
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 29 OCTOBER 2020 AT 4PM

VIRTUAL REMOTE MEETING

Telephone enquiries to Jane Di Dino Local Democracy Officer 023 9283 4060`

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CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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

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

A written deputation stating which agenda item it refers to must be received by the Local Democracy Officer named on the agenda by 12 noon two working days preceding the meeting.

Any written deputation received will be sent to the members on the relevant decision making body and be referred to and be read out at the meeting.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Chairman's Announcements - Transforming Cities Fund Investment for Portsmouth and South East Hampshire.**
Councillor Stagg will provide a verbal update on this fund.

4 School Crossing Patrols Resources (Pages 7 - 8)

Purpose.

To provide an update on the resources that are included in the School Crossing Patrol budget 2019/20

RECOMMENDED that the report be noted.

5 Solent Connectivity: the Network Rail Solent Continuous Modular Strategy Plan (Pages 9 - 142)

Purpose.

The purpose of this report is to inform members of the recommendations for the future development of train services in the Solent area (Portsmouth – Southampton/Eastleigh) contained in “Solent Connectivity”, the Solent Continuous Modular Strategic Planning (CMSP) study

RECOMMENDATIONS

It is recommended that the Cabinet Member for Traffic and Transportation:

1. **Notes the contents of this report**
2. **Endorses the CMSP recommended train service specification:**
 - **Portsmouth – Southampton: additional 2 trains per hour giving 4 trains per hour; and**
 - **Portsmouth – Eastleigh: additional train per hour giving 2 trains per hour.**
3. **Supports in principle the following CMSP recommended infrastructure measures that will be required in Portsmouth to facilitate the new services:**
 - **Reinstatement of track in platform 2 at Portsmouth Harbour station, bringing the platform back into use; and/or**
 - **Provision of an additional platform at Portsmouth and Southsea station, adjacent to the low-level platforms 3 and 4.**

6 TRO 51/2020: Proposed parking restrictions and amendments (Pages 143 - 162)

Purpose.

To consider the consultation responses to proposals under TRO 51/2020 relating to parking restrictions, and to decide whether to implement the proposals. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 51/2020

Appendix B: Public response to the proposals.

RECOMMENDATIONS

It is recommended that, under TRO 51/2020:

1. **April Square:** the proposed 66 metres of double yellow lines within the northern arm (alongside No.41 and outside Nos.42-52) are reduced to 26 metres on the west side, alongside No.41 only;
2. **Bransbury Road:** the double yellow lines are extended by 6 metres in front of the dropped kerb as proposed;
3. **Althorpe Drive / Holcot Lane:** the double yellow lines are installed at the junction of these roads as proposed;
4. **Woofferton Road:** the proposed 7 metres of double yellow lines are reduced to 5 metres and installed;
5. **Haslemere Road:** the proposed extension of the single yellow line by 4 metres is deleted and not implemented;
6. **The remaining 10 proposals under TRO 51/2020** are implemented as advertised, due to support and/or no objections.

7 TRO 49/2020: Proposed MG Festing Grove area residents' parking zone.
(Pages 163 - 274)

Purpose.

To consider the public response to the proposed MG Festing Grove area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 49/2020

Appendix B: Public views submitted

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

RECOMMENDATIONS

That the MG Festing Grove area parking zone proposed under TRO 49/2020 is implemented as advertised, with the following caveats:

- (i) **That the double yellow lines proposed in Culver Road are deleted and not introduced (Part D2 of the public proposal notice); instead the residents' parking bays are extended in their place;**
- (ii) **That the intention is noted to include the properties listed below in this parking zone (MG Festing Grove area), instead of the adjacent proposed MH Westfield Road area parking zone, for practical reasons and in response to residents' concerns:**
 - **Odd-numbered properties 279-291 Highland Road**
 - **1-12 Highcourt, 293 Highland Road.**

8 TRO 50/2020: Proposed extension to MF Craneswater area residents' parking zone (Pages 275 - 316)

Purpose

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

Within this report, "RPZ" means Residents' Parking Zone, "MF extension zone extension" means the area bounded by Festing Road, Salisbury Road, Elizabeth Gardens and Eastern Parade, and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 50/2020

Appendix B: Public views submitted

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

RECOMMENDED that the extension of the MF extension Craneswater area parking zone proposed under TRO 50/2020 is implemented as advertised.

9 TRO 48/2020: Proposed additional permit eligibility for KD parking zone (Pages 317 - 332)

Purpose

To consider the consultation responses to the proposal under TRO 48/2020 to extend permit eligibility within the KD Castle Road area parking zone, and to decide whether to implement the proposal. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Within this report, TRO means "traffic regulation order" and RPZ means "residents' parking zone".

Appendix A: The public proposal notice and plans for TRO 48/2020

Appendix B: Public response to the proposals

RECOMMENDATIONS

The proposal is implemented as advertised, meaning the remaining odd numbered properties on the west side of Grove Road South are eligible to apply for KD zone permits (Castle Road area). This would maintain a consistent approach to permit eligibility within RPZs across the city.

10 Concessions of Care Homes in Residents Parking Schemes (Pages 333 - 336)

Purpose

To propose a minor change in the way the Residents Parking Scheme operates to allow registered care homes to obtain up to three flexible permits for £100 per permit.

RECOMMENDATION

That the Cabinet Member for Traffic & Transportation agrees a charge of £100 for up to three business permits issued registered to care homes in residents parking zones and that these permits are flexible and do not specify a registration number. Fourth and subsequent permits will be charged at the standard rate.

- 11 On-Street Residential Charge Point Scheme - Phase 1 mid-point review**
(Pages 337 - 346)

Purpose.

To provide an update on the first phase of the On-Street Residential Charge point Scheme

RECOMMENDED that the Cabinet Member for Traffic & Transportation note the report.

- 12 Electric Vehicle On-Street Residential Charge point scheme (ORCS) phase 2 - TRO 75/2020** (Pages 347 - 500)

Purpose.

To consider the public responses to TRO 75/2020, proposed designated electric vehicle charging bays in 80 locations across 71 roads. Objections were received to proposals within TRO 75/2020, and therefore a report to the Cabinet Member is required for decision to be made at a public meeting.

RECOMMENDATION

It is recommended that the Cabinet Member for Traffic & Transportation:

1 Provides formal consent for the installations of the designated electric vehicle charging bays detailed in Appendix A with the following 19 exceptions:

- ☐ De Lisle Close, West side adjacent to Nos.7-19 does not proceed
- ☐ Eastfield Road, South side, outside No.73; does not proceed
- ☐ Fordingbridge Road, East side, outside No.60; does not proceed
- ☐ Gladys Avenue, East side, outside no.76; does not proceed
- ☐ Glasgow Road, North side, outside No.28; does not proceed
- ☐ Goodwood Road, West side, outside No.17; does not proceed
- ☐ High Street, Old Portsmouth, South-east side, outside No.17; does not proceed
- ☐ Highland Road, South side, outside No.24; does not proceed
- ☐ Laburnum Grove, South side, outside No.226; does not proceed
- ☐ Lindley Avenue, South Side, outside no 36; does not proceed
- ☐ Lumsden Road, South-east side, within the layby, front of 32-44; does not proceed
- ☐ Lyndhurst Road, East side, outside No.146; does not proceed
- ☐ Malvern Road, West side, outside Nos. 19/21; does not proceed
- ☐ Montague Road, North side, outside No.33; does not proceed
- ☐ Oxford Road, East side, outside No.52/54; does not proceed
- ☐ St Ronan's Road, East side outside No. 80 does not proceed

- ☐ Taswell Road; East side, outside No.32; does not proceed
- ☐ Waverley Grove, South side outside No.2 does not proceed
- ☐ Wykeham Road, South side, outside Nos. 81 does not proceed

2. Notes the policy and guidance on the use of trailing cables to charge electric vehicles from off street power sources by residents is being developed and will be brought for a decision in a separate paper.

13 Solent Future Transport Zone (Pages 501 - 508)

Purpose.

To inform of the success of the Solent Future Transport Zone bid.

RECOMMENDED that the report be noted.

Agenda Item 4

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



Portsmouth
CITY COUNCIL

Title of meeting:	Traffic and Transportation Committee
Subject:	School Crossing Patrol resources
Date of meeting:	29 th October 2020
Report by:	Tristan Samuels - Director of Regeneration
Wards affected:	All

1. Requested by: Councillor Lynne Stagg

2. Purpose:

- 2.1 To provide an update on the resources that are included in the School Crossing Patrol budget 2019/20

3. Information Requested:

- 3.1 The School Crossing Patrol revenue budget for 2020/21 allows for 50 School Crossing Patrol positions across the city.
- 3.2 45 of these positions are at fixed locations across the city. There are 4 positions that are 'relief' school crossing patrollers that can be deployed to sites in the city where the permanent school crossing patroller is absent due to ill health.
- 3.3 This provides a degree of resilience within the service and ensures that the council's commitment to child pedestrian safety is upheld.
- 3.4 Should the occasion occur when there are more than 4 School Crossing Patrol sites that require cover then the vacant sites will be prioritised; the sites with the highest numbers of pedestrians crossing or that are closest to areas of high casualties will be prioritised.
- 3.5 In the event that a school crossing patroller cannot be provided then the school will be informed and parents advised to use the nearest engineered crossing point e.g. a pedestrian or zebra crossing.

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not
require Equality Impact Assessments, Legal or
Finance Comments as no decision is being taken)

.....
Signed by (Director)

Appendices:

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

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

Title of document	Location



Title of meeting: Traffic and Transportation Decision Meeting

Date of meeting: 29th October 2020

Subject: Solent Connectivity: the Network Rail Solent Continuous Modular Strategy Plan

Report by: Tristan Samuels, Director Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

The purpose of this report is to inform members of the recommendations for the future development of train services in the Solent area (Portsmouth – Southampton/Eastleigh) contained in “Solent Connectivity”, the Solent Continuous Modular Strategic Planning (CMSP) study.

2. Recommendations

It is recommended that the Cabinet Member for Traffic and Transportation:

2.1 Notes the contents of this report

2.2 Endorses the CMSP recommended train service specification:

- **Portsmouth – Southampton: additional 2 trains per hour giving 4 trains per hour; and**
- **Portsmouth – Eastleigh: additional train per hour giving 2 trains per hour.**

2.3 Supports in principle the following CMSP recommended infrastructure measures that will be required in Portsmouth to facilitate the new services:

- **Reinstatement of track in platform 2 at Portsmouth Harbour station, bringing the platform back into use; and/or**
- **Provision of an additional platform at Portsmouth and Southsea station, adjacent to the low-level platforms 3 and 4.**

3. Background: the Solent CMSP study

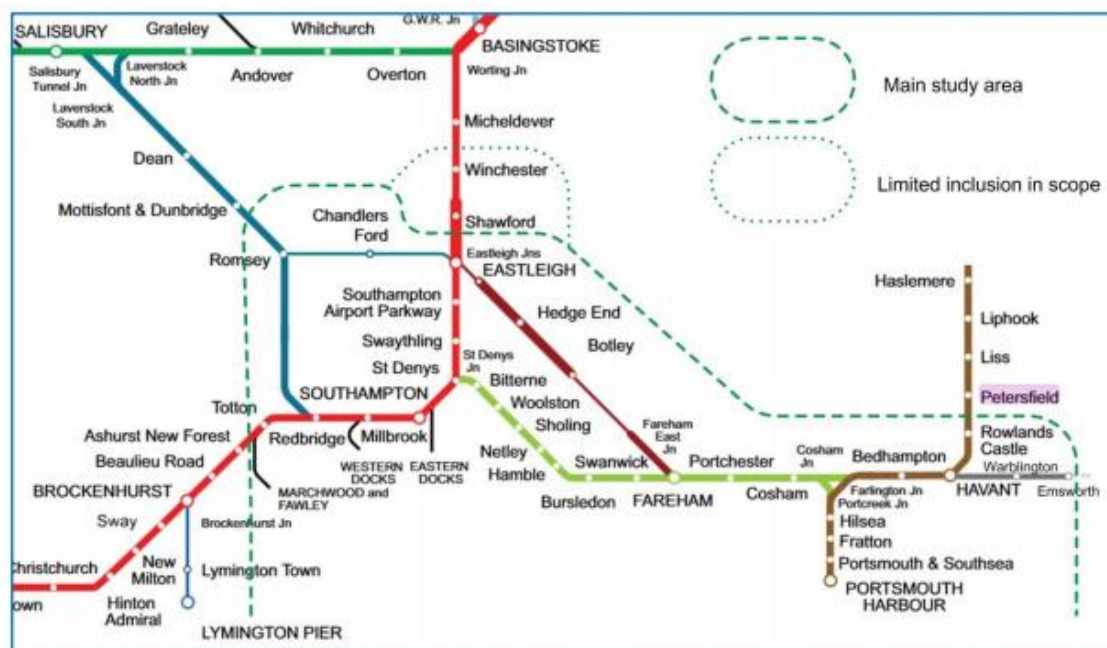
3.1 In the rail industry planning process more locally focussed Continuous Modular Strategic Planning (CMSP) studies have replaced the large “Route Utilisation Studies” formerly used to develop specifications for rail service plans.

3.2 Network Rail owns, manages and maintains the National Rail network in Great Britain. Network Rail work in partnership with Solent Transport, and have undertaken a Continuous Modular Strategic Planning (CMSP) study covering the following routes in the Solent area including:

- Portsmouth/Havant – Southampton;
- Fareham – Eastleigh/Winchester;
- Southampton – Totton;
- Southampton – Romsey; and
- Eastleigh – Romsey.

3.4 Figure 1 below shows a map of the Solent CMSP study area. The study area comprises of 70 miles of route with 31 stations.

Figure 1: The Solent CMSP study area



3.5 The aims of the CMSP process are:

- To work closely with local authorities and local enterprise partnerships to identify current and future transport needs in specific areas;

- To identify how rail can better serve these transport needs;
- To focus on the transport needs of rail customers; and
- To improve Network Rail's engagement with the train operators.

- 3.6 The Solent area has a high level of car dependency and currently a lower use of rail than might be expected for its population size – only 2.3% of commuter trips are made by train. Achieving a mode shift from car to rail travel could contribute to the delivery of a range of transport, economic and environmental policy objectives.
- 3.7 The travel markets with the greatest potential for a shift to rail, and where the benefits of such a shift would be largest are:
- “medium distance” journeys between the Portsmouth and Southampton city regions and their city centres;
 - “medium distance” journeys between the city regions and key employment hubs such as Whiteley; and
 - Journeys between the two city regions.
- 3.8 In the morning peak period rail travel times are quicker than those possible by car for many of these journeys. However, the relatively low train service frequencies at many stations make rail travel unattractive. Increasing service frequencies to reduce passengers' waiting times, could be more beneficial than running faster trains. Physical constraints on infrastructure development would preclude a substantial increase in train speeds. Increasing train service frequencies is therefore prioritised.
- 3.10 A long-list of 27 train service options was considered. The local authorities provided input to the service option development process based on their Local Transport Plan priorities. Key performance statistics were calculated for each option including the differences between the car and rail travel times for the travel markets listed in Section 3.7. High-level assessments of the option feasibility and costs were also made.
- 3.11 The five best-performing options, were subjected to a more detailed appraisal. The options which performed satisfactorily were recommended for further development to build the case for implementation.
- 3.11 The infrastructure measures that would be required to facilitate the services were identified. Outline feasibility assessments of the infrastructure assessments were undertaken to verify their deliverability.
- 3.12 However, the travel data used to assess the options pre-dates the Covid-19 pandemic. Future travel patterns may be different but are unknown at present. The options are likely to be reappraised when travel data is available, to verify the position.

