highgate Road

Please accept this email as a rejection and objection of the proposed parking Permit scheme for Highgate road Copnor and surrounding roads

86. Resident, Kendal Avenue

I object to having a parking permit in Kendal Ave. Hope this doesn't go through as it won't make any difference, only make peoples lives harder that live there.

87. Resident, Kendal Avenue

I strongly object to the parking permits , all four adults in the house work shift work and are unable to get public transport for the start or end of the shifts we work . are the council going to provide a taxi / bus service for hard working people who cant get to work ? , also if someone blocks my drive (legally) preventing me gaining access to my drive , do i get a fine as i have to park on the road with no permit ? this matter really should be thought through more ! , i also think this is just another stealth tax .

88. Resident, Kendal Avenue

I strongly object to the proposed parking permits for Kendal Avenue in Copnor. I do not see how introducing parking permits will alleviate issues with parking in this area. All this will do is push the problem to another area and make parking even more of a problem for someone else.

I understand that parking is an issue in every area of Portsmouth and something needs to be done, I just do not see parking permits being the solution.

89. Resident, Kendal Avenue

I am emailing today in regards to the parking permits and how I feel the road wouldn't benefit from this. Since I was young parking has always been hit and miss around portsmouth and surrounding areas and the streets with permits have visitors who park in non zone parking streets which has a domino affect on all in the area. I believe that we will not benefit from a parking permit in this area due to it pushing residents to park in non zoned areas causing the affect on their parking I have 2 cars which both me and my husband require to go to work as we work in separate areas and due to us having a disabled child public transport isn't an option if their is an emergency that we need to attend to regarding our child this is also the same for our oldest child and if we are at work and an emergency occurs we cannot use public transport to get to them in time. I also think the visitor parking is not clearly explained as not all the time do visitors plan when they are visiting they just arrive also what if we have nurses etc arrive with equipment are they allowed to park down the road or do I have to park elsewhere and risk getting a fine due to not having a permit because we have a driveway so are not entitled to one. I have many concerns regarding this parking for instance the majority of our parking issues within Kendal avenue are due to the locals visiting the snooker hall as that has inadequate parking and I can assume this is the same for the surrounding roads the school isn't so bad as that is only at specific times and people from the shop aren't to bad as they only nip in



and out but the snooker hall sees people park up and even leave their cars over night preventing residents from parking. I don't believe there is much that can be done regarding this so it is what it is but we as a street have managed with parking fine and like anywhere that you live it is just pot luck at times I have had times where I have to park elsewhere due to not being able to access my drive but when the obstruction has moved I have always moved my car freeing up space for others I understand we own 2 cars but it is a requirement for us to earn a living to support ourselves and our family. I am not entitled to a disabled parking space as my child's needs aren't great enough and I fear if this is to come into affect then it will be more stress for everyone in and around the surrounding areas. I also feel that the prices are high for more than one car we pay enough to live and this will just become one more expense which we cannot deal with.

90. Resident, Kendal Avenue

I am emailing today in regards to the parking permits and how I feel the road wouldn't benefit from this. Since I was young parking has always been hit and miss around portsmouth and surrounding areas and the streets with permits have visitors who park in non zone parking streets which has a domino affect on all in the area. I believe that we will not benefit from a parking permit in this area due to it pushing residents to park in non zoned areas causing the affect on their parking I have 2 cars which both me and my wife require to go to work as we work in separate areas and due to us having a disabled child public transport isn't an option if their is an emergency that we need to attend to regarding our child this is also the same for our oldest child and if we are at work and an emergency occurs we cannot use public transport to get to them in time. I also think the visitor parking is not clearly explained as not all the time do visitors plan when they are visiting they just arrive also what if we have nurses etc arrive with equipment are they allowed to park down the road or do I have to park elsewhere and risk getting a fine due to not having a permit because we have a driveway so are not entitled to one. I have many concerns regarding this parking for instance the majority of our parking issues within Kendal avenue are due to the locals visiting the snooker hall as that has inadequate parking and I can assume this is the same for the surrounding roads the school isn't so bad as that is only at specific times and people from the shop aren't to bad as they only nip in and out but the snooker hall sees people park up and even leave their cars over night preventing residents from parking. I don't believe there is much that can be done regarding this so it is what it is but we as a street have managed with parking fine and like anywhere that you live it is just pot luck at times I have had times where I have to park elsewhere due to not being able to access my drive but when the obstruction has moved I have always moved my car freeing up space for others I understand we own 2 cars but it is a requirement for us to earn a living to support ourselves and our family. I am not entitled to a disabled parking space as my child's needs aren't great enough and I fear if this is to come into affect then it will be more stress for everyone in and around the surrounding areas. I also feel that the prices are high for more than one car we pay enough to live and this will just become one more expense which we cannot deal with.

91. Resident, Kendal Avenue

I am writing to convey my objection to the parking restriction ref. TRO 3/2020 Residents parking HC zone

My family have lived in Kendal Avenue for years and have never been guaranteed a parking space.

What you are proposing is to charge a fee for each vehicle owned by someone living in my



household, (2 vehicles/maybe more) and still not giving any of us a guaranteed parking space.

Why would I agree to this proposal? It is going to be an added cost to myself and everyone else in my household, and not be of any benefit to us whatsoever.

We pay our council tax for services provided. We pay road tax for use of the road and upkeep of the highways. We pay TV license to watch TV. We pay for broadband service to access the internet,

Electricity, Gas, Water..... Everything we pay for guarantees us to receive goods /services in return. What you are proposing brings NOTHING in return for the fees that you want us to pay, and for this reason I completely object to your proposal.

92. Resident, Kendal Avenue

We are writing to communicate our strong opposition to the proposed residents' parking in HC Kendal Avenue area for the following reasons. Making the area residents' parking does not physically provide more parking spaces. It puts great yearly financial strain on families having to pay for permits. One hundred and fifty pounds is a lot of money for two permits. The system is also open to abuse by those that own vans not registered to addresses on the zone and are owned by large companies. It will be easy to obtain false proof via letter headed paper. Motorcycles need no permits but at the moment they park irresponsibly to save spaces for cars on their household! Also, although I know space is of a premium some families have adult children who cannot afford their own homes living with parents and have done since childhood who may not get permits for their cars as only two are given!!!! What are they supposed to do? My main gripe is the timing of 6 pm to 8 pm. Ridiculous!!! Do the council not realise people work a 7 day 24 hour working week. People finishing a late/night shift will not park. After 8 pm it will be a free for all. Also with the snooker hall opposite people will just arrive after 8 to play and fill the road!!! We can't go out in our cars in the evening now and won't be able to if it is implemented. Terrible! We be happy if it was wholly residents parking like some areas. Why not ours! You can operate some areas - why not all. Also not happy about paying for evening visitors!!! Please think very carefully before implementing this. We think it is a backward step. We know people who live in a limited parking zone area and if doesn't work!!!

93. Resident, Kendal Avenue

I would like to object to the proposed parking zone.

My reasons are

1.I will not need a permit as I rent a garage from Todd & Hartridge @£60 per month. This you think is OK no problem! The last two nights I have been unable to access my garage. The first night two vans opposite my entrance. Today being Sunday,the vans have gone!... only to be replaced by two private cars. I have no problem getting out of the garage luckily. Getting back I is a different story, especially in the dark. Todd & Hartridge have put up NO PARKING SIGNS.. these are ignored of course.

2,Where will I park even if can find a space because I won't have a permit?

3,If I was to apply for a permit I will be paying for my garage plus the permit fee.

Why are you replacing the space outside 47 Kendal Avenue with yellow lines? This surely



would be a valuable space.

94. Resident, Keswick Avenue

We have four cars in our household that are parked on the road or on the private drive way, as we don't have enough parking on the driveway I object to the proposal. I have children who live with us and some are students and they can't afford parking permits as well as road tax and other expenses it will really impact us as a family.
Thank you I hope you will stop this proposed parking zone.

95. Resident, Keswick Avenue

I object to the proposed parking zone. Please could I have a response confirming you have received and recorded this objection.

96. Resident, Keswick Avenue

I wish to let you know that I object to these parking zones.
I feel that I already pay enough in council tax, road tax, and other taxes not have to potentially pay more to park down my own road.
I am happy to discuss further but I do not support this action and as you don't have a substantial support of this based on the people that replied to your survey.

97. Resident, Keswick Avenue

I would like to register my objection to the proposed residents parking zone in the Kendal Avenue area of Copnor. I believe that the introduction of this parking zone will not improve parking for residents of this area and will negatively affect residents of nearby areas as people move their cars into different roads to avoid the parking zone.
I find that a large problem with the amount of parking spaces, in my road in particular, is residents who have driveways not utilising these and instead parking on-street, even in front of their driveways.
Although I oppose the introduction of this parking zone, I would like to see that this parking in the road would be penalised if residents are not using the driveway spaces they have already.
I would also like to see spaces that are not large enough to park a standard car in covered by double yellow lines in order that people cannot park their cars half in the space and half across someone's driveway.

98. Resident, Manor Park Avenue

I would like to get straight to the point and say that I think the parking zone terms that are being proposed are completely horrendous and are absolutely nothing more than a money making scheme for Portsmouth City council.

My concerns are as follows:

*How can you justify charging £30(first permit) £120 (second permit) £300 (third permit) for only a 6pm ~8pm "window" for residents to park?

Parking zones in Stamshaw cost the same for permits and permits in that area apply 24/7?

*After 8pm once again the whole area will become a "free for all" for anyone to park anywhere they like with whatever vehicle hence not stopping the commercial vehicle problem

Meaning that residents will still run the risk of arriving home after 8pm with still nowhere to park only this time we're being charged for the privilege.

*How will these areas be policed by wardens to ensure that every vehicle in the area has a permit for between the hours of 6-8pm?



As I understand, Permits are going to be electronic and unless you're employing a whole new team of traffic wardens to monitor this new HC zone everyday 6-8pm, which I very seriously doubt is the case, people will just park whenever & wherever they want because the 2 hour window is so small, the amount of wardens you would need to cover this new vast HC parking zone to check every single vehicles number plate would be absolutely absurd and the risk of being caught without a permit would be one worth taking.

So in short, I don't believe that what you're proposing can be monitored well enough by the council to be effective to the extent that you are charging residents up to £300 per year per permit, hence, this being nothing more than a scheme and a scam to extort money from the hardworking residents of this city for something you simply can not offer!

I am a resident in favour of permit parking but if you're going to endorse permits, it has to be 24 hours or not At all.

For example, We live in Manor Park avenue, from 930am - 1130am on a Saturday morning I simply can not park in my road because of all the mums in their 4x4's parking in our road to take their children to their dance classes in St Albans Church Hall, how will 6-8pm parking zone help?

From 10am on a Sunday morning there are cars driving up and down manor Park avenue looking for parking spaces because they're attending service at St Albans Church.

Tell me please how this HC parking zone 6-8pm will help then?

Saturdays when Portsmouth FC play at home people park inside Manor Park and station road to walk down Baffins Rd to the football ground, again, how does this help?

My wife works until 9pm in the evenings, how does the proposed plan help us?

It has to be a 24/7 permit parking zone or none at all.

Your proposed plan will not solve any parking problems in the suggested area and all you will do is extort money for a non existent service.

This is a working class area with hard working class families and I think it is unacceptable to expect the people of Portsmouth to cover the shortfalls in your budget which is clearly what charging for these utterly useless permits will be doing.

A resident of Copnor Road using their green bin to save a parking space

99. Resident, Manor Park Avenue

We strongly object to any parking permit in our area. This is because we view it as no more than another stealth tax. This will not bring any positives to residents as people will pay for their cars and will not reduce the amount of cars in our road. The issue is there are too many cars for the road as most houses have 2 or three vehicles.

Unfortunately in Manor Park Avenue sometimes you simply cannot park in the road as there is no spaces left. The cars are all residents cars. If you cannot park in our area we have to find another area to park. However if they have permits it means that I will no longer be able to park in another area. At which point where are we then supposed to park our car?

I need to drive as I commute more than an hour away. I cannot use public transport as it would increase my time to 2 and half hours. I cannot find a more local job.

If permit parking comes into place we will be forced to look for a new house.

100. Resident, Manor Park Avenue

I have lived his for many years and watched the parking spiral out of control over the years.



I work shifts and do not get home until 9pm at night. The permit you are proposing will not benefit me whatsoever. I not only have to pay for it yearly but I get no use out of it. I do however work less days I appreciate but like today for instance. I have just got back to learn I cannot park anywhere in my road as the church on the main road has a parent and toddler group from 9.30am-11. I have had to park 2 roads away and walk back. This is totally unacceptable and like previously mentioned how do residents get to park in their own roads when the permit you are proposing doesn't even come into play until 6pm. The church also has dance classes every day between 4-6pm where parents again choose to park in our road as it is closest. When I take my child swimming after school I cannot park as the dance mums take up most of the spaces. I think what you are proposing is a total waste of our money and the time involved to set up and the surrounding areas should be permit 24hrs a day. I would gladly pay for my permit if this was the case and buy visitors passes if needed for any family visiting. You told my husband that the 6-8 scheme had worked in other areas. That's fine but our road gets busiest during times like the morning when mums are using the church, straight from school for dancing and Saturday and Sundays. Football goes Park in our road and will continue to do so as the match will be finished by the time the permit kicks in. And Sundays if we come home past 2pm we simply cannot park. The church has a meet every Sunday for family from 2-4 and it is impossible to park down our road. To make matters worse since your proposal other boards are being put up on the lampposts deterring people from the permit suggestions and displaying all the negatives and the reasons it won't work.

I propose a meeting for all residents to attend and to here their views on this matter. Is there such thing we can attend?

I will wait for a response regarding this matter. It needs sorting and with a better suggestion than 2 hrs a day.

My mum has 24/7 permits where she is and it works really well. I do not understand why we should also pay the same amount for a 2hr permit than she does for a 24/7 permit. That does not make any sense and is a con as far as I am concerned.

I understand what you are saying, however still feel we will not benefit from what you are proposing. To top off exactly what I was saying about my working shifts. Tonight prime example. I try to park down my road after working a 13hr shift. I cannot find a space. Yet I drive out onto Copnor Road only to find a resident of Copnor Road has reserved their own space with their green bin. This is totally unacceptable and something should be done about it. The same thing happened last Tuesday but I did not know who it was until tonight when I watched his relative come out of the house and move it to allow him to park.

I'm lost for words. Something has got to change.

101. Resident, Manor Park Avenue

I strongly object to the proposed parking zone. I live alone and can't afford any extra expense. It will make no difference when daytime events are in St Albans church and hall as I've experienced many times.

102. Resident, Manor Park Avenue

Im witing on behalf of my relatives, they do not drive so would not qualify for car park permit .

My relative has carers 4 x daily last visit 8pm which will mean carers will have to pay for



parking . Family will also have to pay to park when visiting.
For these reasons the proposed residential parking will have no benefit for either of them and they want to object to it

103. Resident, Mayhall Road

I would like to respond to the proposal of parking permits in Zone HC Kendal Avenue area.

I do not think this is a good idea as it will not guarantee a place outside my house and just moves the parking problem elsewhere. It does not solve the issue at all. No plans have been made to accommodate extra cars and vans which are already on the roads. (For example overnight parking facilities)

I would not be prepared to pay an extra £30 per year if I could not guarantee a parking space.

Please do not implement this scheme without providing alternative arrangements for work vans to park overnight.

A dedicated area within Ocean retail park for vehicles overnight. would be ideal if you could agree to terms with the owners of the land at that site (presumably the council originally sold this land?)

All that residents parking achieves is that second cars and work vans park in areas that are not residents parking which then makes it difficult for those residents to park.

I object to paying an extra cost for residents parking. It is likely that I will still be unable to park near my home.

Please reconsider your plans.

104. Resident, Mayhall Road

I strongly object to permit parking I have lived at my address for many years and do not want to have to pay to park my car and do not want visitors to have to pay to visit . A definite no to permit parking.

105. Resident, Mayhall Road

Sorry, my email decided to send itself before I had finished. With regard to the proposal to introduce residents only parking, I would like to register my objections, which are:

1. The Council is taxing people in certain streets whilst other people do not have to pay this tax.
2. The Council is deliberately giving out more permits than spaces, consequently there still will not be enough spaces for residents.
3. The Council will be taxing my terminally ill neighbour's family and carers who visit and care for him as he is slowly dying in his bed.
4. The problem will move to other streets as people like myself will simply park elsewhere, rather than line the pockets of the Council.
5. To force anyone to pay this tax if they no longer wish to park their car in the residents area would be completely wrong, especially if the person could never get a space.
6. To sell what is not guaranteed i.e. parking spaces (visitors or residents) in full knowledge that the Council is unable to guarantee that space is unethical. If anyone else took money for goods and services and failed to deliver, they would be subject to court action. The same should apply if any resident or visitor is unable to secure a space.



7. The Council could remove the disabled parking spaces of those with garages (that would free three spaces in one road), utilise the space under Burrfields Bridge and outside the wood place on the corner of Stubbington Avenue and stop giving building permits to proposed buildings and conversions that do not have enough parking spaces.

8. I now live with great concern that as the Council money grabs in this way, I will no longer be able to visit my doctor, dentist or relative in the care home (all in residential areas) without being taxed by a greedy uncaring Council.

9. I have a car because of rheumatism in my knee caused by years of cycling and waiting for buses that either are very late or never arrive. The local bus service is expensive and unreliable and does not cover the whole city, so there are no buses that can take me to or from work, or even to and from church.

10. A motor cycle can take up a full car parking space, but gets it free, yet every house has a forecourt or back garden it can be wheeled into?

11. The proposal to give low emission vehicles a lower rate in the future benefits the wealthy and penalises those who cannot afford fancy new cars, but need a car because of the expensive, inadequate and unreliable bus service.

12. Only 21% of the questionnaire respondents live in the proposed a permit area, but the Council is acting on the views of the 74% who live outside the area. Why not move the area to where the 74% live and ban them from parking in the proposed area? What nonsense to act on the views of people who will not be subject to this tax. Only 21% of the people in the proposed area could even be bothered to fill out the questionnaire.

13. Is this another attempt by a local councillor to force what she wants, irrespective of her neighbours. She has been caught out on more than one occasion of trying to do this, but I guess that Local Councillors are above the usual rules that everyone else is subject too.

106. Resident, Seafield Road

We are against parking permit , we do not want it , the times stated are not usually the problem , the teachers are usually gone by then , and they are not going to be the ones that are going to have to pay , when the schools are on half term there is never as much of a problem.

Another 2 residents of this road do not want the permit either , they do not have an email. This is sent on their behalf .

107. Resident, Seafield Road

I am totally opposed to the HC Zone Parking proposal. The motorist is regarded as a demon and is exploited as a cash cow at every opportunity.it is inevitable that the cost of permits will increase out of all proportion over the coming years. The problem is simply that there are far more vehicles in the city than the current number of available parking spaces and this scheme WILL NOT solve this issue. I cant see that enforcement officers will be patrolling ALL THE STREETS ALL OF THE TIME in the zone every night between 6pm and 8pm. In my view this is a waste of time and money. There are far more important things that should be tackled. fly tipping and inconsiderate residents and their domestic rubbish habits.

If a majority of residents in one road (for example Seafield Road) vote to object to the proposal, will that road not be included in the proposed Parking Zone? In my opinion a far more pressing scheme is to introduce a system of one way streets within Seafield Road, Mayhall Road, Tokio Road and Highgate Road.

108. Resident, Seafield Road

I am emailing to object to the proposed parking permit plan, for the following reasons...



The area proposed is too large, it should be in smaller segments.

there is no guarantee of being able to park, in the area even with the parking scheme.

Having visitors parking will not alleviate the parking problem.

Having the permit scheme will just push the problem elsewhere.

The staff from schools would still take up our spaces.

The morning and afternoon school drop off/ pick up is horrendous round here with many parents parking on double yellow lines at junctions of copnor road and seafield road, also the junction of seafield road and highgate road creating problems for pedestrians, many children, babies in prams/ buggies from crossing safely, it is also a hazard driving into seafield road from both copnor road and highgate road.

Will there be a ban on school drop off/ pick up in these roads? As many are not residents (again pushing the problem elsewhere)

It would be preferable if it was a 1 space per household, over a smaller area, with (if room) bays for those with extra cars/visitors)

I do not wish to pay for not being able to park nearby.

Lastly in a letter about the proposal, it was promised we would receive a voting form, these have not been delivered a sneaky way perhaps to try and get the scheme to go ahead. We did not want the scheme last time they tried, we don't want it now.

109. Resident, Seafield Road

Just to inform you that I'm against the proposed parking zone in my area.

110. Resident, Station Road

I object to the introduction of parking zones in Station Rd Copnor. We are a three car family , and the amount of money that will be charged to allow us to park in our own road, would not only cripple us financially, but it is just another way of raising funds for the council!! So I strongly object

111. Resident, Station Road

I have received a letter regarding the suggested HC parking zone and am writing to you to express my concerns about the impact this will have in my road.

I believe that introducing these permits will have a negative affect on parking in my area. Not only will I have to pay for a permit to park near my home (when I already pay for insurance, tax and other legal requirements to have my car on the road), but even once I have paid for a permit this does not guarantee me a space outside my house, or even down my road.

I am also extremely concerned how this will affect parking in the surrounding areas as again this can affect me as even with the permit I am not guaranteed a space down my road or even in the zone, and with the introduction of the permit it will push more cars into the roads around me which will not have a permit, which again makes it harder to park.

It is because of these concerns that I am writing to say that I OBJECT to the HC parking zone.



112. Resident, Station Road

I am writing to you in objection to the local permit charges being enforced in parts of Portsmouth, namely the road of my residence - Station Road, Baffins.

Whilst I understand the reasoning behind introducing permits to the city's residents, as it would hopefully mean residents have a place to park their vehicles, I feel strongly that a charge is unnecessary. We, as residents, already pay our council tax which should already have covered enough bases financially for the council to maintain the city's upkeep. Drivers also pay road tax, which means they should be allowed to park in residential areas without further expense.

I personally feel that a more logical, and fairer, way would be to introduce up to two free parking permits per household because typically when renting or buying a property it is a single person or a couple doing so, and as such they should be able to park outside their homes without further charges on top of council and road taxes. I think that a charge should incur for additional cars in the household after the initial two free permits, for example: a husband and wife have a permit each for free, then when their son passes his driving test and add another car to the household there should be a charge for that permit.

Furthermore I am puzzled by the pricing system advertised on the notices within my road. It is quite a leap from £30 up to £120 for a second permit. This more than double the cost of one permit. £30 goes into £120 four times, so effectively we'd be paying the equivalent of four single permits for one extra permit. This makes no sense.

I just feel that this is another way for the council to make money from people who are already struggling with the expense of living. The cost of living has increased dramatically, and this will just add unfair and cruel pressure onto each household.

It needs to be taken into consideration why residents have cars - for many they are a necessity and not a luxury. I, for example, am currently learning to drive in order to be able to fulfil my dream career of a funeral director. This role requires me to drive, I cannot get into this profession if I don't drive. Why should I be penalised, when I already struggle to afford the cost of living, for having a car that I need in order to make money? It is unfair. I pay my council tax, that should be enough to be able to park in my road.

I feel this needs to be through through a lot better with more consideration for residents. I oppose this plan.

113. Resident, Station Road

I am a resident and car owner of the proposed HC permit parking area.

After reading the documents that were recently posted through the door and talking to other residents I am completely confused as to what the restrictions will be.

Is it possible that you could let me have a list of the conditions and restrictions with the affected times to residents (with permits), residents (without permits), non-residents, visitors and commercial vehicle owners (with or without permits) within the proposed area.

Thank you for your response to my recent mail regarding the above.

Further to the information received from yourself and the recent chat I had with a local councillor it sounds to me that decisions have already been made without taking into



account the views of the residents and the actual current parking conditions. I suggest that you carry out a visual survey of the area and then maybe you would appreciate the problems we have within the proposed zone and will continue to have as permit holders if and when the proposed restrictions are introduced.

There are a few point that I am concerned about that I would like to bring to your attention.

I think that the two hours 6.00 pm to 8.00 pm permit parking is nowhere sufficient to solve the problems. My past experience when trying to park any time from early evening until late was almost impossible and with the proposed times I feel that if I have to go out in the evening for whatever reason when I return I won't get parked any were near the house. Sunday day and night are a major problem especially as very few vehicles seem to move and again if I need to go out I am unable to park when I return.

In my humble opinion I think that the restricted parking times should be from 6.00 pm to 6.00 am seven days a week. Not sure about Sunday maybe 24 hour but then we would have the Sunday churches to think about.

This should keep all or most of the non- permitted vehicles away from the zone when needed but still accommodate for daytime parking for visitors, tradesmen working within the zone, local businesses, schools and churches.

The point of restricting each property without off street parking to two permits is a little concerning.

Again I would like to know where all of these parking spaces are coming from. I think that there are far more properties with more than one vehicle than there are properties with none. In this matter could it be the amount of company cars and commercial vehicles wanting to park in the proposed zone. Until permits are applied for we have no idea how many of these vehicle there are.

I think that once the actual amount of parking spaces are known the permits should be restricted to one permit per household with a vehicle with no off street parking and none to households with off street parking for one or more vehicles. Then once you know if there are spaces left you can allocate the remaining (if any) permits. Obviously flats and households with sufficient off street parking should get no permits.

One last point that I have is I'm concerned about the amount of Taxis and commercial vehicle that currently park in the area I'm fairly sure that they are not all owner drivers and the vehicles are not registered to a property within the proposed zone I'm guessing that the same conditions will apply to them. Also motor cycles not needing a permit. Motor cycles parked badly take up as much room as a car.

Just a point of interest. Picture this.

A household has two vehicles at the property (one might be a company vehicle) but only one permit what is to stop them putting a visitors permit on the second vehicle every day.