4 The Solent CMSP recommendations

4.1 The following service changes are recommended:

- Portsmouth – Southampton: additional 2 trains per hour giving 4 trains per hour, which are to run semi-fast;
- Extension of some trains to terminate at Totton instead of Southampton; and
- Portsmouth – Eastleigh - Winchester: additional train per hour giving 2 trains per hour.

4.2 These service changes would deliver the following benefits to Portsmouth:

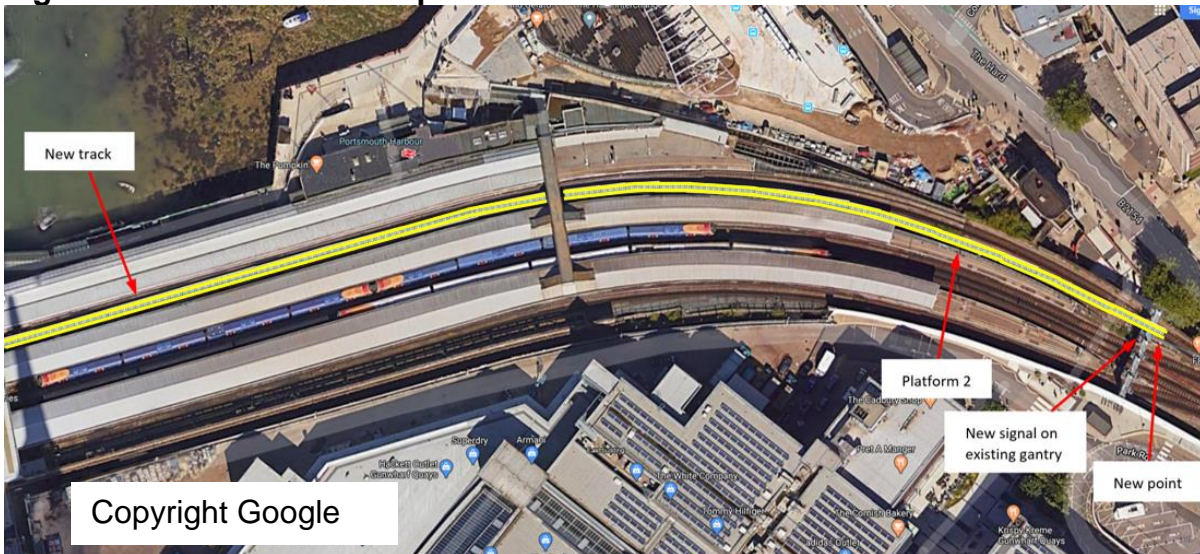
- Quicker overall rail travel times (including wait time) to Southampton from Portsmouth Harbour, Portsmouth & Southsea and Cosham stations with a 20% improvement in passengers' end to end journey times between the cities through reduced waiting times;
- Quicker rail travel times (through reduced wait times) for journeys between Portsmouth stations and major employment centres such as Whiteley, Solent Business Park via Swanwick station;
- Quicker rail travel times (through reduced wait times) for journeys to Portsmouth city centre and Cosham from significant population centres such as Woolston, Locks Heath (via Swanwick station) and Hedge End;
- More frequent trains from Portsmouth to the employment centres of Winchester and Basingstoke;
- Reduced car traffic into Portsmouth as more frequent and convenient train services attract some motorists to rail travel; and
- Increased investment in Portsmouth as greater rail connectivity would expand the labour market catchment, making the city more attractive to business.

4.3 It is likely that the additional services into Portsmouth would be electric powered or bi-mode, rather than diesel. This will complement the Air Quality Local Plan for the city.

4.4 In order to facilitate these service changes, the following infrastructure measures would be required. Please note that only infrastructure measures (i) and (ii) would be located in Portsmouth.

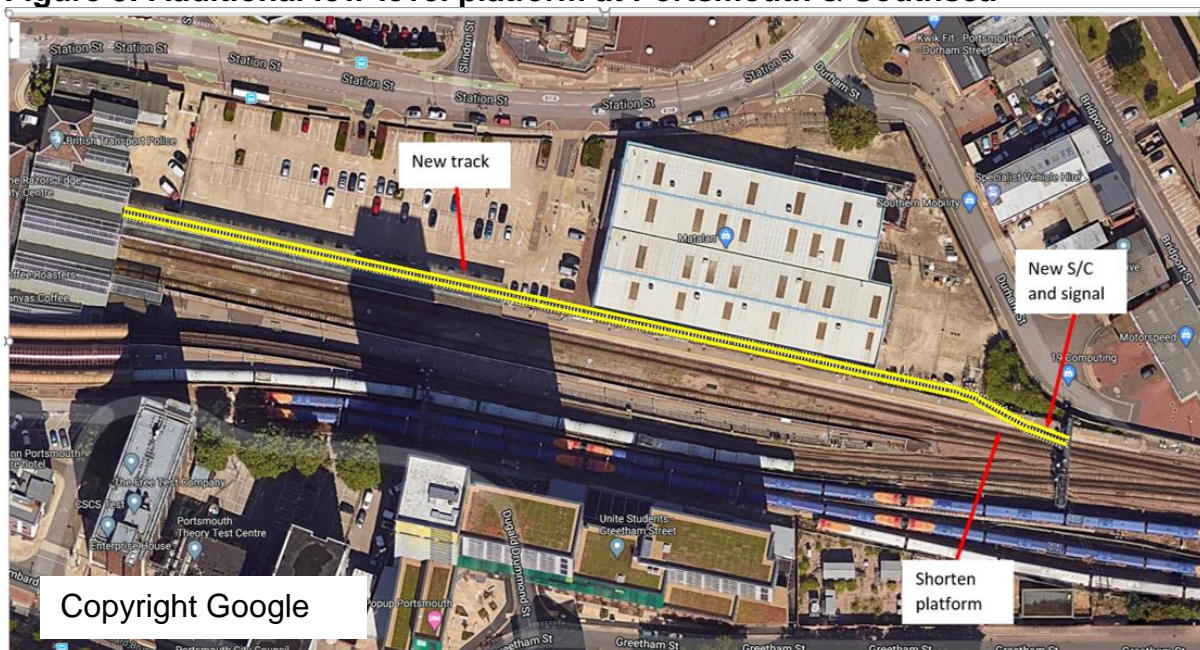
- (i) Reinstatement of track in platform 2 at Portsmouth Harbour station, bringing the platform back into use, as shown in Figure 2 below.

Figure 2: Reinstatement of platform 2 at Portsmouth Harbour station



- (ii) Provision of an additional platform at Portsmouth and Southsea station, adjacent to the low-level platforms 3 and 4, as shown in Figure 3 below. This could be an alternative to reinstatement of platform 2 at Portsmouth Harbour, or it could be additional, if further extra terminal capacity is required for increased services from London in future.

Figure 3: Additional low-level platform at Portsmouth & Southsea



- (iii) Provision of a bi-directional through platform at Fareham by means of conversion of the current bay platform. This would enable trains to overtake, significantly improving timetable flexibility and service resilience on the Solent area routes. This platform would be extended to accommodate longer trains than at present.

- (iv) Reinstatement of double track on the Fareham - Botley – Eastleigh section to increase line capacity.
- (v) Electrification of a siding and closure of a level crossing at Totton. This would enable trains to terminate at Totton instead of occupying a through platform at Southampton Central.
- (vi) Changes to the signalling for Platform 1 at Eastleigh to enable operation as a bidirectional platform and associated track layout changes. This would enable its use by southbound trains from the Chandlers' Ford line and increase the capacity of the station and the line towards Fareham and Portsmouth.

4.3 These measures are to be progressed through the Rail Network Enhancements Pipeline process.

4.4 Measure (ii) the provision of an additional platform at Portsmouth and Southsea station, would require the acquisition of some land currently outside of railway ownership, and its protection from future development. Portsmouth City Council is considering providing planning protection in the next Local Plan to prevent development of the required land. This will need to be progressed through Portsmouth City Council's Planning Department and Transport Department, working with the present landowner(s) and Network Rail with the view to potentially safeguarding the required land as part of any future overall site allocation policy in the draft Local Plan.

5. Links with other plans/strategies

5.1 Given the significant transport benefits that could be delivered by introducing the CMSP recommended train services, this process would support the following Portsmouth City Council plans and strategies:

- The emerging Local Transport Plan 4;
- The emerging Portsmouth Local Plan;
- The emerging Public Transport Strategy;
- The emerging Parking Strategy; and
- The Portsmouth Air Quality Local Plan.

5.2 It would also support wider environment, economy and planning strategies and plans for the city.

6. Next Steps

6.1 The support of Portsmouth City Council for the Solent Continuous Modular Strategic Partnership study recommendations will be forwarded to Network Rail and Solent Transport.

6.2 The possibility of providing planning protection in the Local Plan for the land adjacent to Portsmouth and Southsea station that would be required for a new

rail track and platform, will be investigated by the council Transport Planning Team and Planning departments working with the landowners and Network Rail.

- 6.3 When the present Covid-19 pandemic has passed, and more information is available about future travel patterns in the Solent area, the recommended train service options will be reassessed. This will determine whether the appraisal results remain valid and that the service improvements would still deliver the anticipated benefits.

7. Reasons for recommendations

- 7.1 Portsmouth City Council officers have contributed to the development of the CMSP study. As a key member of the Solent Transport Partnership, it has part-ownership of the study and its recommendations for rail service improvements.
- 7.2 If delivered, the rail service improvements would deliver significant transport and economic benefits to the city, as described in section 4.2 above.
- 7.3 The CMSP recommendations for rail service improvements will form part of the emerging Portsmouth City Council Public Transport Strategy, which is a supplementary document of LTP4.
- 7.4 Endorsement of the CMSP recommendations and support for the associated infrastructure measures by Portsmouth City Council is sought to demonstrate local support for the proposals and is necessary to progress towards delivery of these proposals.

8. Integrated impact assessment

- 8.1 An Integrated Impact Assessment has been made of the CMSP recommended train service options. This is provided in Appendix A.

9. Legal implications

- 9.1 There are no legal implications arising directly from endorsement of the CMSP recommended rail service options, as the council is not a signatory to any rail franchise agreements.
- 9.2 The provision of Planning protection in the Local Plan for the land adjacent to Portsmouth and Southsea station that would be required for a new rail track and platform, would have implications for the statutory Local Plan process. This will be investigated by the Transport Strategy and Planning departments. Any issues would be addressed through the Planning Department, the owner(s) of the land affected and Network Rail.

- 9.3 As noted in the body of the report, the endorsement of the options as recommended is considered to be consistent with the City Council's emerging policies in relation to local transport, public transport, parking and air quality.

10. Director of Finance's comments

- 10.1 There are no immediate direct financial implications as a result of approving the recommendations within the report.

.....
Signed by:

Appendices:

Appendix A: Integrated Impact Assessment (IIA)

Appendix B: Solent Connectivity: Continuous Modular Strategic Planning

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
Solent Connectivity: Continuous Modular Strategic Planning. Network Rail & Solent Transport, May 2020	

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

.....
Signed by:

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Solent Connectivity

May 2020



Continuous Modular Strategic Planning



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1.0 Executive Summary

We are pleased to present the Solent Area Connectivity study, which sets out a number of investment choices which to enable train service improvements which would accommodate forecast growth and make rail a more attractive choice for travel across and within the Solent area in future, encouraging modal-shift from the private car and assisting efforts to address local transport, development, economic and environmental issues.

This study has been completed as part of the Continuous Modular Strategic Planning (CMSP) approach adopted under the Long-Term Planning Process (LTPP). Industry partners have participated in the study which has been jointly led by Network Rail and Solent Transport.

Whilst Solent has a substantial rail network (32 stations and about 70 miles of passenger route across several lines) many local stakeholders believe it is under-utilised as a mode of travel for journeys within the Solent area, and that there is scope for rail to play a greater role in meeting the transport needs of what is one of the UK's largest urbanised areas. With a combined population of 1.3 million, Solent is the 7th largest built up area in the UK - comparable in scale to "core" cities such as Liverpool, Newcastle or Glasgow.

Solent is the largest growth area on Network Rail's Wessex route outside of greater London, with over 100,000 new homes planned to be built by the mid-2030s, as well as having several nationally important economic assets, most notably the Ports of Southampton and Portsmouth.

The Solent area has a higher than average level of reliance upon the private car, driven in part by a trend of structural, development and demographic "decentralisation" in the area since the 1980s. To date public transport networks in the area (including the rail network) have not been significantly supported to adapt to these changes. "Car dependency" and the impacts of development on a strategic highway network with little scope to expand to meet further demand growth are key problems facing the area over the coming decades, together with a need to resolve a number of issues resulting from high levels of car usage - including poor air quality and economic underperformance. There are also long-held aspirations for transformational improvements to the linkages between Portsmouth and Southampton.

This study has set out Strategic Questions for development of the rail network to support three key themes:

- rebalancing the economy;
- improving wider transport connectivity;
- planning for sustainable growth.

This study has identified where rail has potential to play a greater role in the intra-Solent travel market in future (Section 5), if developed to do so. The core priority for development of local rail services in Solent should be to better serve "medium distance" journeys within

the wider Portsmouth and Southampton city regions to their respective city centres and key employment hubs, together with improving connections between the two wider city regions.

These are already “markets” where rail has some ingredients for success: our analysis shows that in the AM peak hour, the physical speed/ journey time on existing train services is quicker than driving on about two thirds of the possible station-to - station journeys within Solent.

However, this potentially competitive position is severely undermined by the low frequency of train services at present, especially at smaller stations serving local suburbs and communities. Currently about half of the stations in Solent are served by only a basic once-hourly service. This includes numerous stations in urban/ city locations with substantial populations nearby. It is recommended that improving train frequency, rather than speed, should be the focus for development and enhancement efforts, if rail is to better meet its potential for local/sub-regional connectivity.

At present only around 2.3% of all commutes in Solent are by rail. If train frequencies could be significantly improved (to an aspirational target of 4 trains per hour at all stations) evidence presented in this study (Section 6.1) suggests rail’s mode share could be doubled (or more), playing a significant role in addressing the transport challenges identified in Solent.

There is also a demand-led need to improve local rail services within the Solent area. The scale of growth that is forecast would not be easily accommodated by the current train frequency/service levels at peak times (Section 5.8). If the aspirations of some stakeholders, such as Transport for the South East, were to be realised, demand and growth would be an even larger issue needing to be addressed.

A long-list of 27 potential service improvements was initially evaluated, with a shortlist of five high-potential options progressing to timetable and economic evaluation.

Headline results of this work show that an additional 2tph via the Netley line (with either stopping or “semi fast” calling patterns) perform best against a wide range of criteria, with an additional 2tph Portsmouth-Winchester also performing well against most criteria.

Each of these options would improve city to city and local connectivity and increase frequency across the network as well as supporting the anticipated growth.

It was known from the outset of this study that the network in the Solent area has limited capability to accommodate significant extra services without additional infrastructure, and that some infrastructure interventions would be necessary to enable any of the five shortlisted options. Challenges and complexities in timetabling new services arise due to:

- The number of intermediate stations which stopping trains serve and their speed/ journey time differences compared with faster services;

- Long signalling headways covering specific parts of the route;
- Long single-track sections;
- Lack of intermediate overtaking opportunities;
- Significant scope for importing delays from adjacent corridors;
- Limited platform capacity at key stations, and capacity impacts of terminating trains- particularly at Portsmouth and Southampton.