May I just add that in principle I am in favour of the permit parking but not as you have proposed.



Unfortunately all it has done is confirm to me that decisions have already been made about the permit parking and our concerns as residents makes no difference to your proposals.

Obviously I will be objecting to the proposals for the permit parking in the strongest possible way.

114. Resident, Station Road

I do not agree with the parking Zones for one the cost not guaranteed a parking place and also the time that you have stated 6/8pm.

I don't know why we would share our parking with Copnor rd for example shake and burger, hair dressers, church and a sweet shop and to get us to pay for our parking for when there customers can still take up our parking spaces in Station rd in the day and over weekends 😞😞

You are only pushing the issue of parking to another area and the cost of parking is only to line the councils pockets AGAIN Pure greed!!

So it's a big fat NO from me.

115. Resident, Station Road

I am writing to object to your intentions to make Station Road and surrounding areas a permitted area. My reason for this is that I firmly believe that you have not looked at the areas demographic. I can speak for Station Road specifically and then go on to apply this to the surrounding areas that you outline in your proposal.

I am a single mother to a young child, my neighbours opposite a couple to two young children, a bit further down a single mother to a new born, a single mother to a young child. The list goes on. My area is predominantly made up to parents, single parents on a low income or elderly persons of pensionable age. ie your average joe, low household income, struggling to manage as it is. Looking at the parking during day time hours it is evident that the vast majority of the area work.

So I speak for myself here, I am a single mother who works part time, what I earn is immediately spent on essential outgoings, namely - Council Tax, Rent, Child Care, Food, Clothing, Portsmouth water, Southern water. Then it is spent on what is considered a non priority, however to enable a slight sense of normality, a TV licence (without one you face imprisonment, so it is a forced outgoing), a mobile phone, on the lowest tariff (A single mother, with no ability to call for assistance without one, also maintains a social connection - it is on the lowest package), Petrol (to enable me to go to and from work, take my child to nursery and to visit family).

I live on the bare bones of my income.

My child's father, resides outside of Portsmouth and visits our child a few days a week. So that I can go to work and that he can maintain a connection with our child the arrangement is that he stays for one or two nights a week.

So my argument against in summary is, your imposing of the parking permits, financially is not thought through, if a second permit were required, or the more expensive option of visitor permits, would prevent my child from seeing their father, as neither he nor I could



afford the second permit nor the over priced visitors permits.

So there are emotional, physiological development concerns you have raised around my child, through not being able to see his child. Then there are the financial strains you put on us as a "not so unique family unit". You both mentally and financially cripple me, my child and the father.

A parking permit is a non priority debt to the REAL priority bills.

I also note, that despite you forcing a parking permit, you do not guarantee a parking space OR bays. People in the area have an inherent inability to park correctly or considerately, if you do force this additional cost onto people who already pay crippling rates of Council Tax, then you SHOULD act responsibly and put in MARKED parking spaces to prevent people parking in what could fit 3 cars in.

So my suggestions are:-

- Allow 2 permits per household at the same rate as the first permit.
- Allow persons in my sort of situation to have 2 permits at the same rate as the first one for the non resident parent
- Mark parking bays/spaces on the floor to ensure people are parking correctly and everyone would be able to have a space
- Don't just apply parking permit restrictions based on the small % of people who can afford the changes and moaned.

Lets be honest, most people don't reply because they feel completely dis-empowered and that it wont matter what they say it wont change,

I hope you at least take some of this on board, I understand fully the want to reduce traffic in the city, to reduce emissions etc. but you are enforcing restrictions without putting things in place to enable people to change their ways, thus making the average normal person suffer.

I tried cycling to work, I nearly got knocked off twice in one week - I wear a high viz, and have 4 lights and still people will ignore your existence on the road, cars parked in bike lanes, cars driving in bike lanes, people pulling out in front of you in their cars. Make the city safe, put bike lanes THE ENTIRE ROUTE OF THE CITY, fine people who drive in them. Be more like Germany and Holland, make allocated bike lines a real thing. Make public transport affordable, reliable. Stop penalising the working class humans that live in this city, the wages are not going up, but the cost of living continues to rise. It is not responsible of Portsmouth City Council to add more debt, strain and pressure to it's residents.

116. Resident, Station Road

I strongly object to parking permits being introduced.

The reason I object is that it will not resolve the situation and I will still struggle to park my car. I am also concerned as to where I will be able to park, as I already have to park about mile away twice on a weekly basis when I finish work late in the evenings. Now I will have the privilege of having to pay £30 to do this which is outrageous.



I also believe that people without permits will still park in the zones as permits are not checked over night. The reason I know this as I have a friend who lives in a controlled parking zone in Southsea and people without permits park on a regular basis overnight without being fined.

Also the council has built so many new house and flats in this area which residents have their own parking spaces. However they always park on the street which is unfair as we cannot park in their spaces due to be fined. Perhaps all private parking spaces should be removed to make it equal for everyone.

If you could guarantee that all vehicles in the zones would be checked overnight on a regular basis then I may want permits but we know that does not happen, which is why I strongly object to the permits.

If I have to continue to park a mile away from home twice on a weekly basis if the permits come into place can I ask for a refund, as the council has done nothing to resolve the situation but line their own pockets with extra cash.

117. Resident, Station Road

I oppose the parking permits.

Parking permits wont help me at all, I am a 1 car household but as I work in the evenings I will be paying for a permit that makes no difference at all to me.

118. Resident, Station Road

I would like to object to the proposal being put forward to change station road and surrounding roads to a permit parking zone. This is a scheme purely to make money, paying the yearly sum to the council does not guarantee me a parking space. The problem is there isn't enough parking in Portsmouth, so unless more parking facilities are created the problem won't go away.

Non residents that park down these roads will either risk the fine and carry on parking here as they can't find a space elsewhere, again risk the fine as they do now and park on double yellows or another area without a parking permit zone will suffer from non residents parking down their roads.. which is simply moving the problem not resolving it.

I also have to own a car for work, and having a work car is in my contract. Where do I stand with having to pay this yearly sum of £30?

119. Resident, Station Road

I would like to register my OBJECTION to the insulation of the proposed permit parking zone for this area ref :TRO 3/2020.

120. Resident, Station Road

I understand a permit doesn't guarantee parking outside my house , however I am concerned that the majority of homes taking 2 permits (many of which will be vans/work vehicles) is going to be more than there is physically enough space for, especially with the new double yellows (which i know are needed, but will take even more space away).Therefor will I even be able to park in my zone?

I am concerned for the surrounding area & how it will impact them (we had a visit from a local cllr who did inform me its in the future agenda to then look at these areas) ,but does



this just mean they will also get permits , this isn't going to solve the islands problems .some people won't have anywhere to park.

If your own area is full ,where else do you park ,if the surrounding area is permitted?

The cost of the permits is another strain on our purse strings, that for many are pulled very tight.

The parking restrictions only apply 6-8 pm.many people come home beyond 8 pm , & of a weekend the roads often don't clear at any point so I don't see how this small window is going to make much difference (though I do understand it is more manageable) , with this someone can arrive 8.05pm & not need to leave again until 5.55pm the following day ,that's going to happen & not change anything.

121. Resident, Tokio Road

I would like to state that I am opposed to your proposed parking zone around our area. We have a half width garage that we are unable to park any car in. This is mainly due to the narrow width, but the kerbed banking of burfields bridge would not give the room to turn. This would mean we would be paying £150 a year. If I had even the slightest belief that it would improve the parking situation I would pay such a fee reluctantly, but out of choice. This proposed parking limit from 1800-2000 hours is a maximum cost, minimum resource approach to parking management on paper, but does not deal with the volume of vehicles in portsmouth. They physically have to go somewhere, and so my family are paying £150 with no benefit at all. I works lates and when I return outside of the enforcement times, it often means I will have to park on the kerb to avoid a parking ticket. Your proposal does not deal with the volume of vehicles on the island, does not seek to create alternatives or extra parking areas and quite frankly, is a lazy way of parting residents of a rediculous amount of money for very little if any benefit at all.

Should you extend the restriction times from say 1800-0800 hours the next morning, I think this would be much more effective and gives residents a fair chance of getting somewhere to park for the money they are paying you. I would support this, but for two hours, I think the kerbs will be overrun with cars and vans having little or no choice and no alternatives.

I understand that. I would much rather a max 2 hour parking zone except permit holders enforceable all day. I feel this would particularly help our road based on available or not available spaces at different times of day. At 1600 hours the last two days there has not been 1 space in Tokio road at all.

122. Resident, Tokio Road

I am opposed to your suggested parking restrictions in the HC area (Tokio road). 2 hours from 6-8pm is not enough and doesn't deal with most households having more than 1 car. It will just mean a game of musical chairs for 2 hours. As it is, after 4.30 it is almost impossible to park in the surrounding 8 streets. Where are all of the cars going to go? An evening and overnight parking zone restriction would work a lot better and I think most of our neighbours wouldn't begrudge paying the money for a better chance to park. Please reconsider your implementation times.

123. Resident, Tokio Road

We object to the proposed Resident Parking Zone for Tokio Rd Copnor, only 6 residents replied to your recent proposal, which means the rest of the residents in Tokio Rd do not care one way or the other, not "we say yes to the proposed resident parking".

Why and a big why, HC permits holders only 6pm-8pm, that will do nothing to ease Tokio Rd, we have teachers from the local school, and staff from local shops and business's



parking in our road all day, and it is very difficult to park in our road unless our car is already parked and did not move, we should have waiting limited to 3 hours, no return within 4 hours 8am – 10pm.

124. Resident, Tokio Road

We are writing to object to having permit parking. We have a small van and a car and on occasion they are both on Tokio Road whilst I am working in my garage.

We both work different hours, so one vehicle goes into the garage and the other goes onto Tokio Road, but it is not always the same vehicle.

For the past few years we have had many problems with people parking outside our garage and even on the grass bank stopping us from getting in or out. Recently the council installed bollards which have helped slightly (but one has already been destroyed). At the back of our garage is supposed to be a service road only, but cars are constantly parking ON THE PATHWAY of Highgate Road stopping our entry or exit. This is my opinion is wrong as PATHS are for people, children, pushchairs and wheelchairs:- NOT CARS. Cars and vans also block the opposite end of the service road. We have also on many occasions had people block the garage totally.

If the permit parking goes ahead I can see this getting much worse as people will see it as FREE PARKING.

If the proposal does go through we would very much like to apply for a £30 first permit and a £120 permit for our 2nd vehicle.

125. Resident, Tokio Road

I personally am against any parking permit scheme in the HC area. In my opinion this would not solve the problem. My reasons for disagreeing with it are; 1, the cars parking in the area live in the HC area therefore will receive permits. 2, although I have a garage (which means I will not be entitled to a permit) it backs onto Burrfields road bridge & is impossible to turn my car into as the lane here is not wide enough to do so. 3, I went to the residents exhibition, I was there for well over an hour & spoke to around 40 people. There was a mix of people both living in & out of the HC area, not one person was in favour of the permit scheme. Also there was a petition against the scheme to which I saw a lot of names on when I signed.

126. Resident, Tokio Road

I am sure the parking permits will go ahead regardless and hopefully I maybe able to go out in my car in the evenings then, but my points are....

1. I do not agree with paying for the first permit, you say it covers costs for enforcing this, surely the fines you hand out cover this, I pay road tax and council tax, it's getting ridiculous, just another way to make money.

2. Bays need to be painted as we have one particular resident that will park across 2 spaces every time just because he can!

3. Motorbikes need to be included, quite often a lady will park in the middle of a space in Tokio Road big enough for a car, they should have permits.

4. Why don't disabled drivers have to pay? They already have their own personal space that is marked out for them and a plaque on the wall, who covers this cost? Yet in a street of say 50 houses you charge £30 per car to cover the cost of a few signs? Please can you explain further without trying to fob me off.



5. Disabled bays are not painted over when no longer needed, they just remove the plaques and leave the road! EVERY disabled driver in Tokio Road that has a bay IS ABLE TO WALK to the Spar and back, I watch them every day, they walk to the bus stop and go out on the bus, so why should they have a bay? And why should it be free of charge!? They all do it on a daily basis.

6. There should be a blanket ban on ALL commercial vehicles, they should be left at work! When they are parked on corners it's impossible to see at the junction and it's dangerous.

7. Houses with garages shouldn't be allowed permits! A resident has a commercial van, a car & a 4x4, only 2 drivers living there, a garage they never use and play musical cars everyday so all vehicles are parked outside the house! Sad but true!

8. permits should only be limited to one per driver, so drivers with multi vehicles will only get one permit, regardless of cost.

9. Another resident deals cars from his house, how many permits will he be given?

I would be up for the permits if I thought it would change things but it seems it's just a money spinner for PCC, charging people extra premiums because they are desperate to be able to park somewhere near their house! Council tax and road tax should cover this!!

127. Resident, Tokio Road

While we agree that we have a problem with parking, it is not the only problem we suffer here:-

(A) Not only do we have neighbours that do not appear to park correctly, many people that park to shop or go to work, also fail to park efficiently, economically and prevent others parking.

(B) Motor Cycles that you propose to allow to park free, also park in the middle of large bays, stopping fee paying cars to park.

(C) We agree that company vans prevent cars to park legally.

(D) We also suffer from vehicles using these roads to get round the traffic lights, their speed is usually far above 20MPH.

We have seen other areas where vehicles are parked on the angle and generally, drivers appear to park within the bays, leaving sufficient area for others, although we would agree this still doesn't allow all people with permits to park. We know that a permit does not mean all will get a car parking bay, therefore, a permit could be paid for but never get a spot to park in, not value for money. These parking controls are used all over the city and don't always work but gain money for the Council, every year.

My wife regularly works shifts that commence at 7.30am or that end at 9.30pm and we often find ourselves having to park as far away as Kirby Road, which is not within the restricted area but is also a walk away from where we live. I believe with Business Permits that our street will still have a large number of vans being left, with the restriction's for permit holders only applying between 6pm and 8pm and with the state of residence parking and that of motor cycles, that we would be paying up to £150 per year to park in a residence some walk away from our road and receive no benefit from this scheme.

We believe the only way angled parking could be fitted in our roads is to have a one way



system. We suggest that traffic could use Mayhall Road eastwards from Copnor Road and westwards through Seafield Road Tokio Road.

To prevent the cars using these roads as a short cut around the traffic lights, Highgate Road could be made into a no through road, south of the lane at the rear of the odd numbers in Tokio Road.

We also feel that if an area at one end or the others of these roads was marked out for motor cycles, it would mean that more fee paying cars to park. [Please see the pictures attached for your information].

Although we know we don't have all of the answers, we do believe we have another way of looking at the problem which needs to be looked at or discussed and thought about, we hope you agree. Therefore, with the knowledge of how others park, how motor cycles park and that we would potentially be forced to pay £150 for both cars in our household (one is our son) without any guarantee that this would secure a parking spot close to home, that we have to say this would simply be extorting money from households in the area and we object to the proposed parking permits.

128. Resident, Tokio Road

I/we object strongly to the proposal of a residents parking scheme in our area.

As far as I/we understand a permit will not be given to anyone who has 'off street' parking or garage. So the council are dictating how we use our own property ie if we have a garage we have to park our vehicle in it ... what if the garage or 'off street' parking is used for another purpose that is more important than putting a car in it? What if there is restricted access making a garage or 'off street' parking impossible to use?

We have been residents of Tokio Road for years and never had problems parking without using a garage or 'off street' parking.

After talking to neighbours no one is in favour of parking schemes in our road.

I/we believe parking schemes do not achieve any relief and a waste of council funds implementing it.

Objection to proposed HC zone (outside zone)

129. Resident, Aylen Road

I object to the proposal of the HC Zone parking on the grounds that only about 15% of residents responded to the survey and as has been proven in other areas, the lack of permitted parking pushes the parking into other areas, creating even greater problems.

The simplest solution would be to ban commercial vehicles, it wasn't that many years ago that all commercial vehicles were kept on a companies compound out of working hours. Maybe that is the way to go.

Hoping that someone sees sense.

130. Resident, Bosham Road

I am emailing to formally object to the introduction to introduce the new HC parking zone.

As shown in other areas of Portsmouth, the introduction of parking zones simply pushes



parking over to the next 'unrestricted' street, in this case one of these will be mine.

The Zones implemented in Southsea around the Manners road area were a complete failure, as indicated by their removal after a few weeks of operation. On introduction of these parking in the adjacent unrestricted roads increased significantly, especially with trades vans.

As a suggestion to be put forward, could the restriction /ban apply to the parking of company vehicles like huge vans as these take up about 3 spaces. This is where the problem lies, all non domestic vehicles should not be blocking up the roads. They should be left at the yard of the affiliated company.

131. Resident, Bosham Road

I am emailing to formally object to the introduction to introduce the new HC parking zone.

As shown in other areas of Portsmouth, the introduction of parking zones simply pushes parking over to the next 'unrestricted' street, in this case one of these will be mine.

The Zones implemented in Southsea around the Manners road area were a complete failure, as indicated by their removal after a few weeks of operation. On introduction of these parking in the adjacent unrestricted roads increased significantly, especially with trades vans linked to large companies.

I also want to know why letters are only being delivered to homes in the proposed HC area, and nothing is being delivered to roads in the adjacent areas who this change will directly impact.

Thanks for taking the time to respond back to me on this matter. Are you able to let me know the response rates so far on objections?

I have to say, having relatives living in Heyshott road I would strongly disagree that there has been no vehicle displacement. There are 2 businesses that I know of that routinely leave 4 vans parked in the road, as well as the van belonging to a restaurant (fully branded) for months on end as they live in the current parking zone area. Of course you are putting permits into the 'Shott roads effective 3rd February (although your literature states the 17th) so this will just shift these vans further onwards.

Most of my neighbours, and local residents I have spoken with via Facebook and other social media channels who live on the borders of the parking area had no idea at all of these proposals. They have also indicated the correlation between the home address of a local councillor and the proposed parking zone.

I would fully support a parking zone being introduced in my road, I understand the council is strapped for cash and this is a good way of bringing more in, but as you will know, all the introduction of a zone does is push Commercial vans and the 3rd and 4th cars in a household into the next non permit road.

How can we as residents propose our road for consideration as a parking zone as a matter of urgency?



Just to sense check my understanding of your timescales of the implementation of the HD Parking zone, it looks like that the informal survey stage should have taken place in Q3 of 2019 and that we should be now be in formal stage as we are in Q4- Can you let me know why this hasn't happened yet?

Whilst I appreciate that staff have left, the councils inability to attract and retain staff is not the issue of the residents of the areas likely to be negatively impacted by the introduction of the HC zone.

Can you please let me know a revised, correct timetable of events, as well as who I can escalate this complaint to.

132. Resident, Burleigh Road

I strenuously object time this proposed parking zone.

I've already had to change my working hours so that I can simply park my car somewhere vaguely near my home - being just on the outskirts of this new zone will ensure that I won't even be able to use my vehicle without an incredible amount of stress and anxiety about being able to park at all when I get home. I already cannot use my car over the weekend because, on the rare occasions that I have, I've had to resort to driving my car to my work car park, leaving it there and getting a taxi home.

133. Resident, Burrfields Road

Parking has become more difficult over the years. I work full time and leave the house 8 am and return 18.40pm . Residents parking is coming to the adjacent streets to my house unfortunately my road has not been included. I live in Burrfields Road and there are only 17 houses in the Road . As we run parallel with Burrfields Bridge there are no houses opposite my house.

There are houses in the street which have dropped pavements , and houses with multiple cars , car dealers leaving multiple cars parked in this road. Mountjoy vehicles even though they have a parking area on the old GADay site. This adds to the problem of parking and I regularly park as far as Copnor Road, College Park area when I return home. I believe the residents parking when it comes into operation will force even more cars into the roads without permits. I was invited to attend a parking forum a couple of years back and it was said then that the adjacent areas to residents parking suffer as not all cars in those areas are able to obtain parking permits.

I would like to register this email as my complaint as I believe this will increase the parking problems to myself and residents of Burrfields Road.

134. Resident, Carnarvon Road

Please accept this email as my objection to the extension of the permitted HC area. As detailed in many of the original responses, the expansion rather than sorting the problem is simply moving it along. All households that do not or will not pay for permits will drift into the not permitted local area, causing more grief for the existing residents.

Many solutions have been offers and yet not considered.... why is this? Because forcing people to park illegally (we have no option of wanting to get a space after 7pm) is a cash cow for you, so you are continuing to milk it?

If you considered some of the other suggestions, (such a restriction on work or long vehicles) may help to resolve parking rather than your disastrous alternative option.



The city is getting fuller by the day, there has to be a better option to ALL residents, after all, many of us are paying our fair share.

135. Resident, Chichester Road

I feel strongly to object the proposal to have parking permits in the Kendal road, moneyfields area, I feel This will have a complete knock on effect on the already over populated area of copnor, where are all the work vans going to park, in the none parking permit roads which are already over stretched!!! Parking permits should either be across the board in all areas or not at all!! No thought to surrounding areas have been considered to say it anger and disheartened by Portsmouth city council is an understatement.

136. Resident, Compton Road

While not being directly affected by the latest proposals to make the east side of Copnor Road resident parking, as you well know, people will just move their work vans, additional cars into other roads nearby, meaning that I and my neighbors will be affected by the changes.

Personally I agree with with residents only parking and wonder why Compton Road has not been surveyed. I have lived here for many years and do not remember ever receiving a survey.

Just wander along Compton Road in the evening, and you cannot park anywhere. It is full up with multiple cars and work vans. Only a few months ago, we had a car left opposite that was from a car dealer but because it was taxed it was not illegal. It remained until it was eventually sold.

You either make everything resident parking or none, with restrictions on work vans being allowed to park in residential areas. We have had full road tarmacing vehicles left on the corner of Windermere Road and Compton Road as well. It is just not acceptable.

137. Resident, Dartmouth Road

I am writing to object to the parking restrictions proposed in the HC Parking Zone. I live in a road on the outside edge of the zone and this would adversely affect an already problem road. I believe this would encourage work vans and second vehicles to park in nearby roads instead of paying for a permit.

138. Resident, Epworth Road

I received an email today basically saying the scheme has been approved, something I wish to object to. As a resident on the Western Edge of the zone where parking is already beyond breaking point mainly due the amount of commercial vehicles (Transit type vans) second hand car sales and a church hall in constant use, all you will achieve is those living within the HC zone will park in roads like mine to save paying for extra permits and park their vans in roads outside the proposed zone. This scheme will not solve the parking issues but move it to other areas, other areas are already a high yield area for your parking attendants issuing tickets at all times of the day & night 7 days a week. This is just another revenue stream for the council, I do think the council should provide secure parking for commercial vehicles such as utilise Ocean park for this as an example.

If I am reading the email correctly then only 230 people completed a survey broken down as

48 people (21%) live inside the HC zone
170 people live near the Zone
2 people who work near the zone



9 people who live elsewhere.

The most telling thing is that 70% of those living inside the zone want it, so a massive 33 people. How can the council implement such a scheme when only 33 people in the whole area want and support it and 170 don't?. Its Lucky elections aren't decided in this way, because if they the Lid Dems would not run this city Council.

But as I said at the time it would get pushed through regardless if people wanted it or not.

139. Resident, Epworth Road

We strongly object to the above proposed parking zone for the following reasons:

1. Poor support of people living in that area
2. The impact on surrounding zones, especially those to the west of Copnor Road that have no permit system. Especially with local shops, school and church who will be restricted from parking east of Copnor Road
3. Lack of parking already in zone West of Copnor Road
4. Driven by local councillor who lives in HC parking zone

140. Resident, Epworth Road

I would like to register my formal objection to the introduction of a residents parking zone within the HC area, for the following reasons. Note, I live just outside the HC area, in Epworth Road.

The main survey results recently published were obtained from just 24 households (21% of 230) within the HC area, and 170 households (74% of 230) from nearby residents living just outside the HC area, who would like me be impacted by a residents parking scheme within the HC area.

There were just 50% of those within HC supporting the scheme – the quoted figure of 70% support includes “informal survey results”, with no further explanation as to how these informal results were obtained, and therefore their validity has to be questioned.

What is more significant is the 90% of those living nearby who voted against any parking scheme within the HC zone. These are the households, including myself, who already struggle to park, particularly overnight. By this I mean not just being unable to park in my own road, but often unable to park within quarter a mile of my home, particularly on evenings when I get home from work after 7.00 pm. This results in me regularly driving around for up to 15 minutes looking for a space, which has an environmental impact as well.

A parking scheme in just the HC zone would make this poor situation even worse, as anyone without a permit for any reason, for example, visitors, residents with extra cars unable or unwilling to pay for permits, even those residents in HC unwilling to pay for a first permit, plus any commercial or similar vehicles affected.

It is this argument that I am sure is the reason why 90% of residents living near the HC area object. And indeed, given that there were 3.5 times more respondents from just outside the HC zone as opposed to those living in HC, that 90% is the vast majority of respondents overall objecting to the introduction of a resident's parking zone within the HC area.



In summary, my objection is to the HC only zone. If it was extended to include Epworth Road among others, I would be more likely to support it, as I would be able to park closer to my home than currently. An HC only zone would most likely increase my current 15 minute or so walk from my car to my house.

141. Resident, Fearon Road

I do not want parking permits here or anywhere nearby, they dont /wont stop people having cars and vans etc but they force people to park their cars further away blocking somebody elses street. Also when i visit my relative in a permitted area i cant relax as i constantly worry about how long i have parked and when i have to leave.

I believe money is being by stealth. I wouldnt mind money being raised if it provided a means to get work vehicles (which are the biggest bug bear) off public roads but I dont believe this is the case.

For reference I live in a single car household

142. Resident, Glenthorne Road

I would like to formally object to the HC parking zone. I live in Glenthorne road which is next to the zone and I am very worried that our already bad parking situation will be made worse by displacement from the new parking restrictions.