There are some potential infrastructure interventions which have been initially assessed for engineering feasibility as part of this study and these are detailed in the next steps at the end of this Executive Summary.

The delivery of these interventions should enable improved, higher frequency rail connections across the Solent area, enabling rail to play a greater role in addressing local challenges, and support efforts to improve rail service resilience and performance. The options set out in this study would complement the Transforming Cities Fund proposals for Portsmouth and Southampton City Regions, and align with Transport for the South East's aspirations to improve rail connectivity and journey times between the main urban areas along the south coast corridor

These improvements would also substantially improve connectivity between Portsmouth and Southampton as a result of increased train frequency and opportunities for better timetabling of services. They would also improve connectivity to Southampton Airport through improving the range of connections to eastbound services at Southampton Central and/or Eastleigh.

However, achieving “transformational” change in city-to-city connectivity would require much larger higher cost infrastructure interventions, beyond the scope of this study. Improvements in the short and medium term, such as those proposed in this study, would help to grow the overall size of the city-to-city rail market (from its current low base), and in time this might start to create a stronger platform from which to develop and secure funds for large-scale interventions required for “transformational” change. Other complementary measures, such as improving access to stations (potentially following the prioritisation set out in Section 9) could also boost rail's role in the transport mix in the short to medium term.

[The next steps are to take the following forward as projects in the Rail Network Enhancements Pipeline \(RNEP\) process:](#)

- Double tracking of the Botley Line to increase capacity;
- Conversion of the current bay platform at Fareham, Platform 2, into a through platform to provide a passing opportunity at Fareham- thereby improving timetabling flexibility and resilience;

- Totton down siding electrification and level crossing closure - to allow trains to terminate at Totton instead of terminating at and occupying a through platform at Southampton Central, whilst also providing enhanced connectivity for Totton which is an under-served station. These improvements would be useful for Waterside Rail (Fawley branch line) services should local aspirations for passenger services on this route prove viable;
- Alteration of signalling for Platform 1 at Eastleigh to enable operation as a bi-directional platform, and associated layout/crossover changes- this would improve flexibility in the Eastleigh area, and greater use of the relatively lightly-used Platform 1 by southbound trains from Chandlers' Ford would help improve track/platform capacity elsewhere in the station area ;
- Reopen the disused Platform 2 at Portsmouth Harbour station to provide additional platform capacity at the station, or alternatively provide an additional platform at Portsmouth & Southsea.

In addition, the recommendation is to work on further development in partnership with Transport for the South East and other partners on several linked strategies and plans

Options for the Transport for the South East's (TfSE) Outer Orbital Area Study

In the Draft Transport Strategy for the South East (2019), TfSE emphasised the importance of developing the cross-regional passenger rail offer for journeys that avoid London in order to provide an alternative to the equivalent road journey. We are recommending that the Outer Orbital Area Study take forward and appraise the infrastructure options and the shortlisted train service options set out in this study as well as examining/developing complementary interventions covering the following:

- Line speed improvements to improve east-west journey times;
- Consistent spacing of train service intervals within the timetable;
- Optimising the mix of long-distance and stopping services;
- Increasing the volume of services between Brighton and Southampton/Bristol;
- Encapsulating the recommendations of the West Coastway study.

Transforming Cities Fund proposals and schemes

Further development of Solent rail connectivity schemes should aim to complement local Rapid Transit and walking/cycling network development strategies, which are funded (or are likely to be funded) in Southampton and Portsmouth city regions via the Transforming Cities Fund and any subsequent funding opportunities.

2.0 The Solent CMSP Study

2.1 Scope and Geography

The main focus of this study is use of the rail network for passenger journeys within the Solent area and opportunities to improve this, to address issues affecting local stakeholders.

The wider Solent sub-region has a population of approximately 1.3 million, in an almost continuously developed area stretching some 25 miles from Emsworth, in the east to Totton in the west. The combined population of the urbanised areas in Solent is comparable to core cities such as Liverpool, Newcastle or Glasgow and their hinterlands.

Although Southampton and Portsmouth collectively have a population of 491,000 and are the largest “hubs” for the sub-region, the demography and development of the area has become increasingly decentralised in the last four decades (see Section 3.3) with more population and development occurring outside the cities than within. Combined with a complex “rivers and harbours” geography many difficult transport challenges exist as a result of car-dependency, particularly outside the two cities- resulting in traffic congestion and environmental, economic and health impacts that this causes.

The Solent area’s GVA value stood at £30.6 billion in 2017 (11.4% of output in the SE England region¹). Solent’s economy is primarily built around the marine and maritime sector, and the area’s role as a strategic economic gateway with two nationally important ports. However, the Solent area has a multi-faceted economy, albeit one which has historically underperformed versus comparators. Transport issues have been identified as one significant factor contributing to this underperformance.

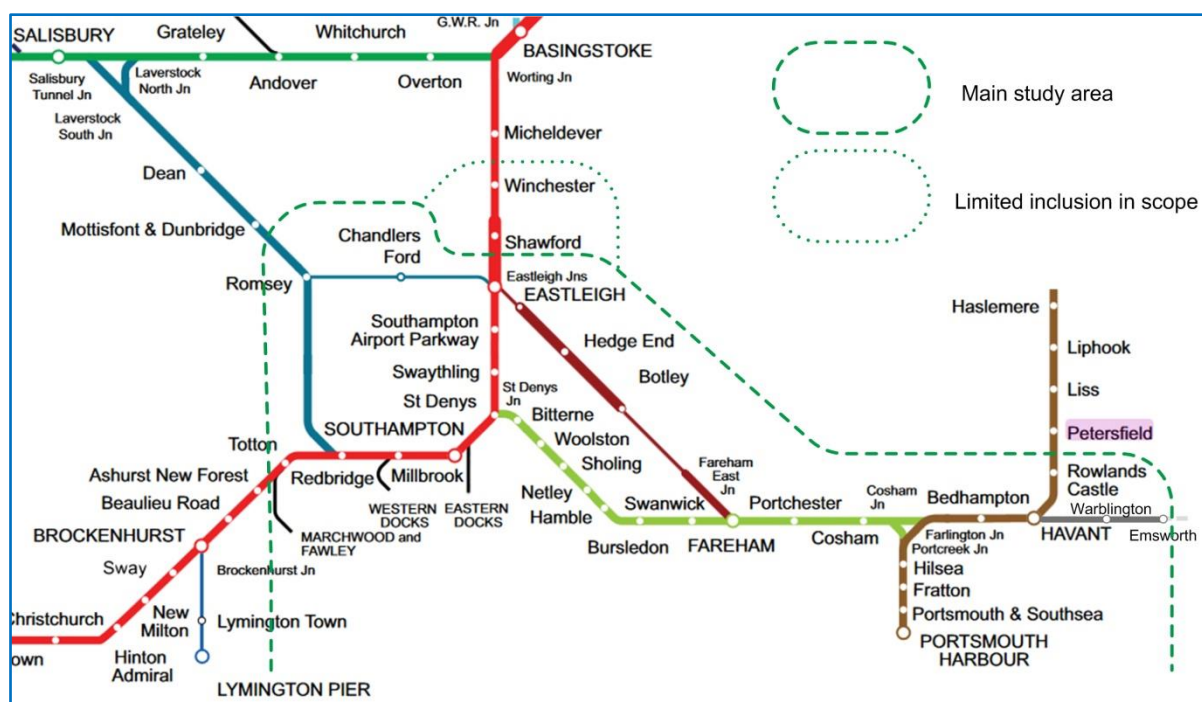


Figure 1: Solent Connectivity —scope area

¹ <https://solentlep.org.uk/media/2743/solent-lis-emerging-evidence-base-for-prosperity-panel-review-120719-004.pdf>

Figure 1 shows the focus area for the Solent Connectivity study. The Isle of Wight (and Island Line) are not included in this study as current plans for major regeneration of the Island Line are funded and are being progressed by Network Rail, SWR and other partners².

The Solent has a reasonably substantial rail network, with 31 stations and about 70 miles of passenger route on several lines (with a further 10 miles of lines currently only used for freight). At present, the dominant function of rail in Solent is for passenger transport to London (along the south western mainline), and for freight transport from Southampton to the Midlands/ the North. Most other passenger services are cross-boundary regional / long distance services eg to Bristol/Cardiff (GWR); to Birmingham and the North (CrossCountry); and to Brighton, Gatwick Airport, and London Victoria (Southern). There are few train services which solely or primarily serve shorter distance intra-Solent travel markets.

2.2 Fit with wider rail industry strategy

Greater devolution of economic planning, transport planning and decision-making means that the strategic development of the railway involves greater complexity when compared with strategies produced in the past. Network Rail's Long-Term Planning Process is called Continuous Modular Strategic Planning or CMSP.

The CMSP process aims to deliver the following outcomes:

- Explicit focus on the needs of customers (passengers and freight end-users);
- Improved engagement with train and freight operators as “voice” of these customers;
- Move away from Control Period funding to a continuous enhancements pipeline;
- More support for the needs of devolved Route businesses with Route-based plans.

The CMSP process marks a move away from undertaking large Route Studies aligned to Control Periods to an ongoing process of continuous planning that addresses more focussed “modules”. A key objective for CMSP projects is to help identify how rail can serve the transport needs of specific areas and address strategic questions for those areas working in close engagement with stakeholders including Local Authorities, Local Enterprise Partnerships and Passenger/ User Groups. Outputs of CMSP studies are then intended to be carried forwards into collaborative development, funding and delivery of measures which help to address the identified issues and gaps.

Further details on the Long-Term Planning process can be found at:

<https://www.networkrail.co.uk/running-the-railway/long-term-planning> .

² <https://www.southwesternrailway.com/other/news-and-media/news/2019/september/uks-oldest-train-fleet-updated-with-26m-investment-into-isle-of-wights-railway>

The Solent Connectivity study is one of the first CMSP studies prepared by Network Rail's Wessex Route. The Solent area was chosen for a variety of reasons, including:

- The current Wessex Route Study provides a high-level plan for the next 20 years for the Wessex route but is mostly focused on travel into London and a need has been identified by Network Rail and its stakeholders to fill in some gaps in geographic coverage principally affecting the South Hampshire and Solent area;
- The Solent area is the largest growth area outside of Greater London on the Wessex Route, and the largest Built Up Area in the entire TfSE area, hence it is believed there may be particular opportunities for rail in this area;
- The rail network's configuration and demand/usage is quite complex in Solent, with competition for limited capacity amongst different sectors of rail service (eg freight, long distance passenger, local passenger) and some parts of the network are close to capacity already, such that they could become constraints on delivery of enhancements aimed at supporting other markets (eg improved capacity into London).

2.3 Governance and process

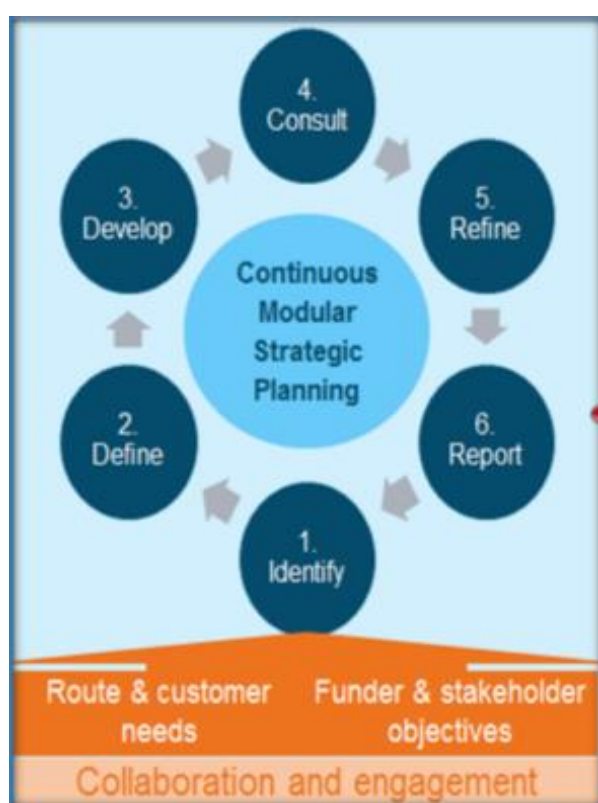


Figure 2: CMSP Process

The process diagram on the left summarises the CMSP process. Through collaboration with our funders and stakeholders a specific strategic need or issue (a “module”) is identified and defined.

A Working Group is established with members of our stakeholder, passenger and funding groups as members. It is this group that develops the “strategic questions” the study will answer, consults and refines solutions until options and recommendations can be made.

A study document is published which presents options for funders to address these questions, and which forms the basis of Network Rail's strategy for the geographical area covered. It also informs discussions with our funders regarding the next stages of scheme development (e.g. development of

business cases and entry to the Rail Network Enhancements Pipeline³).

³ <https://www.gov.uk/government/publications/rail-network-enhancements-pipeline>

The process can lead on to or signpost to future strategic needs or issues, hence the continuous nature of the CMSP process.

The Solent area has a complex stakeholder structure including a two-tier local government structure in some areas but a Unitary local government structure in others. Organisational boundaries do not always follow geographical or settlement boundaries. Several cross-boundary partnerships have been set up (including Solent Transport and Partnership for South Hampshire/ PFSH) to seek to address these complexities.

Figure 3 (below) summarises the different roles and functions of key stakeholders that the Solent CMSP study interfaces with.

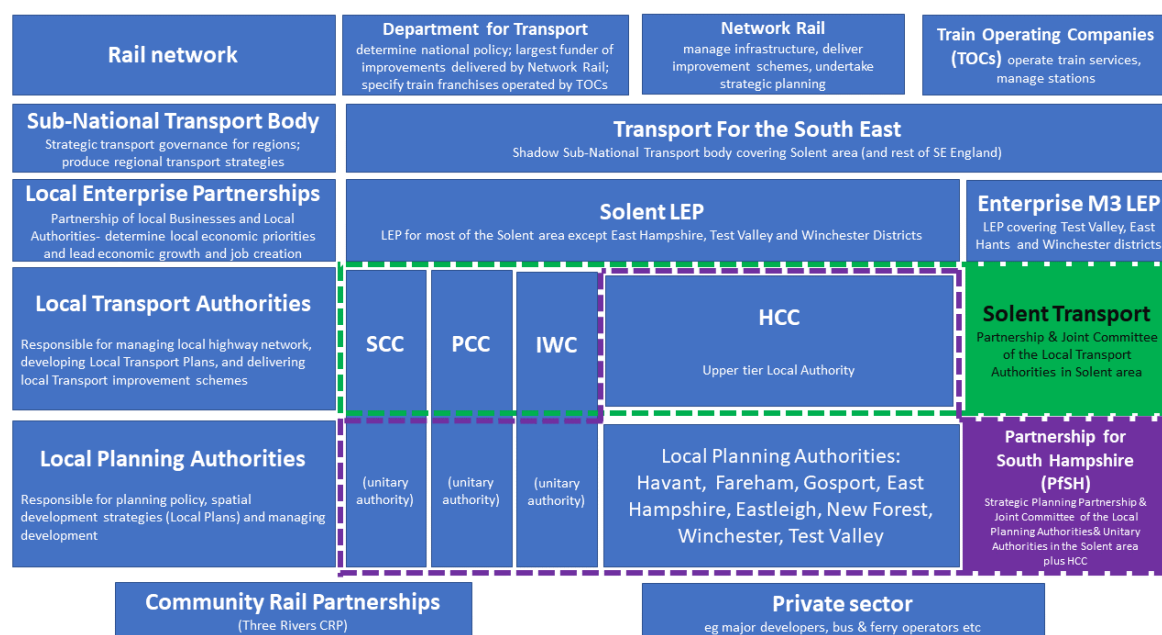


Figure 3: Identified Stakeholders

The following groups were set up to support development of this study and to ensure engagement with as many of the stakeholders identified above as possible:

- *CMSP Working Group*: the main stakeholder meeting, with representation from the Department for Transport, Network Rail, South Western Railway, Govia Thameslink Railway; Community Rail Partnerships, Solent Transport and its individual Local Transport Authority members; the Local Planning Authorities (District/Borough Councils) in the Solent area, and Solent Local Enterprise Partnership;
- *CMSP Technical Working Group* which undertook the technical work to answer the strategic questions, primarily consisting of Network Rail, South Western Railway, and Solent Transport.