From looking at the responses published 70% of residence from inside the proposed parking zone are concerned about the knock on affect to surrounding areas and so it is unclear if those who said they would support a parking scheme would do so at the expense of the surrounding area.

143. Resident, Glenthorne Road

I want to object to parking zone HC this will serve no purpose for the residents of the zone or surrounding area, all this will do is increase parking in none permit areas and your answer would be to make it permit there.

After going to the meetings in the methodist church I never saw or heard of anyone one in favour of this it seems that your head of transport is intent to rail road this through to appease a few possible council members.

After talking to residents in the area they also have voiced concerns about this.

144. Resident, Glenthorne Road

I strongly object to your proposals for the parking of cars in Copnor

I received a letter from an MP on the 20th July 2019 at Copnor Methodist Church hall We made our feelings i would have thought very clear . The young people were very volatile in condemning it . They thought the idea of doing it piece by piece which is what you are doing is ridiculous as all you are doing is shifting the problem from one place to another and I wholehearted agree with them .

I have no doubt the people who propose this like myself have their own garages .

You are targeting all the people that are less well off and their houses are on the street edge but they are the very people who work for a living and need their cars to do so.

I believe there is already a petition condemning the changes you have already converted.

if you go ahead with these plans against the wishes of the residents I don't think you will like the way they vote in the next Local Elections

The road I live in has it's own parking problems with cars from other roads now and the changes you are suggesting will not solve anything .

If your ideas of solving the parking problems is to make more money for the Council I think you will be sadly disappointed as to police the whole of Portsmouth all day every day will cost you more and who will want to come to Portsmouth I think we have enough problems with a dying City Centre ,North End and Fratton.

Everyone in any authority blames high business rates which don't help of course and of



course the Internet but again the cost of parking is the main problem. You have only to look at Ocean Park it is thriving and this was before Lidl arrived . The cost of items cost so much more when you have high parking charges and of course it is then cheaper to go onto the Internet. Common Sense seems to be out of fashion now.

145. Resident, Kensington Road

As a resident who attended the public exhibition last year where numerous people strongly objected to the proposals for a residents parking scheme for the HC area I am dismayed that PCC have not listened to the concerns of the adjoining residents and have decided to press on with the scheme.

Parking in our area is terrible and this will make it much worse even if it is limited to 6 - 8 pm I suggested the scheme extended to include our area or not introduced at all as now we will have people parking in our area from the east side of Copnor Road because they have more cars than the 2 allowed.

Why should they get preference over us

This just shows it was a waste of time giving PCC our views despite the overwhelming objections by us adjoining residents Please reconsider and think about the impact on us We will become even more prisoners in our own homes after work than we are already I look forward to hearing from you with an explanation

146. Resident, Kensington Road

Please take this email as an objection to proposed permit area. As a resident on the other side of Copnor Road, this proposal will mean our roads will fill up with cars and commercial vehicles that don't have a permit. I notice you have not informed the residents who are not in the permitted area, which seems underhand too. It will affect us as well.

As a mother and a worker in this city, with a toddler in tow, coming home from after after 5pm I already struggle to park on my road and this will exacerbate the situation further. Permit the whole area or none at all. I don't go out in the evening at all as the hassle of parking is already too much.

This is the view of most of the residents. Please take note and consider the affect it will have on the local residents in the non permit area.

147. Resident, Kensington Road

I wish to object to the proposed HC Zone as a resident of Kensington Road we have enough problems in parking any where near our homes, at weekends and evenings without having the extra vehicles pushed onto us from the other side of Copnor Road.

148. Resident, Kenyon Road

Unless the Council rolls out permits to all residential areas this will only push people to park elsewhere. There's not enough parking around North end to Copnor now let alone bringing in more restrictions, where I live we have to put up with teachers during the day, school pick ups parking anywhere there's a space corner of the road, driveways etc. Then unknown people parking, Van's, lorries and cars in this area.

Please don't allow this to happen, just not fair on neighbouring residents.

149. Resident, Kirby Road

I am writing to object to the propose HC parking zone to the east of Copnor Road.

I live in Kirby Road and Parking is already a huge issue in the area. In fact it limits going out in the evenings are I won't be able to park when I come home.



The proposed parking zone will just force all cars & vans without permits to the west of Copnor Road make the terrible parking situation even worse.

Instead of making odd areas into permit parking only, just push the parking problems to surrounding roads the council should make the whole island permit only or have no Permit areas.

I objected at the open day, as did 90% of the people who I spoke to on that day.

150. Resident, Laburnum Grove

I am writing to say I disagree with the proposed permit parking for Copnor. Parking here is completely non existent after about 5pm. With the added cars that will be moved from the proposed permit area it will become even more unbearable. Unless permits are going to be bought in across the board or even better, you relook at the dimensions needed for a dropped kerb then I don't think it's viable.

I enquired about a dropped kerb some time ago and was just outside of the recommended width even though I know that I could get my car parked in my forecourt and I was told to not put in the paperwork. Please relook at the dimensions and get more cars in spaces!

151. Resident, Lyndhurst Road

I wish to raise an objection to this HC parking zone. I feel that parking zones in the city do NOT work as in parking zone areas many still can not park and being charged for the privilege.

I also feel that at £120 for a second car is not a enough deterrent to go down to one car. What about charging per size of a vehicle. As large range rovers and Van's take up more spaces.

I oppose this as I live opposite and will mean those that do not want to pay for a first or second permit will be displaced into this area. Which is an area already a challenge to park in. By introducing the permit zones just moves the problem along.

Prehaps look at making public transport more reliable and cheaper.

I do not wish this parking zone to go ahead.

152. Resident, Monckton Road

I wish to lodge my objection to the proposed HC parking zone.

Your findings from the recent survey suggest that 70% households within HC would find residents parking useful but this represented only 21% of the 230 respondents. This equates to only 33 households out of 230, hardly a majority figure !!

74% of respondents live "near" the zone, or 170 households, which tells you all you need to know about the knock on effect this parking system will have and a much higher amount than 33 !

On a democratic basis this proposal should be scrapped.

153. Resident, Monckton Road

I live outside of the proposed HC zone and objected in the initial survey sent June/July 2019, to the implementation of the HC parking zone.

What concerns me is the outcome of that survey showed that only 21% of results came from those within the proposed HC zone, and that only 10% of those 21% said they wanted a controlled parking zone.



74% of the results came from people living outside of the proposed HC zone and 90% of those people said No to a controlled parking zone with 94% being concerned about the impact of the proposed parking zone.

With such a high proportion of the responses coming from people outside of this zone, I would like to know what action/consideration has been taken to understand what those residents concerns are and what is being considered for them?.

We in Monckton Road are already suffering from overspill from cars from Tokio Rd /Highgate Rd ,and Glenthorne Rd, plus we have always suffered from overspill from Dartmouth/Vernon Roads,and if the zone comes into force, that will push more vehicles into our already over crowded roads, I feel it is unfair to implement a zone without considering fully the objections raised to this zone.

I believe not enough exploration into possible solutions to this problem has taken place, at the present time there are far too many works vehicles allowed into our city,where in the past these vehicles had to be left in the works surely a better solution would be to come up with a solution for that, plus the second and third car syndrome that quite a few homes have,and finally traders/taxis parking up when they already have vehicles parked.

I hope my view will be looked at and responded to, and for the record I have one vehicle and have lived in this road for many years it is an absolute joke now to try and park in Monckton Rd especially with houses with 3 or 4 cars or the Taxi drivers and traders, I have counted over 20 vans parked in the road at times.

154. Resident, Montague Road

I am writing not in entire opposition for the permit scheme proposed for the HC zone, but I do write in strong opposition of the proposed rule of not allowing those with a driveway or garage to have a permit.

Many other successful zones have been implemented across Portsmouth without discriminating against those who have specifically purchased a house (most likely at higher cost) with a driveway or a garage.

What right does the Council have to strip a resident's rights to use their own property as they wish? I strongly believe that residents have a right to use their garage or driveway as they please. It is their own private land after all.

As it may not have come to mind when this idea was first raised, please remember that some people may use their garage for other means - a gym, a laundry room, a music room for drums, for example. There could be a plethora of reasons why the garage space is used as an extra room in the house, instead of for vehicle storage.

I know of people who use the space outside their garage fairly and economically, with their neighbours in mind. For example, my father has a garage which is used for storage. The building is very old and the door does not have the capacity to open anymore. He does, however, utilise the space outside his garage and, when he is out or away for work, he has a WhatsApp group set up specifically to inform our neighbours of when this space is free to be used, thus freeing up another parking space in the local area.



Another reasonable system that some residents use is to have one vehicle parked on the driveway and one vehicle parked on the road, depending on who gets home first. With the rule of only allowing one permit at a property with a driveway, this means that vehicle 1 must ALWAYS be parked on the driveway and vehicle 2 must ALWAYS be parked on the road. However, if vehicle 2 comes back before vehicle 1, vehicle 1 won't then be able to access the driveway as vehicle 2 is parked on it, leaving vehicle 1 exposed to receiving a parking ticket. It means inconveniencing the owner of vehicle 2 to have to move their car every time that vehicle 1 comes home after them.

I would also like to raise a point about disabled drivers. If they have a driveway or garage (which is unusable for any of the above reasons), they are already not entitled to a disabled bay due to the off-road parking and now you're proposing that they cannot get an on-street permit either...so where exactly do they park their vehicle? Whilst Blue Badge holders are exempt from the restrictions, not having a permit would mean that their badge has to be on display at all times to conform with the restrictions, making them vulnerable to theft.

Furthermore, please explain how you will enforce this rule? Will you be going out and surveying each and every household who applies for a permit to verify if they have a driveway/garage? Most modern cars don't fit in their garages so will there be an exemption for those with vans or larger cars, and that only smaller cars won't be allowed a permit; even though they would take up less space on the road? And if those larger vehicle are exempt, will it be reviewed each and every time that their vehicle is changed? And how will you enforce one permit a household for two cars? Will you be visiting each and every household who makes an application to view the car parked on the driveway, in addition to the vehicle parked on the road? Will you need to see the V5 document to verify that two cars are registered at the property? I respectfully disbelieve that the Council has the resources to thoroughly check this information.

A further potential issue: if someone parks across someone's driveway without permission (as often happens), the vehicle won't be covered by a parking permit to be able to park somewhere else in the zone. Why should a resident be penalised with either parking miles away from their house or receiving a Penalty Charge Notice just because someone has inconsiderately parked across their drive, preventing them from being able to park on the driveway they are being forced to use by the Council?

The Council claim that resident zones are to help the residents but I strongly believe that this rule will be only to the detriment of the residents and I do not see any positive outcome. There are too many flaws and I believe that it will only cause further displacement to the surrounding roads for those who are unable to obtain a permit. There will also be less income to the Council due to those not allowed to purchase a permit (though a cynical person may say that this will be made up with the extra revenue gained from inevitable PCNs).

Residential permit parking has worked up until now without discriminating against certain residents. Why change now?

As I'm sure you can now understand, I feel extremely strongly about this subject and if it comes down to making a choice of permits with this rule or no permits at all, I would vote for no permits at all.



155. Resident, New Road

I'm sending in my object to the recent article about parking permits in moneyfields Lane and Station Road as I live in New Road Copnor Bridge End and I feel this will bring more park cars to new road Copnor Bridge End new road has a parking problems as it own . As I feel that the engineers department I'm not listening to the people who live in New Road as from 4pm it is impossible to park as a lot of commercial Van's park down new road top end by copnor bridge it about time we had resident parking also so we recently had 9 new build houses where the old factory used to be they got no allocated parking so that's another 19 spaces we are going to lose has most people have got two cars

156. Resident, New Road

I'm writing to put in my objection to the proposal to put in parking permits in the Copnor area in Portsmouth.

I do not believe this scheme will benefit the area by freeing up more parking spaces. I believe it is increased revenue for the Council and has no benefit to residents. We live in New Road and its acknowledged the proposal is not in our area however cars will not wish to park in their own road, instead they will park in un-permitted roads causing even more issues.

Within the last 12 months in New Road, we have had more houses built with no parking and up to estimated 6 spaces blocked up by building materials (skips, large vans, piles of sand), roadworks with pipes replaced or a gas leak. The spaces by the cemetery gate are going to be blocked up I have heard. There are multiple business vans in the road and even Portsmouth City Council minibus's taking up 2 spaces. There is 2 huge bus stops taking up space for a route that isn't busy. The road is busy with cars travelling way above the speeding limit already, it is not safe to cross for me or my young child. Cars are parked on double yellows and block views to safely pull away or park up. As a resident on New Road we have not been consulted with about this change.

I hope you reconsider the plans to put in permit parking.

157. Resident, New Road

Our household completely disagree with the proposed introduction of parking permits. Parking within the boundaries of the proposed streets can be a night mare all the time. Other vehicle uses has the same problems and there is nowhere to park close to our house after 4pm. My husband was issued a parking penalty last week simply because he was allegedly parked 50 centimetres away from the kerb. I was outraged so told him to contact the council and refuse to pay.

158. Resident, New Road

I object strongly to the proposed residents parking zone HC in Copnor.