Both groups have met approximately monthly since February 2019, and some engagement with other stakeholders, e.g. TfSE has occurred outside of these groups. As the study progressed, activity and outputs were reported upwards to several groups:

- The *Wessex System Operator CMSP Board*: internal forum where decisions made in the Working Group are agreed by the Head of Strategic Planning for the Wessex Route;
- *Route Strategy Planning Group (RSPG)*: internal strategy forum for Wessex System Operator to engage with Wessex Route (and other internal) colleagues;
- *Route Investment Review Group (RIRG)*: forum through which Wessex System Operator engages with rail industry partners such as train and freight operators and Rail Delivery Group (RDG).

The final part of the governance structure is the *Wessex Programme Board*. This is chaired by DfT and provides the means for Network Rail to bring forward schemes into the Railway Network Enhancement Pipeline (RNEP), such as those suggested in this CMSP. The Wessex Programme Board has been updated and consulted on the Solent CMSP study as it has progressed, and the decision on publication of the final CMSP document will be made through the Wessex Programme Board.

Figure 4 summarises the governance structure.

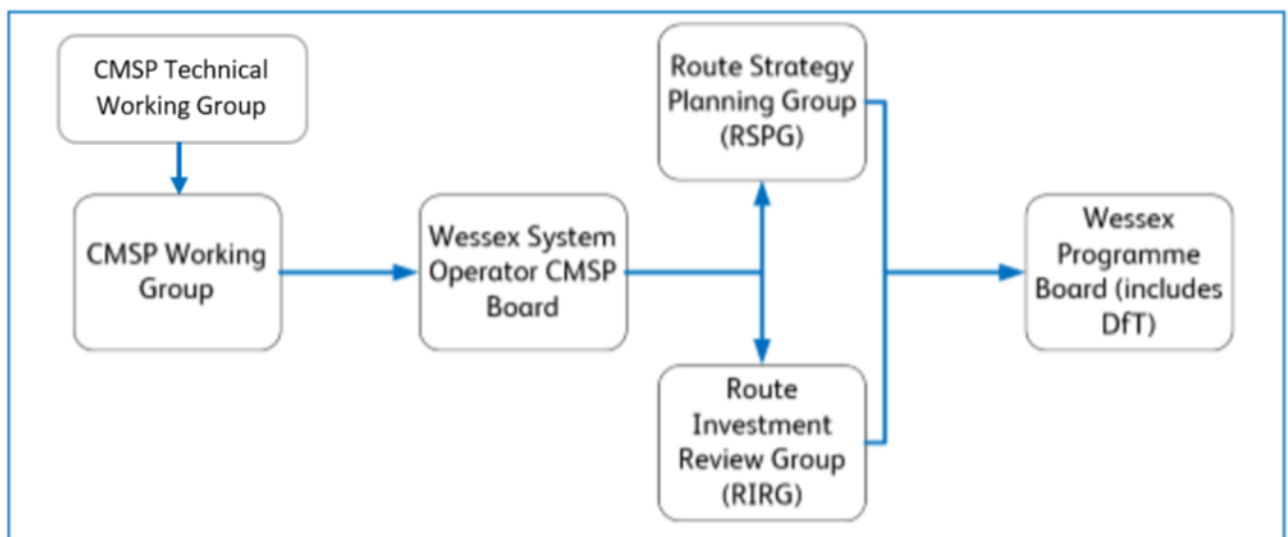


Figure 4: Governance Structure

3.0 Context and Strategic Questions

This section of the report sets out the Strategic Questions that the Solent Connectivity CMSP study set out to address and provides context for these- both at a strategic level (covering drivers such as development, economy and wider issues) and focused on the rail network serving Solent today.

3.1 Strategic Questions

In consultation with the CMSP Working Group and in light of the challenges and strategic themes described in the following pages the following Strategic Questions for this study were agreed:

Table 1: Strategic Questions

Strategic Theme	Strategic questions
Rebalancing the economy	Q1: What does the rail freight industry require of the Solent area? Q2: What are the are the key local travel markets that the rail network in the Solent area serves, or needs to serve in future?
Wider Transport Connectivity	Q3: What City to City journey time and frequency is required to be competitive with road travel between the two cities the peak and off peak? Q4: What inhibits demand at the lowest usage stations in the Solent area, and what actions could increase usage?
Planning for Sustainable Growth	Q5: What level of rail service is required in order for rail to support sustainable growth and development in the large urban areas of the Solent and make a larger contribution to local efforts to enhance the public transport offer and secure mode shift away from the private car? Q6: What is the extent of poor rail service resilience in the Solent area and how can this be addressed?

3.2 Economic context

Central to the Solent's economy are Southampton and Portsmouth ports. Southampton is one of the UK's busiest ports, handling the second highest volume of container traffic (after Felixstowe), the largest volume of vehicle imports/exports, and the largest volume of cruise passengers. It is also the UK's number one port for trade with non-EU markets.

Portsmouth International Port is the other key gateway and is England's second busiest passenger port (after Dover) with numerous cross-channel ferry services which also move substantial volumes of freight between the UK and European destinations.



Figure 5: Cruise ship event, Mayflower Park, Southampton

Southampton International

Airport is a third international gateway for the area, serving a primarily local market but with current proposals to significantly grow its current 2 million passenger per year volumes by the 2030s

The Solent area is also the main access to the Isle of Wight, with five of the six ferry routes between the mainland and the Island operating from Portsmouth and Southampton.

Collectively nearly 10 million annual passenger journeys travel through these "gateways", many of which arrive at the ports and airport by rail.

Gateway/route	Annual passenger volume, millions	Year
Portsmouth International Port-cross channel ferry & cruise	2	2018 ⁴
Portsmouth to Ryde (IOW) passenger ferry	1.24	2018 ¹
Southsea to Ryde (IOW) passenger hovercraft	0.8	2016 ⁵
Southampton Airport	1.99	2018 ⁶
Southampton to West Cowes (IOW) passenger ferry	1.2	2016 ²

Table 2: Annual passenger journeys (in millions)

⁴ <https://www.portsmouth-port.co.uk/uploads/downloads/BOOK18.pdf>

⁵ <https://www.iow.gov.uk/azservices/documents/1190-TITF-Ferry-Assessment-FINAL.PDF>

⁶ <https://www.southamptonairport.com/about-us/facts-figures/>

Southampton Port- cruise	1.9	2018 ⁷
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The Port of Southampton is a nationally important generator of rail freight demand, particularly for movement of containers and vehicles between Southampton and the Midlands/North (see Section 4.4).

There is a strong skills base in the engineering, manufacturing and research sectors (with two universities in Southampton and one in Portsmouth), presence from significant players in the finance and services sectors, and a strong visitor economy driven by natural assets such as the coastline and the New Forest and South Downs National Parks. This contributes to a significant and vibrant demand for travel to, from and within the area from a range of different users.

Despite the strengths described above, Solent's economy underperforms compared to regional (South East) and national averages. Solent's annual GVA growth between 2009 and 2017 (1%) was slower than the wider South East region (2%), and the rest of the UK (2%). In addition to having lower GVA growth than the wider South East and UK averages, the Solent is also consistently lower than regional and national levels of GVA per head.

Solent LEP's research has indicated that this underperformance is linked to several factors including a higher than average proportion of jobs in low-productivity sectors, lower education/skills attainment, and connectivity and transport issues.

Solent LEP is currently developing a Local Industrial Strategy (LIS) which will set out ambitious plans for the region by building on its' distinctive strengths to contribute to the goals of the UK Industrial Strategy. Solent LEP's published Emerging Evidence Base⁸ (2019) summarises research, analysis and engagement that is informing the LIS and indicates the "direction of travel" for the final Strategy.

This Evidence Base identifies that Solent has strengths and opportunities to further grow in current specialisms such as marine and maritime and clean growth sectors but identifies connectivity and productivity as one of the primary weaknesses. In engagement and surveys of over 1750 individuals and businesses by the LEP, transport connectivity was raised as an area for improvement by two thirds of responses. Slow rail journey times between Portsmouth and Southampton were identified as a significant issue for business.

The Evidence Base suggests that the LIS (when published) will identify and promote changes that will help firms across a range of sectors (and particularly those where Solent is currently strong) achieve better productivity outcomes. This is likely to mean continued promotion of measures such as those identified in the LEP's Solent Strategic Transport Investment Plan (2016)- see page 26.

⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/844839/sea-passenger-statistics-all-routes-2018-final.zip

⁸ <https://solentlep.org.uk/media/2743/solent-lis-emerging-evidence-base-for-prosperity-panel-review-120719-004.pdf>

3.3 Travel patterns and changes over time

Intra-Solent commuting is the largest intra-urban travel market in SE England outside London by a large margin⁹. 85% of commute trips starting in the Solent area are self-contained (both starting and ending within Solent). Commuting flows to London from Solent (a key market for the Network Rail Wessex Route) are a relatively insignificant part of overall travel demand with most of Solent being beyond the London commuter belt as shown in Figure 6 below and expanded upon in Section 5.1. However, connectivity with London is highly valued by stakeholders in the local economy.

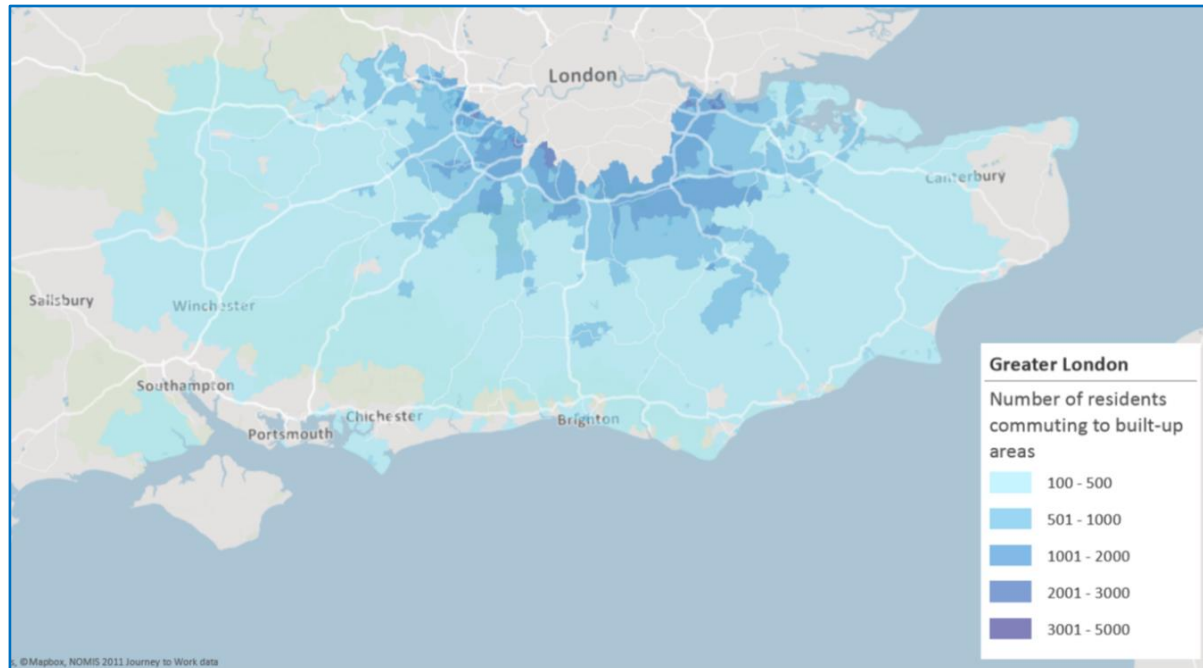


Figure 6: Commuter Catchment of Greater London (from TfSE Economic Connectivity Review)

Solent functions as a dual-city region, and Portsmouth and Southampton both have their own distinct travel to work areas defined by ONS¹⁰. The importance of out-of-city hubs for employment, retail and other generators of travel demand (in locations such as Hedge End and Whiteley) has increased as a result of development along the M27 corridor (which connects Portsmouth and Southampton). This has resulted in wholesale changes to patterns of travel demand over the last four decades.

The key underlying trends (as set out by Solent LEP analysis¹¹) are:

- *Population growth has been strongest outside the two cities:* Between 1981 and 2014, population in Portsmouth and Southampton only grew by 9% and 17%, whereas growth in Eastleigh (39%) and Test Valley (30%) was higher (see also Figure 7);

⁹ <https://transportforthesoutheast.org.uk/wp-content/uploads/2018/07/FINAL-Economic-Connectivity-Review.pdf>

¹⁰ <https://ons.maps.arcgis.com/apps/MapSeries/index.html?appid=397ccae5d5c7472e87cf0ca766386cc2>

¹¹ <https://solentlep.org.uk/media/1514/tip-final-web-version.pdf>

- *Commuting self-containment within the two cities has fallen:* From 73% to 65% in Portsmouth, and from 66% to 56% in Southampton, between 2001 and 2011;
- *Self-containment of faster-growing surrounding districts is low* eg Fareham (36%), Eastleigh (37%);
- *....and these adjacent areas are exporting significant numbers of workers:* 24% of Havant residents work in Portsmouth; 20% of Eastleigh residents work in Southampton;
- *Meanwhile, newly developed employment areas on the M27 Corridor attract commuters from a wide swathe of the Solent area, including out-commuters from the two cities:* e.g. 28% of commuters to Whiteley are from Fareham; 14% are from Eastleigh; 13% are from Southampton, 12% are from Portsmouth¹². This reflects relocation of some major employers from the city centres to these sites (eg Zurich Insurance and HSBC both moving to Whiteley, from Portsmouth city centre in 2007, and Southampton City Centre in 2014 respectively);
- *Some commuting flows out of cities now exceed the flows into the cities:* eg Southampton to Eastleigh (12,738 commuters daily) exceeds Eastleigh to Southampton (11,193 commuters daily).

In summary, travel patterns within Solent are complex, and are characterised by numerous medium-sized, multi-centric flows. Whilst each city generates its own “radial” pattern of commuting flows, these are interrupted by rivers and harbours (often creating extended, indirect routes) and a complex and growing pattern of suburb-to-suburb flows is overlaid on top.

Over time travel patterns in Solent have become increasingly decentralised- largely as a result of changes in the housing market (greater development outside the cities) and creation of new employment opportunities at locations along the M27 corridor. These changes have compounded some of the transport network issues described in Section 3.5.

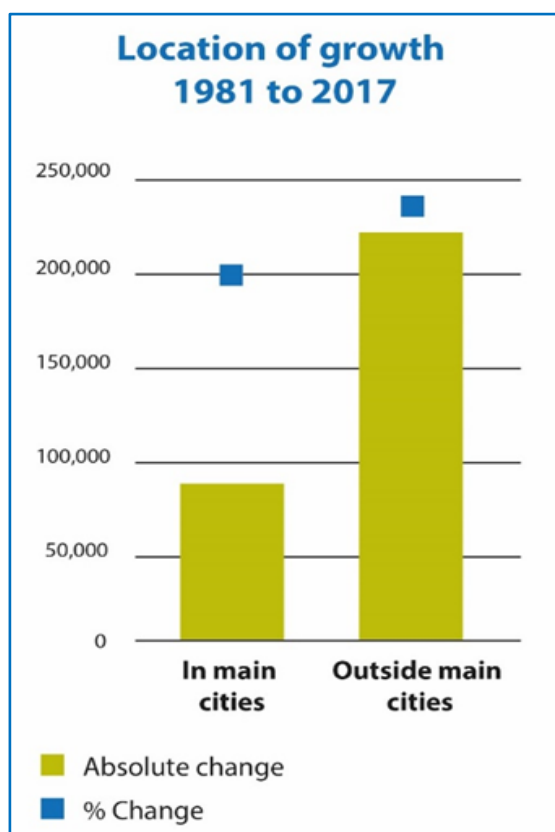


Figure 7: Location of population growth in Solent, 1981 to 2017

¹² <https://commute.datashine.org.uk/#mode=allflows&direction=to&msoa=E02004841&zoom=12&lon=-1.2254&lat=50.9060>

3.4 Dual-city region aspirations and city to city connectivity

Solent LEP analysis has shown that commuting flows between Portsmouth and Southampton are small, and that there is less interaction than would be expected for two cities only 20 miles apart. Despite being a similar distance apart the labour market integration between Sunderland and Newcastle is much higher than between Southampton and Portsmouth. Around 12,000 people commute between Sunderland and Newcastle (and vice versa) each day, compared to just 3,100 (75% fewer) between the Solent cities.

This low dual-city interaction is felt to be a significant economic constraint. Despite having a large urban population and conjoined urban areas, Solent functions effectively as two jobs markets. Solent LEP and other stakeholders have noted that if these two jobs markets could be merged to a single Solent job market/ travel to work area, the potential economic benefits through expansion of the labour (and “customer”) market in Solent could be significant.

Unlocking greater city to city interaction is dependent on improvements to journey time, frequency and reliability. Due to current and forecast congestion issues on the strategic road network (see page 22), it appears this aspiration cannot be achieved through highway improvements. Rail improvements are therefore regularly identified by many stakeholders as being the most likely way of achieving this aspiration.

At present the balance of journey time, reliability and frequency between road and rail for travel between the cities is complex and varies according to time of day. In summary, rail journey times in the peak currently come close to or match driving times (40 to 60 minutes) but are hindered by a low frequency of two (unevenly spaced) trains per hour whilst in the off-peak, rail journey times are uncompetitive with driving for city to city journeys.

Neither road nor rail currently offer city to city peak hour journey times that come close to the 30 minute journey time, that some economists cite as being a critical commute time for achievement of agglomeration & productivity benefits within a city region.

3.5 Transport network issues

Solent’s travel market is highly car-dependent. Whilst public transport, walking and cycling are important for certain flows and in certain localities, at an aggregate level, benchmarking work done by Solent LEP has shown that usage of private cars is higher, and usage of alternative modes is lower in Solent than in other comparable “dual city” regions.

For example, at just 8%, use of public transport to get to work in Solent is significantly below the average of other similar “dual-city” areas (13%).

This high level of car dependency is driven by and feeds- the pattern of decentralised development described in Section 3.3.

Public Transport investment has failed to keep pace with the pattern of development, and recent development in areas “unlocked” by the M27 has been primarily designed around driving. Limited public transport provision at some growth hubs e.g. Whiteley or Hedge End, forces many residents to default to car usage.



Figure 8: Congestion on the M27

This results in heavy use of the M27- a strategic road- for local journeys. 28% of all traffic on the M27 is travelling 5km or less¹³ contributing to congestion and impeding more economically critical uses of the strategic road network (eg freight movement to the ports). This is cited as one factor contributing to the Solent area’s long-term economic underperformance. One estimate suggests a £451m loss to the economy due to congestion over a decade in Southampton alone¹⁴.

There are also numerous other negative impacts of high car dependency in Solent, including poor health due to sedentary lifestyles (around one in five adults in the Solent area is physically inactive¹⁵) and poor air quality due to road traffic. There are 21 Air Quality Management Areas (AQMAs) in Eastleigh, Hedge End, Bursledon and Winchester, whilst Southampton, Portsmouth and Fareham are all subject to Ministerial Directions to take action to improve air quality because air quality in parts of these areas falls below legal limits and is not forecast to improve quickly enough unless additional action is taken.

To serve planned development and mitigate forecast highway network impacts, significant investment in highway capacity is currently ongoing. Over £700m is being spent by Highways England’s RIS1 programme to expand strategic road capacity in Solent, and over £200m has been committed to complementary local road network enhancements.

However, once these improvements are completed, options for further highway capacity are limited- many key routes will have been expanded as far as physical constraints (e.g. surrounding buildings, and structures such as bridges and junctions) will permit.

¹³ <http://www.solent-transport.com/images/reports/SRTM2010/tfsh-case-for-intervention-options-r6.pdf>

¹⁴ <https://inrix.com/press-releases/inrix-reveals-congestion-at-the-uks-worst-traffic-hotspots-to-cost-drivers-62-billion-over-the-next-decade/>

¹⁵ <https://fingertips.phe.org.uk/search/obesity#page/0/gid/1/pat/6/par/E12000008/ati/101/are/E06000036>

This is problematic as modelling has indicated that even with major improvements, the scale of planned development will saturate the additional road capacity in many locations, resulting in a net detriment compared to the present situation. Modelling by Solent Transport and PfSH of development proposed in the 2016 PfSH Spatial Position Statement (see Section 3.6) forecast a 21% increase in highway trips in 2036 compared to 2014, and that even with significant highway improvements, average peak hour travel speeds would be 1.4% slower than the (already congested) 2014 speeds, even if very significant public transport improvements (many of which are aspirational rather than committed/funded) occurred. Figure 9 shows where the largest increases in traffic flows are forecast in future.

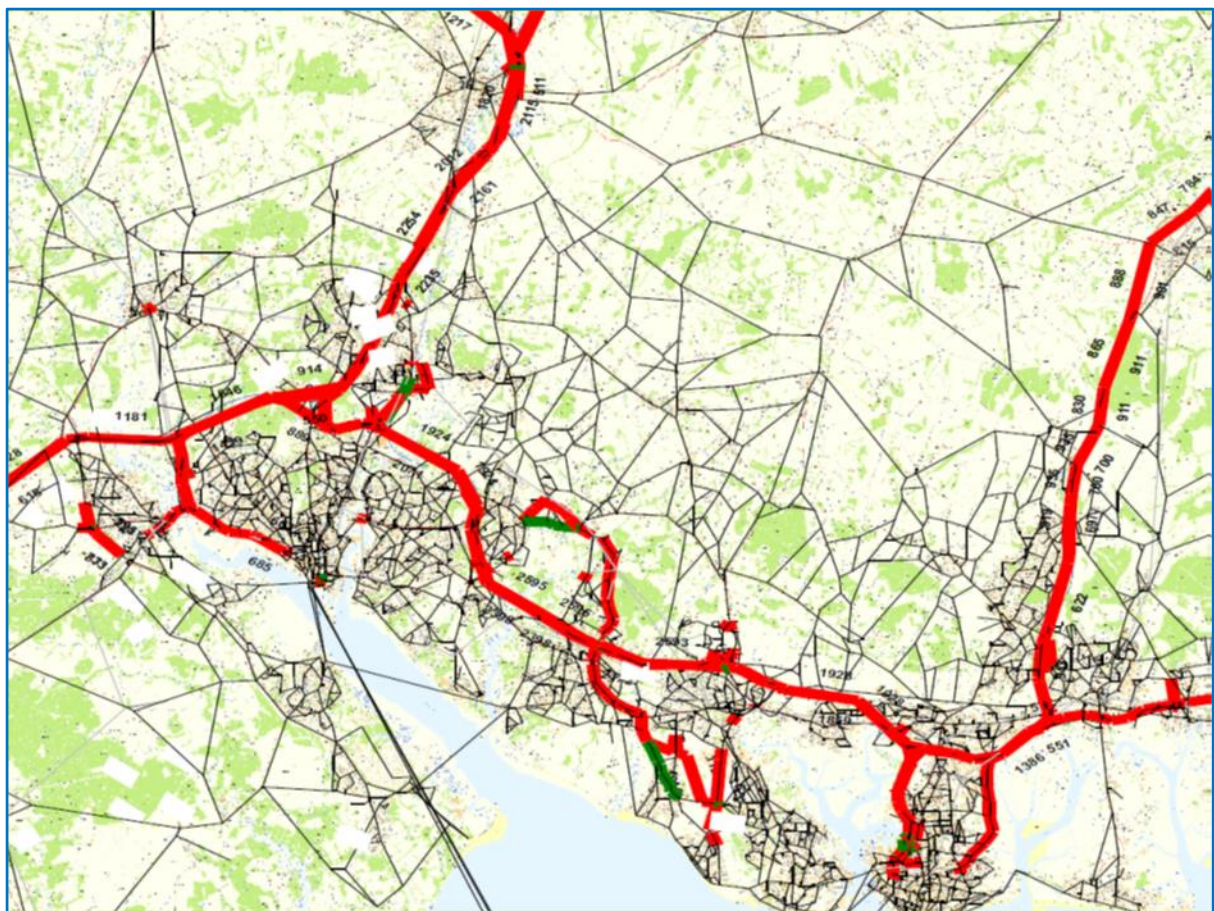


Figure 9: 2036 vs 2014 PM peak- forecast traffic flow increases >500 veh/hr

3.6 Development & spatial planning- current policies

The current PfSH Spatial Position Statement¹⁶, adopted in 2016, indicates how housing need between 2011 and 2034 in the Portsmouth and Southampton Housing Market Areas is planned to be met across the various Local Planning Authorities. The Spatial Position

¹⁶ <https://www.push.gov.uk/wp-content/uploads/2018/05/PUSH-Spatial-Position-Statement-2016.pdf>

Statement has significantly informed Local Plans which individual LPAs are now in various stages of development.

In total, around 104,000 new homes together with substantial employment growth (971,000 M² of employment floorspace) are proposed in the Spatial Position Statement to be delivered in the PfSH area to 2034.

The PfSH authorities have adopted a “cities first” strategy, seeking to allocate as much housing delivery as possible within the two cities. Major residential development

is planned in Southampton and Portsmouth City Centres, and also at Tipner in Portsmouth. Significant redevelopment of some town centres (e.g. Havant, Fareham) to accommodate residential development is also planned.

However, in total, 33% of total housing delivery is proposed in the two cities, but 67% is proposed to occur outside the cities. Much of the development outside the cities will need to be on greenfield sites because the scale of assessed housing need significantly outstrips the supply of “brownfield” sites. Some very large new communities (e.g. Welborne- 6,000 dwellings; North Bishopstoke/North East Fair Oak SGO- 5,300 dwellings) are proposed but also a significant number of smaller development sites will meet this need. Therefore, the historical pattern of decentralisation observed in the Solent is likely to continue into the future. In turn, significant additional pressure on the already overburdened highway network is forecast.

The PfSH Spatial Position Statement did not identify how housing need forecast between 2034 and 2036 could be met. PfSH are working on a refresh of the Spatial Position Statement to address this and look further ahead into the 2040s. This will need to set out a strategy for allocation of around 18,000 additional dwellings. Limited land availability in the two cities means that a majority of potential sites to meet this need are also likely to be located outside the two cities.

As well as housing development, major economic development in the area is planned in future. The ports in both cities are expanding, with up to £50m of improvements planned at

	2011-34
Portsmouth HMA	41,360
East Hampshire (Part)	2,120
Fareham (East)	8,410
Gosport	3,350
Havant	9,170
Portsmouth	14,560
Winchester (Part-East)	3,740
Southampton HMA	50,050
Eastleigh	14,950
Fareham (West)	2,050
New Forest (Part)	3,600
Southampton	19,450
Test Valley (Part)	4,640
Winchester (Part-West)	5,370
Isle of Wight HMA	12,950
PfSH Total	104,350

Table 3: Residential Development across Solent, 2011-2034 as set out in PfSH Spatial Position Statement 2016

Portsmouth International Port¹⁷, whilst ABP Southampton's 2016 to 2035 Masterplan¹⁸ sets out an expectation of major expansion of that port (into an additional site on the Waterside) in the 2025-2035 period.

Alongside residential redevelopment, the growth of the higher education sector in both cities is an important factor in regeneration of the cities. University of Portsmouth and University of Southampton are amongst the largest employers in each city (about 11-12% of each city's workday population) and jointly have over 50,000 students and 7,500 staff, and both have plans to grow.



Figure 10: University of Southampton – new Boldrewood campus

University of Portsmouth has ambitious growth plans with an estimated £400m to be invested in city centre sites over the next 10 to 15 years¹⁹, whilst the University of Southampton has plans of comparable scale. And there are proposals in Southampton city centre in particular to grow the levels of office space, creating a new employment quarter focused around Southampton Central station.

Figure 11 summarises the key locations for planned residential and economic development identified by the PfSH Spatial Position Statement 2016, and by subsequent Local Plans / Local Plan proposals.

Accommodating the transport demand resulting from these current development plans, whilst also addressing current shortcomings in the transport network, is a critical challenge for partners across Solent and one where many stakeholders believe rail can and should play a much greater role.