My reasons for this are:

1. The number of responding residents was extremely low
2. Displacement parking in neighbouring roads
3. Declaration of Interest not visible

1. Response to Initial Survey

Of the 720 residents surveyed only 118 bothered to respond, and of these only 94 were actually "for" a parking zone with 24 against. Therefore only 13% of all residents surveyed would actually support the zone.

I believe this response to be insufficient to impose a parking zone.



I note that other zones have had similarly poor responses yet have still been introduced.

2. Displacement Parking

Where I live in New Road we already have displacement parking from other nearby zones and I am concerned that this will increase with the introduction of the HC parking zone.

In addition owners of large commercial vehicles use New Road as a car park when they are not resident in the road, or even the local area.

With new houses (without allocated parking), being completed near the Mermaid pub, parking in the road will only get worse.

In addition, a resident who drives a bus for PCC has to park it in New Road. This definitely needs to be addressed when it is council vehicles that are parking in residential areas.

In summary, parking is already extremely difficult in roads west of Copnor Road and displacement parking will only make this even worse.

3. Declaration of Interest

As reported in The News previously, a local councillor has stated the parking zones in the city are "the best one we can come up with" and defended the approach taken. I am concerned that I can find no reference on the council website that this local councillor has made a declaration of interest in the HC zone.

As she is a resident in, but not a councillor for this HC zone, should it not be the case that she has no involvement in discussions regarding this zone, and exempts herself from all discussion as an interested party?

It becomes very difficult to believe that the council has residents and businesses at heart when introducing parking zones, and is not just introducing parking zones for revenue from residents permits as well as visitors permits where even the option of the weekly permit has been removed.

159. Resident, Percival Road

I just wanted to voice our opinion on the proposal of Hc parking zone. The proposal is one side of Copnor Road.

The parking is terrible, we struggle to park anywhere near our home after 5.30pm. If this proposal goes through the parking will get worse. As people will park their second cars the other side of Copnor Road and cause more congestion. Will the parking zone made bigger?

We have a young family and it makes life so difficult driving around, and around looking for non existent spaces to park.

I think this area of Portsmouth is probably the worst effected area in the city. We use to live in Fratton and we never had any problems due to the parking zones.

160. Resident, Powerscourt Road

I most deffinately object to this new parking zone, as living in the area, I will be even more restricted in finding space to park. Making parking zones in the city has simply just moved the problems to other areas. I strongly believe it should be for All the city to be given parking zones or None. My idea of having one space per residential home, marked outside the property would be a much fairer option, anyone who choses to have commercial vehicles or several cars would need to find alternative parking for their vehicles eg burfields shopping car park or Lidl carpark.

161. Resident, Queens Road



Can you advise the exact date a fully enforceable parking zone will be offered to residents of our area who will be negatively affected by the HC zone?.

Parking is already impossible in our street thanks to the number of reserved spaces, commercial vehicles, HMOs and multi vehicle households. Often we find ourselves walking anything up to a mile to get home from where we have to park our car. This is a serious risk especially as a lone female or when caring for young children.

Displacement from HC will cause a chronic parking problem in our area and compound an already serious issue.

I strongly object to this zone being brought into operation unless Queens Road and surrounding streets are given the opportunity to have a parking zone enforced.

Unfortunately I got the postcode wrong.

It doesn't look like HD applies to our area which stands to be directly and seriously impacted by the HC Zone.

Can you advise how long it will be before the council approaches the residents of our area to assess the support for a zone.

162. Resident, Stubbington Avenue

I'm being asked to respond to a consultation on the HC zone parking zone and notice there are restrictions on residents being able to apply for permits depending on what is classed as off street parking My question relates to what is classed as "off street parking"

Scenario

A house has side access between two gable end walls What width of side access to a property will be classed as sufficient off street parking In this scenario the side access does not allow a car to be parked AND fully open the doors to allow access so will assume this is classed as zero off street parking?

PCC are asking me to comment on whether I support or object the proposal as a formal consultation with many more schemes in the waiting list with similar conditions

As per the clause In your letter page 3 "off street parking" you mention that these scheme will block residents from obtaining permits if suitable off street parking exists.

Please can you clarify how you will ascertain the suitability of "off street parking" of a properties side access way as per the scenario below in my first email.

For example must the space be a certain width or length?

We have two cars registered to the house already and I have daughters who will also require vehicles also in due course so this is quite key

Firstly, I am disappointed that again houses bordering this zone have not received the letter for the consultation, as per last summer, in time to respond therefore not following the proscribed process.

My objections to the proposed HC zone and wider zones proposed are :-



1 No formal residents letter received in time to respond to this “consultation” – at your public event in the summer of 2019 at Copnor Methodist church, your officers agreed displacement would affect residents and the Cllr present advised there had been a problem with the fulfilment service. I therefore call into question if this is a direct plan to stop objections from residents directly affected by HC Zone being received. I feel this process is clearly flawed.

2 This wider scheme is a disjointed process which will as per your wider plan of proposed zones, results in a parking zone finishing south of a major school (Mayfield) displacing potentially hundreds of cars around Mayfield school where no crossing control or traffic calming/speed prevention measures exist – a clear safeguarding and basic safety risk.

3 Displacement of vehicles from HC zone into our bordering roads such as Stubbington Avenue.

4 No provision of additional parking at all in the consultation programmes, yet HMO approved applications increase in Portsmouth. Why have no brown field / derelict sites been identified for commercial vehicle parking zones

5 An attempt to mislead the public suggesting this zone benefitted Copnor residents when this zone falls within Baffins Ward

6 The wider schemes increase stealth taxation for residents.

7 Any proposed zone removes the ability for a resident with off street parking, who may of spend considerably inflated house prices, to benefit from parking in their own street; in effect devaluing the specific houses.

I have copied my local Councillor to this email and I give the Copnor ward Councillors my permission to raise concerns on my behalf with the Transport Planning committee.

163. Resident, Vernon Road

I am a resident just outside this parking zone and as I stated in my previous correspondence I am incredibly concerned about the impact the implementation of it will have in my life and the lives of all residents living just outside the border of it.

There are already rarely any parking spaces when I come home from work. It's not uncommon for me to have to park a 5 - 10 minute walk from my house and I'm really concerned that I will be parking even further away from home as more vehicles without permits will displace into the roads just outside of the zone. In particular I can imagine this will result in even more commercial vehicles parking where there are already far too many.

I hope that should the scheme go ahead - which I am certain it will - my road will be one of the next to be included in it. I do understand that the scene cannot be implemented everywhere at once, but strongly believe that a 'ripple effect' should be used in it's planning to avoid pockets of housing being created between zones that will be completely overwhelmed with 'unwanted' vehicles.

I would appreciate receiving an individual response back regarding my final point.

I will wait to see the impact of zone, and will contact you in due course to share my observations - be they positive, negative... or indeed if there is no change to parking patterns in my area.

164. Resident, Vernon Road

We wish to object to this proposed HC Zone on the grounds that



1. This is yet another drain on the income of low earners, particularly couples who both need their cars to stay in work.

2. A good proportion of houses in this area are occupied by elderly residents who rely on daily help from either car driving relatives or paid carers, whose visits may well fall between 6pm and 8pm.

3. Parking for residents who live in the roads just outside the zone will undoubtedly be made even more difficult, because of these proposed restrictions in the zoned area. Residents in the zoned area who are unwilling or unable to pay for a first or second permit will naturally park their cars or vans in the streets nearest to their homes but outside the zone.

This proposal doesn't solve the the parking problem, it just moves it.

165. Resident, Wallington Road

I wish to register my vote against the HC parking zone for the reasons stated below:

While some points on the questionnaire I agree with the introduction of a parking zone in this area will only push the problem across to the other side of Copnor Road.

Not so long ago the rejection of a parking zone was made for the Wallington Road area due to pressure on the street surrounding it, so I cannot understand why this should be any difference to the proposed area,

Vans

Most work vans are parked up by 16,00hrs and this weekend we had three vans parked in a row taking the front of 6 houses. Residents in the HC zone, as one has said will buy one permit and park in the roads the other side of Copnor Road rather than buy another permit.

Outside Parking zone

We only have one car and if either my relative or I use it at night it is not unusual for us to take a good 20 minutes driving around to find somewhere to park. This is not very late normally it is around 21.00 hr to 22.00hr it is mostly around the park area we find a space, leaving me a 10min walk alone at night.

MP's blinkered

I live in Wallington Road and we have requested a one way system to ease the dangerous congestion a teatime with people trying to find parking spaces. This to us has been ignored and the parking scheme pushed forward because we do not have an MP living on our side.

It is a shame that we have self centred MP on our local committee who use their position to think only of themselves and not what could be safe for the wider community.

Permits

Having heard gossip from the local shops it has also been stated that some residents will not buy permits as, if home early will only park across the road. I leave at 7.00 hr for work and at that time there are many spaces empty, at 17.00 hr when I return home there are hardly any spaces. This shows that most parking is taken up early in the evening and would only get worse in our area if the HC zone is approved.

166. Resident, Wesley Grove

I would like to officially log my objection to the proposed parking zone plans. This will only exacerbate the already extremely poor parking in our road.

Please would you confirm my email will be added to the list of people who are opposed to the plans. I would also like to be included in any further communication about this matter



as it will effect me and my family directly.

167. Resident, Winton Road

I do not live in the HC Parking Zone but in an area that closely borders it. It seems very odd that we have not been consulted about these proposals since the resulting car displacement will affect parking in my neighborhood (it already does!).

As it is, if I come late (after 9pm) in the evening I often have to park a long way away, usually Hewett Road (North of Mayfield School). If the HC Parking Zone is implemented I wonder how much further away I will end up having to park!

If you insist on implementing the HC Parking Zone then you should give residents in neighboring areas the opportunity to have permit parking too.

Objection to proposed HC zone (no address given)

168. Resident

I object to the residents parking zones

169. Resident

It is with great stress & disbelief that this has been passed without any consideration to the 4 roads north which are already plagued by vehicles from the roads directly south of the passed proposals (Tokio/Mayhall/Highgate/Seafield Roads).

Glenthorne/Vernon/Dartmouth/Ninian Park/Burrfields slip Roads are massively used by residents from aforementioned roads as well as car dealerships from Claybank road & residents running car dealerships from their homes in Tokio Rd & Highgate Rd plus every other business that does not have their own premises using the area as a truck-stop & the frequent car dumping (two removed in as many weeks). This has been complained about for many years with the multiple turn downs for a parking scheme every time I have enquired for Glenthorne & Burrfields road & I see this as blatant discrimination.

(##)I would also like to ask how many of those survey responses said that a parking scheme is a good idea"AS LONG AS ANY OF THE FIVE ROADS NORTH OF PROPOSED BOUNDARY WERE INCLUDED", reason being is I attended the drop-ins & was fully aware of a lot of people's views & what comments were written by visitors from my road & adjoining roads. These should be discounted from your stats as you have ignored & condemned us all to absolute misery.

This is a three-fold hit to us as we will still be hit by all the businesses vehicles that already park around here & will be made worse due to all the flat-beds that park under the bridge & will now park in our roads all the time, the majority of residents in Tokio/Mayhall/Highgate/Seafield Roads who are not willing to pay for a 2nd car will use our roads & thirdly, no one is going to buy visitors permits as they have our roads to conveniently park in!!!

This is a smack in the mouth to the working class in my road who cannot park past 5pm & is a disgusting enforcement with no consideration to us & I find it astonishing that the councillor for traffic & transportation actually lives in the proposed zone, a further slap in the face for us!

I solely & utterly oppose the scheme as it stands & would like an answer to the question (##) please.

Thank you for your reply, would just like to touch on a couple of points returned, firstly, I understand that this is a logistical nightmare to implement & completely appreciate the difficulties faced by all, the problem I have is that we have been ignored for years in our vicinity with issues such as Network Rail making our lives a misery, multiple businesses



using Burrfields Rd/Glenthorne Rd & Dartmouth Rd as their own little car selling/lorry park leaving their vehicles for up to a year in some cases outside our houses, I have had to report so many vehicles which a majority do get removed when their tax & mot runs out that it is a supreme bugbear with a lot of us residents.

Would also like to point out that a man that lives on Tokio Road runs a car dealing network which I have reported but been completely ignored & he parks all his personal & sale cars all around our roads which are on Gumtree & Facebook & a man on Highgate Rd has bucket loads of evidence but even though this has been relayed, nothing done!

Also, I have yearly for the past many years enquired about a parking scheme for our roads due to problems listed above but yet again, told no more schemes being introduced so again, IGNORED! I had over 100 residents in favour for a scheme in our roads & well outweighs the number of responses you've had in 10 times as many roads!

Lastly, you state that a local councillor has been neutral in this, I guarantee she is not, she is actively handing out leaflets & has her mugshot all over the propaganda that has been handed out, look on LOVE COPNOR on Facebook if you don't believe me

170. Resident

I object strongly to this as it only moves the problem elsewhere as in the surrounding roads. It either has to be everywhere with in the Copnor area or not at all!!

The email said no commercial vehicles will be given a permit to park in their roads so they will just park in ours making it impossible for us to park anywhere. it really is a ridiculous idea there needs to be somewhere away from dwellings where commercial vehicles can park so as not to shift the parking problem elsewhere. We only have one vehicle to our household & it isn't too much to ask to be able to be able to park in the road where we live! other people have 3-4 vehicles per household & if they are only allowed 1-2 permits, I ask you where will they park the others? I will answer IN OUR BLOOMING ROAD THAT IS WHERE!!!

171. Resident

I object to the proposed HC parking zone. I live in the vicinity of the zone and believe that vehicles will be displaced from the zone into the unpermitted roads near the zone, causing much difficulty for residents. It will also be very difficult for parents using the proposed zone roads for short amounts of time at school pick up/ drop off. Where should these parents park temporarily fir school drop off/ pick up if not in the HC zone? I believe all of Portsmouth should be made permit parking/ not just small clusters of roads, causing parking displacement and unfairness for residents of unpermitted roads.

172. Resident

I am one of the lucky ones who has an allocated parking space, however there are many Portsmouth residents who are not and this above proposal is yet another knee jerk reaction to the massive amount of parking issues on the island.

By having permits in one area of Copnor only, you are pushing the parking problem to the non-permit areas. People wont buy permits because they know it wont guarantee them a space and the poor people in the non-permitted streets will have even more of a nightmare trying to park remotely near their homes.

This does not encourage people to use alternative travel, nor does it generate income for PCC because they'll still be able to park 'the next road down' so wont buy additional permits/bus passes. Dont get me started on the vast amount of trade vehicles taking up space....



Once again, this shows how ignorant really PCC are to realities of being a resident in the city. You need to permit everywhere or nowhere at all for the benefit of the residents, not just plonk restrictions around at will to create revenue.

173. Resident

I would like to object to the parking permit order. The results 'do you support introducing a resident parking in HC zone (results outside HC area) is 90% no and are you concerned about the impact on nearby area 94% said yes. What are you going to do about these results? Clearly everyone outside the area is concerned that they will no longer be able to park. These aren't just 55% results they are almost 100 %. It will obviously have a major impact on other roads nearby especially as there isn't really a border by burfields bridge it just continues into burfields road and vernon road. I feel this needs to be seriously considered and either these roads added into the HC zone or not have permits at all.

174. Resident

As a resident of copnor who will be on the outer edge of this zone I would like to express my concern and objection to this permit zone being enforced. As all residents of Portsmouth are aware, parking is difficult at the best of times, but it is manageable. Enforcing a zone in this particular area will not solve the issue, it will instead push people to the outskirts and non permitted zones, I.e where I live. This will then have a knock on effect on our entire area and make it even more difficult for people to park in their own roads, which currently for us, is achievable most of the time. It is somewhat concerning that I, as a mother of young children, may have to park even further away, sometimes in the dark and struggle with my children to get home because people from surrounding permitted roads will be parking on our street.

I understand entirely that it's somewhat a no-win situation, but without rolling out permits across all of Portsmouth, and allowing company vehicles to have somewhere specific to park, this will not solve the issue, only relocate it.

I hope you can understand my concerns and take into consideration there are many others like myself who are worried about the future of the parking wars!

175. Resident

Would remain against permits on the basis more could be done to prevent their requirement.

There should also be a minimum requirement of the population in favour, as the % of those responding remains low

176. Resident

By my opinion the parking area will not help because that not guarantee that I will have a space for my car. On my road lots of families have minimum 2 cars and lots of work cars like vans parking here.

So if the company cars can easily parking on my road the same like me so that's non sense to have a parking zone because that's not resolve our problem.

177. Resident

I have just received a letter from PCC regarding the above, and would like clarification. It show HC permit holders only 6pm-8pm. Why is this only 2 hours? Why isn't it from 6pm until 6am?

The 8pm time means anyone can park in our road after 8pm, but my wife, who works won't be able to park in our road at 8:30pm, and any available spaces would have been taken by people who live in other roads.



If the permit holders only time slot is for 2 hours, there is little chance of getting a parking space if you happen to finish work after that time slot. It seems like a money making exercise by PCC, if we have to pay for car parking permits but cannot park in the zone, but others will be able to park after 8pm.

178. Resident

Following seeing you are to implement parking restrictions in this area ,we are opposed to this due to the fact ,this will mean people with more than 2 cars then parking in our area ,you either implement parking restrictions in all areas or not at all ,parking in our area is bad enough already, without what you are choosing to do now, without my I add telling the residents close to this area .

179. Resident

I am writing to you to strongly object to the above parking zone permits.

As was discussed at the open meeting this is not a resolution to the parking issues in the city this will again simply move the issue to another road.

Forcing more parking issues on other residents in the surrounding area. People will not simply stop bringing home there works vehicles or go from a home that has 4 vehicles down to one. They will simply park the additional vehicles in the roads that are not covered by the permits.

It is about time the council addressed the issue across the whole city rather than in select little areas.

More use can be made of the available street parking by simply painting parking bays to ensure that the space is used to the best advantage. The council DO NOT allow people to just park anywhere in there car parks where there is a charge.

They ensure by clearly marking out parking bays that there is best use of the space available.

180. Resident

To inform you that I as a resident of Portsmouth North- Copnor am opposed to the introduction of parking fees. This will not alleviate parking, guarantee parking and is another expense for residents owning vehicles.

181. Resident

I am writing to advise that I object to the proposed residents parking zone HC. The reason being it will make no difference to the parking in the area given the times that have been proposed. If it goes ahead it needs to be all day or between the hours of 3pm and 9pm to allow people to come home from work. Also it is only on one side of the road which I cannot understand surely it should be on both sides.

182. Resident

In your letter regarding the survey results, you appear to have not understood the results, not considered the findings, or chosen to totally ignore certain aspects of the results.

The overall question as to whether a parking zone should be introduced shows a 50/50 split - surely you must have a majority to introduce a proposal?

If you proceed with this proposal then you must offer options for residents to vote on, NOT just parking or No parking restrictions.



In the parking restrictions numbers, the highest proportion of respondents said that commercial vehicles were the main parking problem.

This fact has been totally ignored in your proposal. You have decided to go with the second option.

You have decided to propose that the 1st parking pass be restricted if residents have an off-street parking capability, yet only 2% of residents park their vehicles off-street. Not a very effective solution.

The question as to when do the problems arise shows that they occur through 98% of the day/night. - but you propose only a limited time solution because that suits yourself as this is easier to enforce

47% of residents objected to your proposed parking restriction times but again this is disregarded, and NO alternative is suggested or proposed.

If the reduction of eligibility for 2nd residents' permits is based on their ability to use off street parking - what parking measures, such as white/yellow lines, hatched areas or parking wardens, will you introduce to ensure that access to residents garages, hardstanding or driveway and that this is maintained both during any parking restriction time control and outside these times.

Also, on the point of residents having to use garages, if, for example, the height of my garage is too low for my vehicle, will you ensure that planning permission is approved and authorised to allow the height of my garage to be increased?

Will your parking enforcement officers be in attendance during the restricted times to ensure that supermarket delivery vehicles which are over 3501kg limit will not be taking up spaces whilst delivering, and that they MUST park outside the restricted HC zone whilst delivering.

Therefore, due to the points highlighted above, and the way that you have misinterpreted the results of the survey, We, as there are two persons at this property, totally object to this proposal.

183. Resident

As I understand it, the current formal proposal for the HC zone is for residents to purchase parking permits starting at £30pa.

Currently I pay nothing and do not see that paying £30pa will necessarily improve matters.

Therefore I object to this proposal.

184. Resident

Having considered the above proposal, and as residents of the HC area, we object to the proposal in its current form.

The main difficulty we have with parking is returning home later in the evening and finding no spaces. We do not believe that the proposal addresses this issue, as it does not prevent drivers without permits taking up spaces within the zone after 8pm.



If the HC PERMIT HOLDERS ONLY time were changed to 6PM-MIDNIGHT, we would support it.

185. Resident

The concept of residents parking permits is not progressive enough in 2020 to deal with the environmental impact of the number of vehicles in our city.

Much more in step with current thinking would be to incentivise residents to look towards replacing their current cars with a single electric vehicle. This could be realised by allowing householders investing in an electric car as their only household vehicle, for a fee, to utilise their forecourts as parking hardstand, even if the current 3m (longitudinal parking) or 5m (traverse parking) is not there. The electric vehicle could then be charged in front of the resident's property and not down the road connected to the nearest lamp post, which in time will soon be needed by another.

Many roads such as ours - Glenthorne Road, have pavements which are little used and could spare at least a paving slabs width to accommodate this scheme whilst still comfortably allowing mobility scooters, buggies and wheelchairs to use the remainder of the pavement.

If the council refuses to acknowledge that a more environmentally sustainable approach to this problem is needed, than it can only be assumed that the priority here is nothing but their own financial gain and that there is no real commitment to dramatically reduce Portsmouth's carbon footprint.

There is going to be an overwhelming number of cars wanting to park in this zone who either don't want to pay for a permit or still want to bring home their work vans. All these vehicles are going to overspill into Burrfields, Glenthorne, Vernon and Dartmouth Roads. Thereby causing even more parking misery than already exists in this area. Uptake of electric vehicles in Portsmouth is being held back by the lack of provision to charge them, both at home and around the city.

186. Resident

1 I do not agree with parking permits.

2 we pay £450 per year road tax already.

3 I have no garden garage used for storage workshop motorbike and my car would not fit in my garage anyway.

4 If garage was used for car ,who is going to stop other vehicles parking in front? This happens all the time.

5 Is space in front of garage regarded as off road parking.

6 If you insist on going ahead with permit parking the times should be 24 hours a day,all vans bigger than a caddy should be banned .Vehicles must not park in front of garage,only the owner.This must be enforced.

7 Seems to me you have not given this careful thought ,my grandson would do better.

187. Resident

Views are as follows:

- I attended the exhibition at the local church hall last year and picked up on the vibe from others that attended that residents were against the scheme.
- I have had discussions with neighbours and am yet to speak to anybody who wants the scheme.
- I read the letter dated January 2020 that the majority were in favour of the scheme. This surprised me as it is not the feed back that I am receiving from local residents.



- I have spoken with residents who already have a residents parking scheme. They have reported that nothing has changed other than have to pay for a permit and visitor parking.
- I have lived in the area for many years. Since then I have seen an increased demand for on road parking caused by the demolition of the garages, pub & vicarage, which all made way for flats. Although these flats have a small number a private spaces, the result has been a reduction of on road parking space.
- I am yet to be convinced that I will be gaining anything from paying for a parking permit.
- There will be no extra spaces in return for my permit expenditure.
- I will not have a guaranteed parking space in return for my permit expenditure.
- There will be an unnecessary deterrent for family to visit due to visitor permits.
- It will deter car sharing as friends & colleagues will have to pay to leave a vehicle parked in our road whilst we meet and share a car driving responsibilities.
- Some drivers are more likely to extend their journey's because they continue to drive up & down roads looking for an area not covered by a parking scheme.
- I am suspicious that there has been no guarantee that the prices will remain the same for the long term. I fear that once permits are required throughout the city, we will start to see dramatic increases.
- The parking permits are intended to pay for the policing of the scheme, however I have heard from residents in already established parking zones, that it is not regular policed properly and vehicles without permits still regular park there.
- I notice that there is a lot of people who park on double yellow lines (especially on street corners). If these people do not respect this law, I fail to have faith that they will respect parking permit regulations.
- I have not been able to think of a positive.

I truly wish this was a scheme that I could get behind & support. In general, this is an area without attraction to non residents unless to visit friends & family. If you park here it is because you live here. I simply can not understand how paying for a permit will suddenly make it easier to park.

I remain suspicious that £30 is just the start!!

188. Resident

Please accept this email as a formal response to your notification on the HC parking zone.

I attended the event described and was overwhelmed by the response and discussion on the day around local residents both in and around the zone, not wanting a parking zone as described. The biggest concerns appearing to be displacement concerns, cost and the fact that parking zones don't actually create parking spaces or guarantee a parking space. There was clear instruction that we needed a city wide approach and not a little by little/stealth approach to parking.

I'm not an expert in parking matters, but I have lived in Portsmouth for years in various locations from Southsea to Copnor both in and out of parking Zones, so I am speaking from a level of experience when I say the proposed approach is not suitable and displacement will cause a degregation of social cohesion, additional tension and in turn reduce the confidence people have in local council acting for them.



The survey itself seems very limited and responses in no way reflecting the majority of feeling expressed at both the public sessions and subsequent articles and discussions with local MP's.

I truly hope emails such as these form the basis for some decision making and serve to influence the outcome, but our collective faith at this point is reduced as the council bulldoze through changes to benefit the few that have the ability to project authority through self service.

For the avoidance of doubt, I am against the HC parking zone due to concerns around displacement. I would be in favour of a targeted and city wide approach that does not cause widespread displacement and simply shift the problems to the next street down.

189. Resident

I would like to state my objection to the imposition of a parking permit tax in this area. I do not believe that the introduction of a permit system would be of any benefit to the residents of the area.