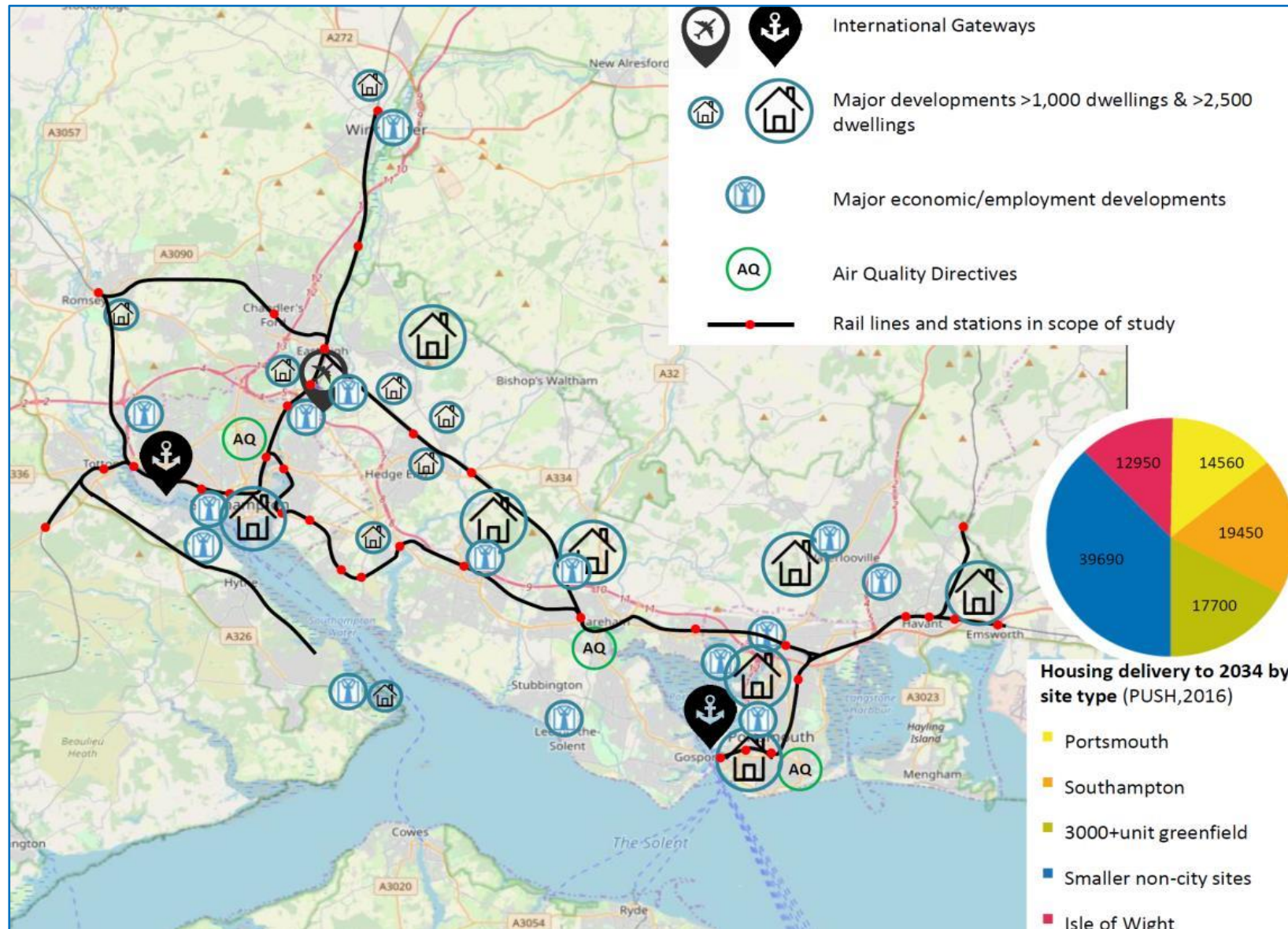
¹⁷ <https://www.portsmouth-port.co.uk/news/uk-shipping-company-announces-rebrand-following-15m-investment>

¹⁸

<http://www.southamptonvts.co.uk/admin/content/files/New%20capital%20projects/Master%20Plan%202016/Master%20Plan%202016%20-%20202035%20Consultation%20Document%20Oct%202016.pdf>

¹⁹ <http://www2.port.ac.uk/realising-the-vision/developing-our-campus/>

Figure 11: Location of major development and economic drivers in the study area



3.7 Transport proposals and strategies

3.7.1 Solent LEP Strategic Transport Investment Plan (2016)

The 2016 Solent Strategic Transport Investment Plan (STIP)²⁰ set out Solent LEP's vision for how the various transport challenges facing the Solent sub-region could be addressed. The LEP's proposals comprised three key elements for rail and "transit":



- *Inter-city rail and airport access:* Development of fast, limited stop inter-city links between Portsmouth and Southampton via Southampton Airport (targeting journey times of 30 minutes from Portsmouth to the airport, and 40 minutes city centre to city centre) via existing or new heavy rail services, with removal of smaller station stops and transfer of these to separate metro/transit services.
- *Solent local rail/ metro transit network:* Development of a new tram-train "transit" network to serve shorter distance travel markets, with as many as six potential lines based mainly on existing rail corridors, but with some new on-street alignments to remove local services from congested parts of the heavy rail network (releasing capacity for freight and inter-city journeys) and/or to improve access to areas not well served by rail.
- *Bus rapid transit network:* This element of the Solent Transit proposal primarily consisted of development of a bus rapid transit network serving the Portsmouth City Region, building on proposals promoted by Hampshire County and Portsmouth City Councils since around 2010.

Initial economic evaluation indicated that the scale/ ambition of the "metro"/ local transit proposals, and their projected cost, meant they were unlikely to offer good value for money and consequently little further development occurred. Until commencement of this Solent CMSP study, little further study had been undertaken examining options for city-to-city connectivity. However, Portsmouth City and Hampshire County Councils have continued to progress development of the Bus Rapid Transit proposals for Portsmouth City Region and, branded as South East Hampshire Rapid Transit (SEHRT), these form the core of the Portsmouth City Region bid to DfT's Transforming Cities Fund (2019).

²⁰ <https://solentlep.org.uk/media/1514/tip-final-web-version.pdf>

3.7.2 Transforming Cities Fund (TCF) proposals (2019/20)

Portsmouth City Region and Southampton City Region have submitted Strategic Outline Business Cases to DfT's Transforming Cities Fund for a range of transformational local transport improvements to be delivered by 2023. Both propose transport interventions at the scale necessary to boost the productivity and sustainability of each city region.

Portsmouth TCF proposals

The Portsmouth Transforming Cities Fund bid²¹ is primarily focused on delivery of the South East Hampshire Rapid Transit (SEHRT) bus rapid transit network, with major improvements proposed on five key corridors which pass close to major development areas and serve key local travel markets (see also Figure 12 overleaf):

- Portsmouth city centre to Havant
- Portsmouth city centre to Waterlooville
- Portsmouth city centre to Fareham
- Fareham to Gosport
- Portsmouth city centre to Ryde (Isle of Wight)

A 20% reduction on current bus journey times is targeted coupled with increased bus frequency to every 10 minutes or better, higher quality vehicles, and major improvements to interchanges and complimentary smart/multi operator ticketing measures. Improved “first/ last mile” access via walking and cycling to some interchanges is also proposed. At time of writing, the programme business case is being revised in order to secure a funding award likely to be in the £55m to £60m range.

The SEHRT corridors are primarily aimed at serving short distance flows, particularly between areas not served by railway stations (such as Waterlooville or Leigh Park in Havant) and the city centre. The SEHRT corridors pass close to and/or directly interchange with rail stations at Fareham, Portchester, Cosham, Havant, Portsmouth and Southsea and Portsmouth Harbour stations.

In particular interchange improvements likely to benefit rail are proposed at Cosham and Portsmouth city centre south (Portsmouth and Southsea station). Overall the “do maximum” Portsmouth TCF proposals would result in a 100,000 increase in the population catchment within 45 minutes travel to Portsmouth city centre by public transport. An up to 29% increase in daily public transport trips in the city region (some of this increase occurring on rail) is forecast as a result of the proposals.

²¹ <https://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/transforming-cities-fund>

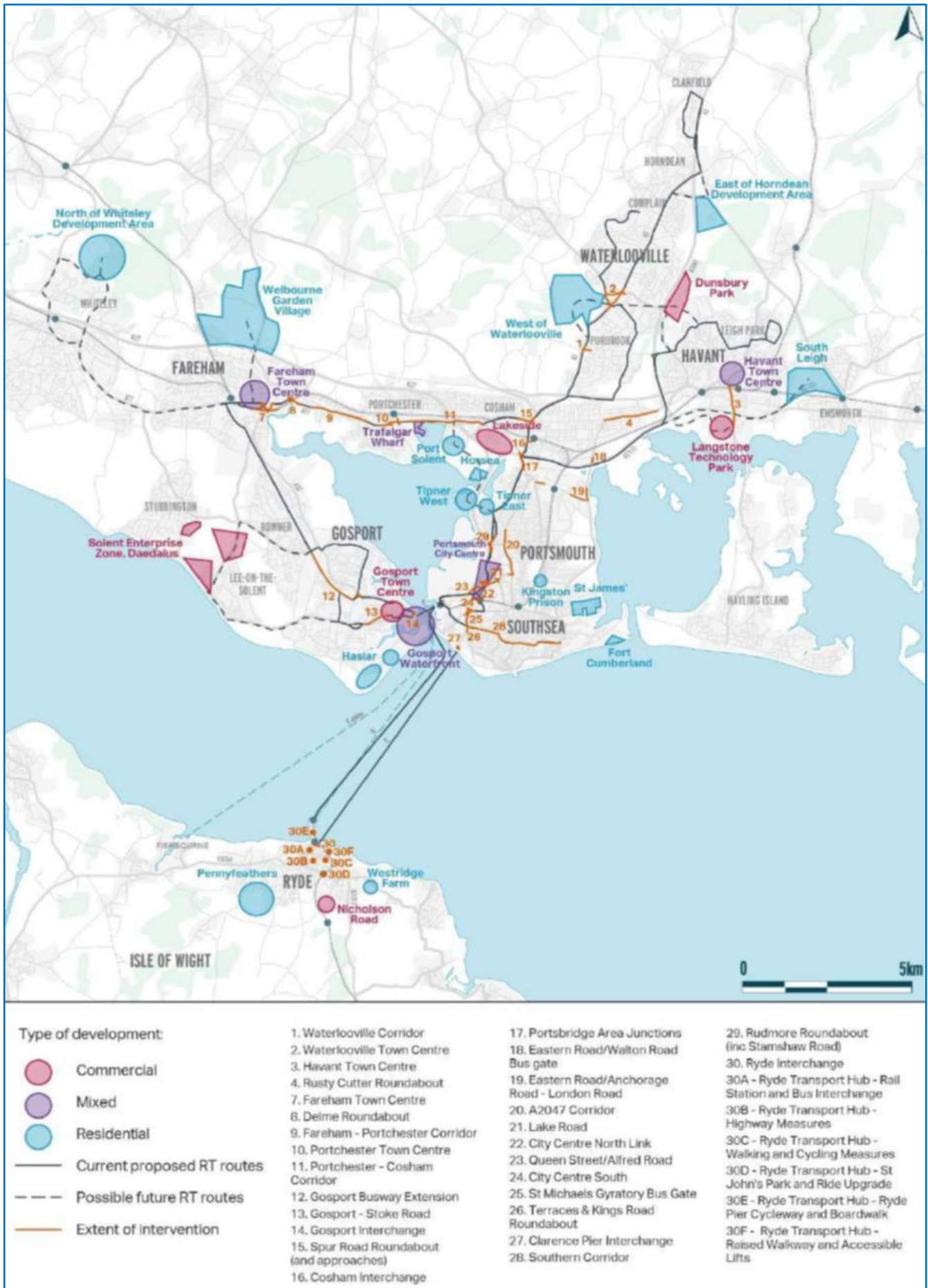


Figure 12: Portsmouth City Region SEHRT TCF proposals

3.7.3 Southampton TCF proposals

The Southampton TCF project also has a strong focus on improving shorter distance connectivity into the city centre. Southampton's plans are focused on three key themes:

Transforming Mobility, through:

- Creation of rapid bus corridors with a high level of bus priority;
- Park and Ride for the General Hospital (and city centre as a secondary destination);
- Development of several local mobility hubs in district centres and use of smart technology to better manage the highway network;
- Development of early stages of a Southampton Mass Transit System (as set out in Connected Southampton 2040²²) including rail (with this CMSP setting out options towards achieving a 'metro' level of service).

Transforming Lifestyles, through:

- Delivery of a substantial amount of the comprehensive Southampton Cycle Network proposal, creating many high-quality cycle corridors;
- Creation of active travel priority zones in some residential neighbourhoods.

Transforming Gateways, through:

- Investment in interchanges, at Southampton Central station and through creation of station "travel hubs" to improve first/last mile connections to Swaythling, Woolston and Southampton Airport Parkway ;
- Major changes to city centre road network to create new public space and reduce the traffic- dominated feel of these areas.

The Southampton TCF programme was awarded government funding in March 2020, and a £75.9m programme of enhancements is planned to be completed by late 2023. This will focus on three key corridors (shown on Figure 13 overleaf) radiating out from the city centre.

Like the Portsmouth proposals, the Southampton TCF proposals are focused on serving shorter distance journeys, working on the basis that an improved rail offer is best placed to serve medium/longer distance travel markets in Solent.

²² <https://transport.southampton.gov.uk/connected-southampton-2040/>

The Funded TCF Programme

The funding will allow us to focus on three transport corridors between Southampton and the surrounding areas in Hampshire and in the City Centre.

The funding will be focused on three key transport corridors and the City Centre, as detailed below.

<div></div> <div>Southampton to Totton and Fawley</div> <div>£19.8m</div>	<div></div> <div>Southampton to Portswood, Eastleigh and Bishopstoke</div> <div>£18.1m</div>	<div></div> <div>Southampton to Woolston and Bursledon</div> <div>£7.4m</div>	<div></div> <div>City Centre</div> <div>£20.3m</div>	<div></div> <div>The funding also allows us to complete the cycle corridor works on The Avenue to Chandler's Ford</div> <div>£2.9m</div>
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The numbers on the map below refer to individual schemes detailed in the table. The 27 schemes in the TCF package are all subject to further design work, consultation and approval and may change:

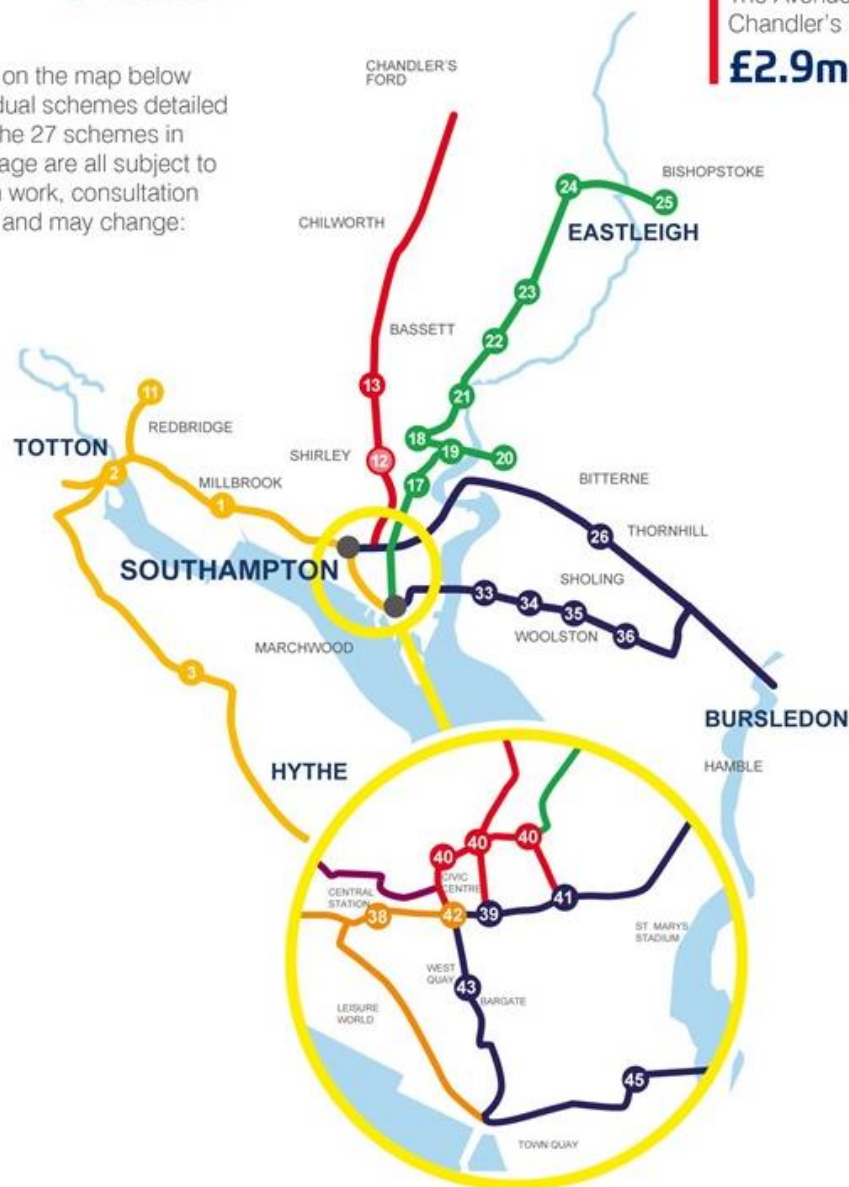


Figure 13: Southampton City Region TCF corridors and schemes

3.7.4 Transport for the South East (TfSE) Transport Strategy

TfSE plan to publish their final Transport Strategy for the South East in Spring 2020, having published a draft for consultation in October 2019²³. The aims of TfSE align closely with Network Rail's objectives for the South East. TfSE's strategic goals are to increase the productivity of the South East; increase access to opportunities; and to protect the South East's environment. Network Rail System Operator's objectives for the South East include alleviating overcrowding and accommodate growth (economic and housing); facilitating regional growth by reducing journey times; and, encouraging modal shift. There are clear common themes in these objectives including:

- Providing connectivity and capacity to support productivity and growth;
- Delivering economic growth in a way which is environmentally responsible.