I also do not believe that sufficient opportunity has been given for me to voice my opinion, and yes I did go to the information event. I also believe that objections were stated by the residents living on the other side of Copnor Road, as, for those who can't park or didn't have a permit would be using their roads. And if you bring in permits for those roads, where do you suggest the above said park their cars.

According to your letter you state that I am not guaranteed a parking space in my own road. Are you aware that most current car insurance policies state that cars should be parked within their own post code, on the road where you live. You would be forcing me to possibly park in another area which would be at odds with my car insurance.

There are three vehicles at my address, mine, my husbands, and my sons, we all need and use our vehicles for work, it's unfair for those whose children still live at home to be expected to pay more. As it is my husband quite often parks in a different road so permits would not make any difference.

I can't help but think that this is just another way for the council to make money without actually supplying any kind of service. As for a fee on the first car to be used to pay for signage, should we end up with permits, unless you are going to renew the signage each year surely it should only be a one off payment, what are the signs going to be made of?

As an alternative maybe the garages at the end of the road should be better utilised or removed to make more parking for residents.

You are also saying that the permits are for use between the hours 6PM -8PM, I object to having to pay to park in a road where I live for two hours a day, a time where most residents are already home, the problem time for this road is in school hours, when most are at work.

190. Resident

I am against the proposal because as the survey shows it would not be the solution for parking problems on HC zone area and we haven't been given the reason why the city council accepted it in the first place. In other areas of the city, although the problem is not completely solved it did help the residents. We are not near the beach, hospital, train station, why here?

The survey shows that the residents on HC area are not sure it would be helpful. 69% inside the area and 94% outside the area are concerned about the impact on the nearby area. 45% Inside HC area and 53% outside HC area don't support introduction of further



residents parking area. In my view it shows that we are concerned about ours neighbors and aware of the problem but this parking scheme is not the solution for none of us who live in normal residential areas.

191. Resident

At this moment we are objecting the parking restriction proposal. The reason for this is due to a couple of points:

1. The paperwork you have sent is incredible confusing and has taken us numerous attempts to understand what you are actually proposing.
2. The times you are suggesting do not help us with the hours we work and will not give us any extra chance to get parked in our area.
3. It is disgusting that for this privilege you would charge us 180.00 a year with no guaranteed benefits what so ever.

192. Resident

I live outside of the proposed HC zone and objected in the initial survey sent June/July 2019 to the implementation of the HC parking zone.

What concerns me is the outcome of that survey showed that only 21% of results came from those within the proposed HC zone and only 10% of those 21% said they wanted a controlled parking zone.

74% of the results came from people living outside of the proposed HC zone and 90% of those people said 'no to a controlled parking zone' with 94% being concerned about the impact of the proposed parking zone.

With such a high proportion of the responses coming from people outside of this zone..... I would like to know what action/consideration has been taken to understand what those residents' concerns are and what is being considered for them? I already struggle to find a parking space in my road with people parking from roads such as Tokio Road/Highgate Road and Glenthorne Road as well overflow from Dartmouth and Vernon Road. If the zone comes into force, that will push more and more vehicles out to roads that are already over populated. One of my friends is already experiencing this since a similar zone has been put in place in Southsea.

I feel that it is unfair to implement a zone without fully exploring the majority of responses that opposed this in the first place. Surely, the failure to explore this fully prior to implementation will lead to failure, waste and dissatisfaction. I urge you to consider further consultations focusing on areas surrounding the proposed HC zone to fully understand the current parking situation in those areas and consider solutions to those concerns prior to any zones being implemented as you could be pushing the problem to a new area. Especially as the majority of objections/concerns came from outside of that area in the first place with such a low % of people's view being listened to (10%) and acted upon.

Unclear if support or objection to proposed HC zone (within zone)

193. Resident, Kendal Avenue

1. Observe the parking that is abused by households currently - ie Disabled Bays - why should they be allowed to park their vehicle not on their Disabled spot but outside someone else's property awaiting for a family member to come home late and then they use their spot and can park. When this is reported to the PCC you are told, residents have to take video/photo footage and then they will look into?? Surely you should spot check this??



2. Residents of Dropped kerb's abuse their privilege by parking all the cars off their spaces, which is usually very adequate amount of space right across the front of their property - They park outside everyone else's houses leaving nothing parked their all day and when they have family coming etc they can all park. Why allow this?. This weekend alone 2 households had all their vehicles parked on the opposite side of the road and left all the space empty, guess what family all arrived later.
3. Teachers etc parking in Kendal Avenue all day when they are at work. Copnor School used to have their own parking years ago - consider it again. Some arrive early in the morning, park all day until they leave at 4pm. Residents have no chance.
4. If HC Zone is introduced - I still think the parking of parents dropping off children at Copnor School should be looked at. They park right up to the corners of both sides. You try and get out the road when cars are entering. Last week a visually impaired man was trying to cross, people with prams not knowing where to go - a fatality waiting to happen. Needs Transport enforcement here? You introduce a speed limit outside the school but take a look just round the corner of Kendal Avenue.
5. 1 Household with a Motorhome - How can this be allowed? The motorhome alone takes up 2 spaces of a vehicle. Along with 3 cars and a motorbike? Practically take up half the street if all parked in a row.
6. Households that have a private garage at the end of the road should use it. How are you going to check this out?

Good point - might stop some of the people who go to the snooker hall - Currently some leave their cars overnight/weekend in the street - Collect on a Monday.

I have the privilege of a garage - I might add I never park in the street - use my space as I should. There is other households that do have garages but park in the street - How are you going to investigate this one. However, if I cannot get into my garage because some idiot has blocked it - where do I park? According to the leaflet I would not be eligible for a permit. I certainly would have no chance if I cannot park back until 8pm.

If you introduce it in certain roads - the remainder that haven't got permit parking will become the local car park and will have no chance.

A lot needs to be looked into first, how are you going to 'police' this? Have you staff that are going to wander the streets to check this out? Or is this another thing that residents have to report?

Who will tell the truth of how many vehicles they have?

Once you can solve the above it may work, but all the time you allow this to go on - it wont.

194. Resident, Manor Park Avenue

Me and my partner both agree HC parking zone should be implemented to the area however we do not agree with the proposed times 6pm-8pm. We believe that there shouldn't be times on zone and should have 2 hours parking with no return within 4. I also think they could be other things implemented to help

1. No commercial/large vehicles
2. Double yellow lines on Copnor Road to be replaced by single yellows throughout
3. Marked bays throughout the roads



if there is more people against the parking zone maybe do a trial for 3/6months then put it to a vote

195. Resident, Mayhall Road

We agree that the permits should be enforced as many people have multiple vehicles including work vans and parking is often difficult.

However, we do not agree with the time frames. Unfortunately, parking is difficult overnight within the area and 6pm - 8pm will only be a help and not solve the complete problem.

I often come home after 8pm and the parking is not easy then and I'm sure this will stay the same with the proposed permit times.

It also will not deter any football fans parking on a Saturday afternoon for a 3pm kick off. Especially with a 3 hours time frame for non permit holders before 6pm. People think we are too far away for football fans to park but I can assure you, we are not.

3 hours is too long for non permit holders and 2 hours is sufficient.

We used to live in Milton Road, and there were 24 hour permits with 2 hours for non permit holders. We feel this would be the best route to go down meaning that only residents can park within the zone at ALL times (if parking for more than TWO hours, not three).

I hope our views are taken on board. Ultimately, any permit is better than none but we feel the smaller window is not the way to go in this particular area.

196. Resident, Station Road

I have a few questions regarding the parking zone. I feel the parking zone would work well in this area as parking is horrific, especially in the evenings! However, looking at the proposal there would be double yellow lines added in more places than there currently are. Surely this will counteract the positive use of a permit zone by limiting the number of spaces available? In total Station Road, Collis Road and Manor Park Avenue will collectively lose over 20m of parking spaces. I can see how some residents may choose to not pay for a permit, or may not be entitled to one, but considering Station Road had the highest positive responses (87% of surveys completed by Station Road residents were FOR parking zones - myself included) to the parking survey last year; you can predict that majority of residents are more than willing to pay for said permits.

Secondly, I feel the restrictions on commercial vehicles needs to be stricter as these are the vehicles which easily take up over 40% of parking spaces within the surrounding areas. These vehicles are also the ones that are parked selfishly, often on current double yellow lines.

Lastly, I wanted to know how this will be managed in regards to parking enforcement officers. Will they be monitoring the large area between the hours of 6pm-8pm every day? As stated before lots of vehicles currently park on double yellows and are very rarely faced with a parking penalty.

Unclear if support or objection to proposed HC zone (outside zone)

197. Resident, Dover Road

can please tell me if there is proposal for a resident parking scheme likely to be implemented in the baffins area. And if so what stage is it currently at ?

I live in the baffins area and since introduction of other resident parking zones such as Milton road the baffins area over the last 2/3 years has got harder to park. With the HC parking zone copnor road and off from copnor bridge up to burfields this will make the baffins area now even harder for the local residents to park as it will push all none resident parkers to the baffins area. A survey with the residents need to carried out again as the last



survey was in 2008, 11 years ago and since then parking has come hard.

198. Resident, Glenthorne Road

As a resident of Glenthorne Road ,the next non-permitted road & possible parking target for people who do not want to pay for extra permits or works van users. I would like to ask what proposals have been considered, if any for these extra vehicles in neighbouring roads , that won't be allowed to park in the above HC zone?

Our road is already a nightmare to park if you do not arrive home before 6.00 pm & I fear this solution will only make it worse.

Although I agree something has to be done and applaud this attempt I propose a wider ban for work vans & extending the whole permit scheme throughout Copnor.

199. Resident, Queens Road

Whilst the introduction of a permit zone in the HC area will benefit those within this area, it must be considered of how much of an impact this zone will be on the surrounding areas. I am a resident of queens road an area that will be effected as those without permits will park on the road closest.

Has this been considered?

What impact assessment has been carried out on parking in the areas directly affected by these proposed changes?

Will the zone be extended to an area that is terrible to park in 24/7?

Unclear if support or objection to proposed HC zone (no address given)

200. Resident

I have some questions;

Section c of the proposal states "parking bays are only marked on public roads". This implies individual bays will be marked. Does this mean individual bays marked per car as it were, or does it just mean a General marking of the boundary total area covered by the restriction?

Section d refers to a couple of areas where waiting time will be limited to 3 hours. Part two, refers to the restriction within station road, outside of the rear of grave baptist church. Can you please clarify where the 9m length starts and finishes. Please also clarify the reason for this particular extra restriction.

As the proposal is for 6-8pm each day, do your CEO's work this late?

The document states that a copy of the draft order including statement of reasons is available for inspection at the main reception of the civic offices. Is it possible to be sent a copy of the statement of reasons?

201. Resident

I have a query regarding the proposed residents parking scheme in the copnor area. I have a work van registered to the company I work for address. I also have a car registered to my address and 1 off road parking space. Upon reading the letter sent out today are you able to clarify that I'll still be able to apply for a parking permit for my car as the van will occupy the 1 parking space that I have? Or will I not be eligible for any permits at all?

202. Resident

Here are my queries relating to HC zone parking.

Is this only being implemented for a trail period?

How do residents go about getting it removed if it doesn't work?

How is 'tactical' parking managed in this zone?

Households with Motorcycles use them currently to keep a car park space. Why are motorcycles not required to have a reduced cost permit?










Surely the commercial permit should be higher than it is.

What happens when the railways have work being done and they park all their maintenance vehicles there for days taking up space.

Just to follow up on my questions

1. How is it enforced to ensure non permitted vehicles are not parking in the zone?
2. According to survey results out of the 230 responses only 21% were in the HC zone and only 70% were in favour that's about 17 people isn't it?
3. Is the scheme effectively more profitable than random fines.
4. What percentage of periodic surveys triggers it being removed.
5. I have a friend who had RPZ put in last year for Londesborough Rd, he has yet to have a survey sent to him.
6. Also, it has been suggested to Lynne Stagg over many years about trialing painted bays, rather than just permits.
7. The set up month is poor, everyone is just getting over Christmas. It seems convenient for the council rather than residents, no council tax but have to find more to pay for parking.

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*	Started: N/A Completed: 13/01/2020	
Notices displayed on affected roads*	Started: N/A Completed: 13/01/2020	
21-day consultation*	Started: 13/01/2020 Completed: 04/02/2020	
Proposed TRO published on Portsmouth City Council's website	Started: N/A Completed: 13/01/2020	
Proposed TRO available from ground floor reception	Started: N/A Completed: 13/01/2020	
Letters hand-delivered to properties in the affected area including public notice	Started: 08/01/2020 Completed: 13/01/2020	
Email update sent to respondents of the exhibition survey in July 2019	Started: N/A Completed: 13/01/2020	
Email / letter sent to respondents with time, date and location of T&T meeting	Started: N/A To be completed: 9/03/2020	
Email / letter sent to respondents with notifying of decision made at the T&T meeting	Started: N/A To be completed: 23/03/2020	

(End of report)