Forecast housing growth across the South East is a further key strategic challenge recognised by both organisations, as is enhancing connectivity from today's levels.

TfSE's strategy identified six journey types to which several different "intervention principles" can be applied to help achieve a desired "sustainable route to growth" scenario advocated by TfSE. The Solent CMSP's focus is primarily on what TfSE have classified as "orbital and coastal", and "Inter-urban" journeys.

The TfSE strategy identifies a significant need for improvement to orbital and coastal rail routes including in Solent, due to slow journey times resulting from compromises brought about by a mixture of types of demand and constrained infrastructure. Multiple issues and challenges across all modes on the M27/ A27/A259/Coastway Line corridor are identified, and it is stated that the "poor performance of this corridor represents a significant barrier to fostering sustainable growth along the South Coast – particularly growth that encourages more local employment in economic hubs".

The TfSE strategy states that rail investment in general is a top priority, in particular for several broad intervention types:

- Enhancements where orbital rail routes cross radial rail routes to increase the role of "orbital and coastal" rail routes;
- Deliver better inter-urban rail connectivity and also urban transit schemes (including rail based where appropriate);
- Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway Corridor based on a multimodal approach;
- Improve public transport access to airports (relevant to Southampton Airport);
- Improvements to the rail network to support expanding ports (e.g. Southampton).

²³ <https://transportforthesoutheast.org.uk/transport-strategy/>

This CMSP study explores the case for a range of rail interventions in Solent which would align with and support TfSE's Strategy.

3.8 Implications for rail as part of the transport mix in Solent and for this CMSP study

As a consequence of the forecast difficulties in overcoming highway congestion even with current investment in road capacity expansion, aspirations for improved dual-city connectivity appear unlikely to be achievable through road investment alone. Rail investment is viewed by many stakeholders in Solent as possibly the only way by which this high-level economic aspiration might be achievable.

Rail is also viewed as having high potential to serve some of the complex patterns of other travel flows in Solent much better than it does at present, taking a greater share of travel demand and reducing pressure/ releasing capacity on other networks to aid achievement of more sustainable growth. The impacts of traffic and car dependency are a serious issue affecting Solent, and many local stakeholders believe the rail network needs to play a greater role in tackling these. Similar views are also communicated by the emerging TfSE Transport Strategy.

At present the exact form that rail improvements could take, and the economic case for these, have not been comprehensively explored by the rail industry. However, the Solent Metro proposals set out in Solent LEP's Strategic Transport Investment Plan are one possible approach which has already been explored.

The efficacy and deliverability of the Solent local rail/ metro transit element of the Solent LEP proposals has been considered and reflected on by Network Rail and Solent Transport working with Local Transport Authorities. The consensus view reached is that the scale of population/ demand, and expense of creation of "standalone" networks or significant stretches of entirely new metro/rail alignments is unlikely to be economically viable at present in the Solent area.

In turn, this suggests that any viable Solent rail strategy must focus on maximising the potential of the existing heavy rail network and services/ rolling stock, through overcoming barriers which currently constrain capacity and service patterns and make rail unattractive to potential users.

Numerous stakeholders have identified opportunities to address known infrastructure barriers, and packages of complementary rail infrastructure improvements which enable higher frequencies and better resilience could be expected to offer good value for money and have a positive business case. TfSE's Economic Connectivity Review (2018)²⁴ highlighted that investment in transport corridors within Solent is likely to offer a very strong strategic and economic case when compared against other regional opportunities.

²⁴ <https://transportforthesoutheast.org.uk/wp-content/uploads/2018/07/FINAL-Economic-Connectivity-Review.pdf>

However, given the multiple other strategically important roles that the rail network in Solent serves (eg freight movement; long distance services to London etc) many of which have scope or need to be improved themselves, even if many barriers to local connectivity improvements can be overcome, trade-offs and balances between the needs of different user groups will still need to be established.

The Transforming Cities Fund bids from Portsmouth and Southampton City regions, if funded by DfT, would start development of one tier of a potential “multi-tier” rapid transit network, with high frequency bus based transit with priority over other traffic serving short local flows (typically journeys of under 10km to the city centres) and areas away from the rail network. Delivery of Bus Rapid Transit (BRT) proposed by TCF for Portsmouth and Southampton is likely to abstract some short distance trips from rail (e.g Cosham to Portsmouth) due to quicker bus travel times and higher frequency. However, it will also create opportunities to feed passengers into rail stations for longer multi-modal trips (e.g. Waterlooville – Swanwick or Southampton changing at Cosham).

The key implication is that most short distance (<~10km) flows within the core parts of the city regions are likely to be best served by BRT (and walking/cycling) rather than rail and that this strategy should not prioritise measures primarily aimed at increasing rail’s market share for short “intra city” journeys.

However, a range of travel flows remains where the public transport offer requires improvement and where, if suitably improved, rail is (or with improvement could be) well placed to provide an attractive offer:

- Medium and longer distance (10km+) suburb to city centre journeys where the bus network cannot compete with driving partly due to car-oriented design and location of these suburbs, (eg Hedge End or Swanwick to Southampton, or Fareham or Swanwick to Portsmouth)
- Journeys from suburbs of one city region to centre of the other city region, eg Woolston to Portsmouth or Portchester to Southampton
- Some suburb to “out of city” employment hub journeys not finishing in city centres e.g. Swanwick to Eastleigh or Fareham to Swanwick

For all of these travel markets, the primary competitor (and current “mode of choice”) is the private car. Car journeys of the types listed above are major contributors to “misuse” of the M27 by short journeys (see page 21) – providing a further strategic justification for trying to transfer these types of journey to rail. Therefore, a major focus of this study is on how different measures might improve rail’s competitiveness with driving for these types of journey.

4. Solent's rail network: usage, trends, challenges and plans

This chapter provides:

- a review of current usage of the network in Solent and recent trends observed;
- a summary of identified stakeholder aspirations for rail in the area;
- a summary of recent and current studies and proposals informing our understanding of issues, options and proposals for enhancements affecting the network, which this CMSP takes account of.

4.1 Current usage and trends

Across all 31 stations in the study area there were 25.77 million entries and exits during 2018/19. This figure is 80% higher than the 13 million entries/exits in 1997/98.

The top five busiest stations within Solent in 2018/19 were:

Station	Entries/ Exits	Additional Notes
Southampton Central	6.66 million entries/exits	a further 1.61 million interchanges (making it the primary interchange station in Solent)
Havant	2.32 million entries/exits	
Portsmouth Harbour	2.10 million entries/exits	
Portsmouth & Southsea	2.05 million entries/ exits	
Southampton Airport Parkway	1.70 million entries/ exits	

Table 4: The five busiest stations within Solent in 2018/19

Eastleigh, Fareham and Fratton were the other stations in Solent with over one million entries and exits (all having between 1.66 and 1.73 million entries. Cosham, Swanwick, Romsey and Hedge End all recorded between 0.5 million and 1 million entries and exits, making these the most heavily used of the smaller stations in Solent. All other stations (20 in total) see fewer than 0.5 million entries/ exits per year.

The London & South East RUS (2011)²⁵ forecast a 40% growth in all day passenger demand in Solent between 2008 and 2021. Data from ORR shows that station entries & exits in Solent actually grew by 25% between 2007/08 and 2018/19.

²⁵ <https://www.networkrailmediacentre.co.uk/resources/london-and-south-east-rus-3>

Detailed analysis of long-term usage trends (station entry and exit data) in the Portsmouth and Southampton city regions shows a clear pattern of strong and consistent annual growth in patronage from 1997 to around 2015, which has plateaued or reversed in recent years. If growth had continued at the rates seen prior to 2015, it is possible that the 40% growth forecast 2008 to 2021 in the 2011 RUS might have been achieved.

The rate of growth in patronage has been significantly stronger in Southampton city region than Portsmouth city region (Figure 14). However, once this is adjusted for population change (to give average rail journeys per capita- Figure 15) it is evident that stations in Portsmouth have had a historically higher usage per capita than stations in Southampton, and that whilst rail use per head of population has grown greatly over the last 2 decades in both cities, Southampton has slightly closed the “gap” in usage per population member.

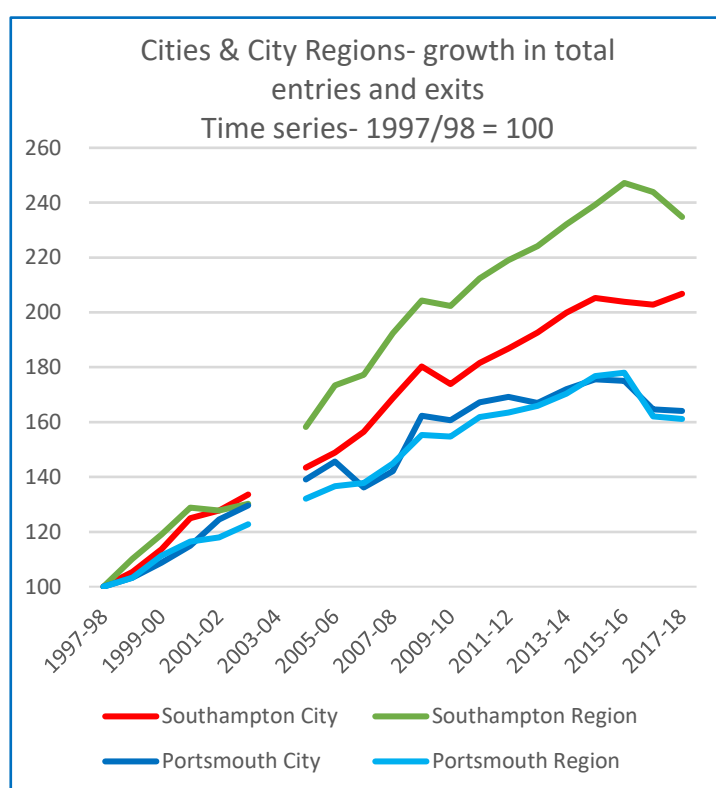


Figure 14: Solent station entries/ exits time series 1997 to 2018

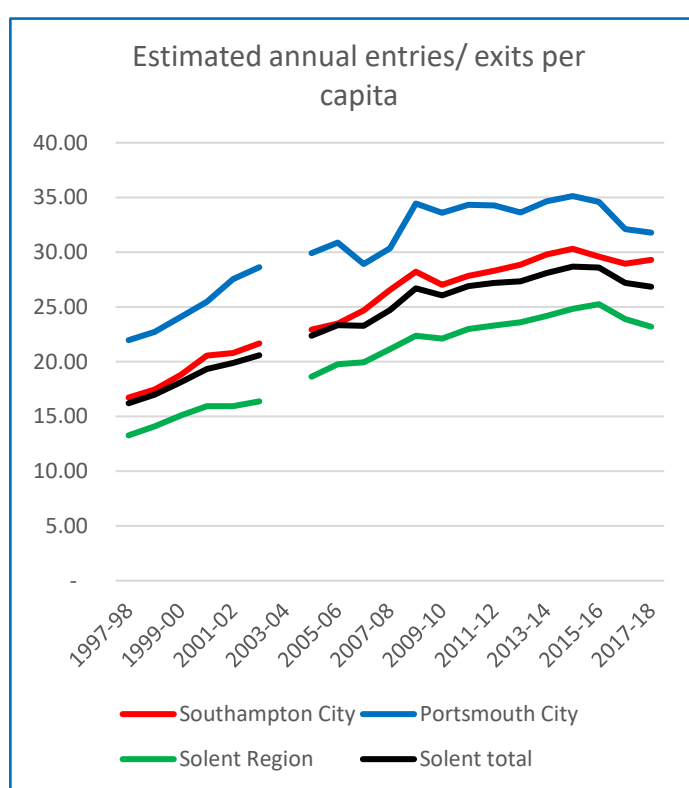


Figure 15: Solent station entries/ exits per capita 1997 to 2018. (Nb “Solent region” refers to stations outside of Portsmouth and Southampton cities)

Comparison of Solent-wide growth with that for the wider south east market (Figure 16) shows changes in rail usage in Solent have closely tracked trends across the wider region.

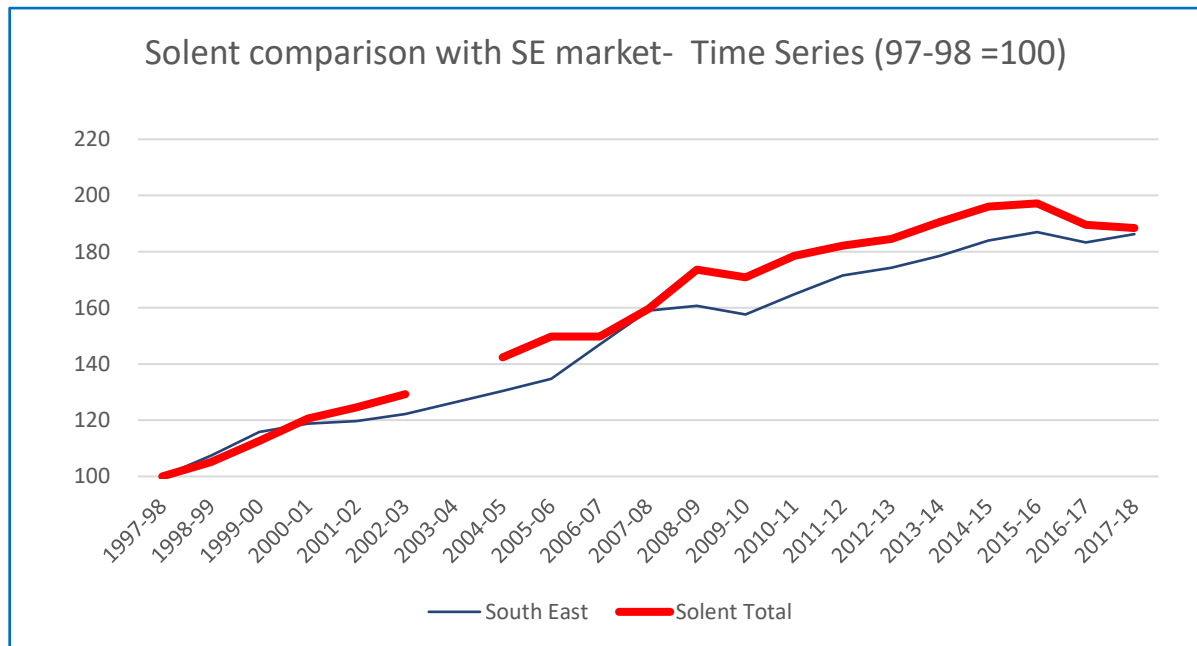


Figure 16: Solent comparison with SE market

Analysis of station entry/exit changes by line of route (Figure 17) indicates that usage growth has been strongest on the Botley (Fareham-Eastleigh) line, Fareham-Southampton, and at Southampton local stations, all of which have seen more than a 250% increase in patronage in the last 20 years.

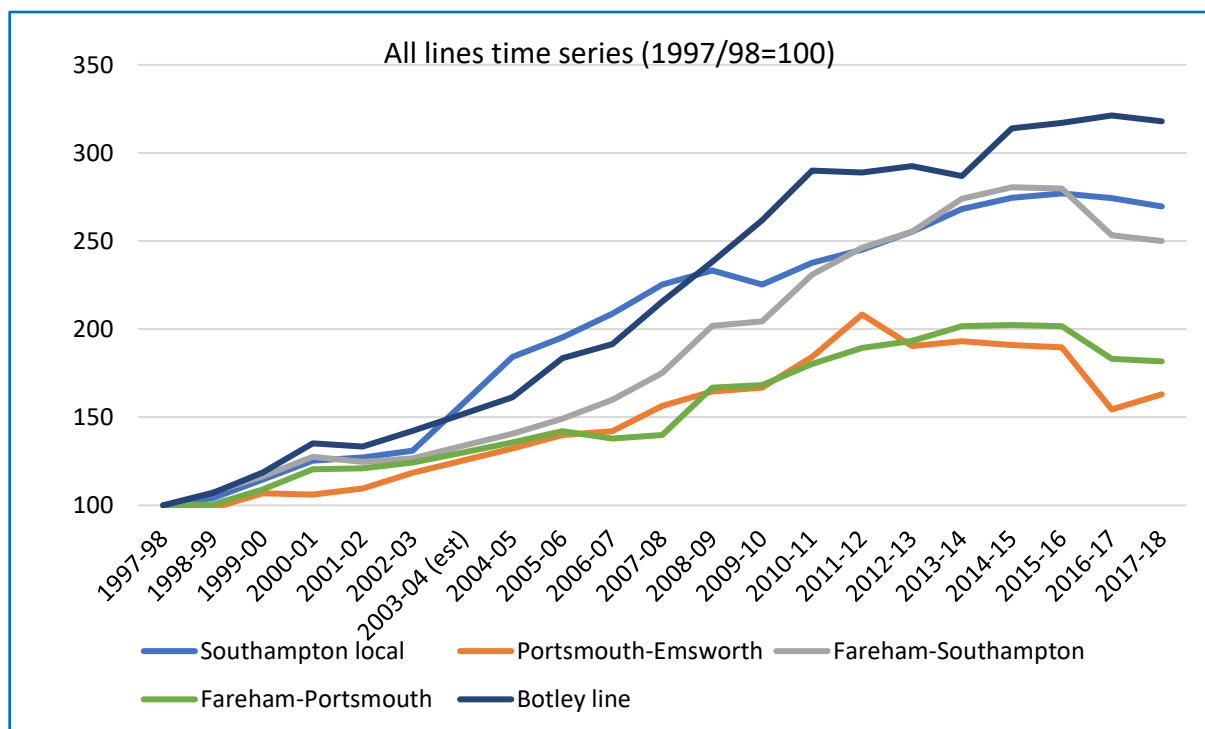


Figure 17: Line by line changes in station entries/ exits 1997 to 2018

Growth on the routes between Fareham and Portsmouth, and Emsworth and Portsmouth, has been lower. These patterns could reflect the following factors:

- Significant housebuilding in areas such as Hedge End and at Whiteley (possibly accounting for some Fareham-Eastleigh and Fareham-Southampton growth);
- Improved train services- eg improved Southampton local service from 2003 after opening of Chandler's Ford station; increase from 3 per hour to 4 per hour Fareham-Southampton in 2007, and Botley line peak service improvements also from 2007;
- A relative decline in employment in Portsmouth city centre and growth in employment at Whiteley and other "out of city centre" areas;
- Industrial action on Southern services in 2016/17 (declines on Portsmouth-Emsworth & Fareham-Southampton) and declining punctuality and reliability on South Western franchise services since 2011²⁶ dampening patronage growth generally.

4.2 Mode share

Rail's mode share for local commuting within Solent is low (2.3% from 2011 Census data). This is significantly lower than rail's mode share across the wider TfSE area (4%) although it is actually a fairly average rail mode share when compared to other similarly sized city regions (see section 6.1).

Figure 18 overleaf shows rail mode share across the study area. Rail mode share in areas close to well-served stations in city and town centres can be 4% to 5% or higher, but in the many areas more than 1-2km from stations and also in areas closer to stations with poorer services (eg Totton, Sholing, Redbridge) rail's mode share is closer to 1% or indeed 0%.

²⁶ <https://www.southwesternrailway.com/other/about-us/independent-performance-review>

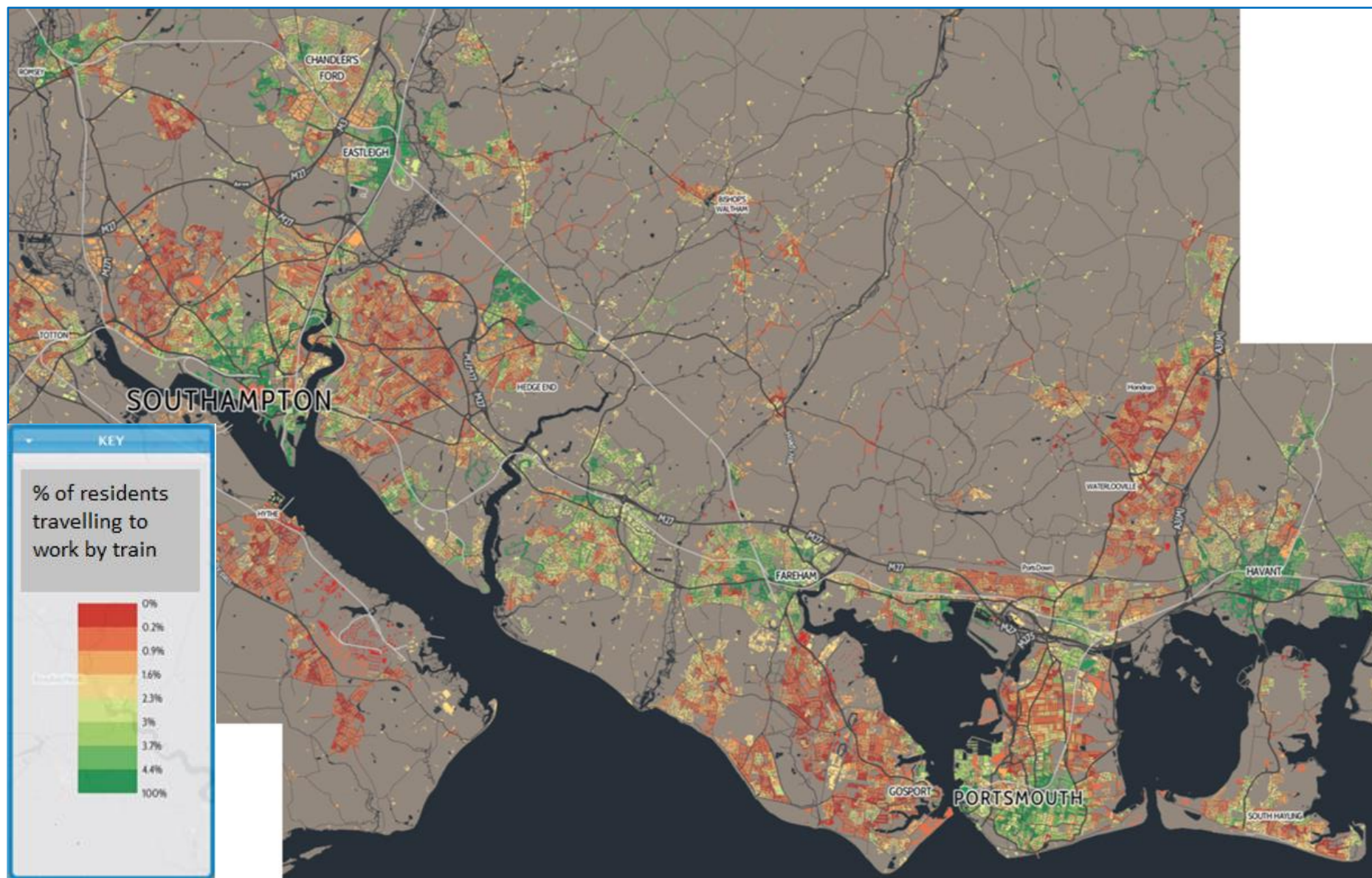


Figure 18: Rail mode share for travel to work (Census 2011 data mapping from datashine.org.uk)

4.3 Stakeholder aspirations and identified issues and opportunities

Local Stakeholders have identified a range of issues and opportunities for the railway in Solent through various reports, publication, lobbying etc over the years. Key issues as understood by Network Rail and Solent Transport are:

- The journey time between the central stations in Portsmouth and Southampton is regarded as slow and the timetable is limited;
- There is no direct rail connection between Southampton Airport and Portsmouth and the railway also does not provide direct connections between some key origins and destinations (e.g. Hedge End to Southampton);
- Timetables for some other key local flows (eg Eastleigh to Southampton) are poor considering the number of users travelling;
- Train frequency at local stations is low (and some of these stations, eg Totton, Hedge End serve large and sometimes growing settlements);
- In combination these issues mean rail is not seen as a viable alternative to driving for many journeys where it could offer an alternative;
- Some local stations have poor accessibility to and “recognition” within communities;
- Rail lines pass through but do not serve some current and/or future developed areas (e.g. Welborne; North Whiteley) and/or some lines exist but have no passenger service (e.g. Marchwood, Hythe);
- Some areas of high population are not connected to the network (Gosport and Waterlooville are the largest and 5th largest towns in the UK without a station);
- There are good regional connections from the area, but journey times are slow compared to similar cities and economic gateways in the UK and capacity on some long-distance services (GWR, CrossCountry) is poor;
- Rail freight plays a major role to and from Southampton but increasing its share of the market further is a challenge due to capacity/timetabling difficulties created by freight and passenger trains interacting;
- Some major stations such as Portsmouth and Southsea and Southampton Central provide a poor “first impression” and passenger experience;
- There is poor public transport access to Southampton Cruise terminals and the Port from the wider Solent and the airport;
- There is only limited integration between rail, bus and ferry modes (in terms of timetabling, ticketing and interchange).

4.4 Freight in the Solent Area

Freight movements by rail are of vital importance to the economy of the Solent area and more widely afield. Figure 19 shows the key freight commodities moved through Solent and highlights the importance of the railway between Southampton, Eastleigh and Winchester for freight at a national level.

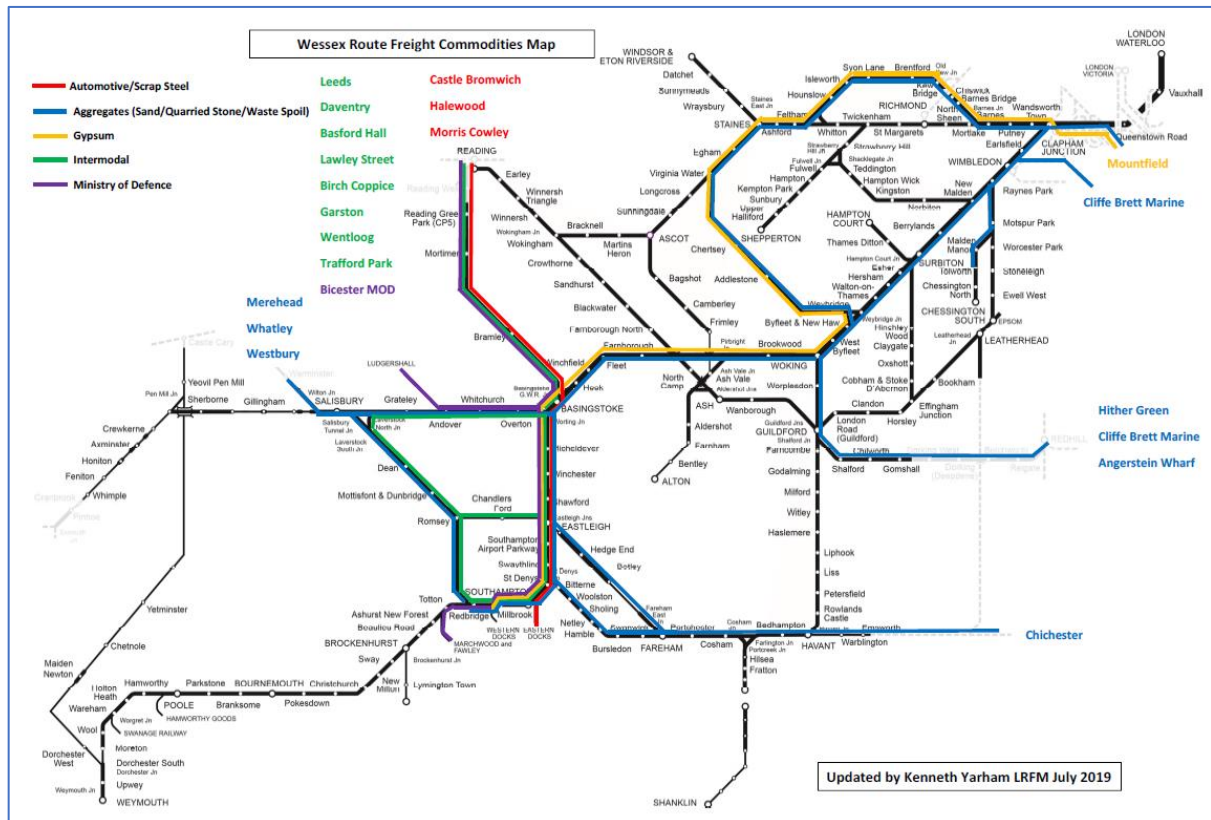


Figure 19: Wessex Route freight commodities map

The Port of Southampton is the second largest port in the UK for container traffic after Felixstowe and is the largest for automotive traffic.

Southampton Maritime Container Terminal is used for container traffic to the Midlands and the North with an average of 11 train movements in each direction per day. Southampton Western Docks is used for container and construction material traffic and Millbrook Freightliner Terminal is mainly used for wagon storage and maintenance.

The nearby Southampton Eastern Docks is a key centre for vehicle exports from the BMW factory at Cowley (Oxford). The BMW production line builds 1,000 cars per day of which 60% are exported via rail through Southampton.

There are also regular rail freight flows of other goods shipped via Port of Southampton including scrap metal and gypsum.

Aggregates are also important in the Solent area with Eastleigh yard being an important site for rail-related stone movement. There are also aggregates terminals at Botley and Fareham with 3 trains per week to Botley and Fareham from quarries in the west country, as well as regular through movements of aggregates to Chichester. Development and large construction projects (e.g. HS2, Heathrow expansion etc) may raise demand for aggregate movement by rail in future.

Currently there are typically 100 freight trains a day across the Wessex route, most of which travel to, from or through parts of the network in scope of this study. There are

twice as many train paths for freight in the timetable but because freight trains only run as needed (and sometimes to different destinations from one day to the next) many of these are not used every day but must still be accommodated.

Currently the maximum length of freight train to and from the Southampton area is 680 metres but there is a project ongoing to allow these to be lengthened to 775 metres allowing additional capacity per train and improved cost effectiveness of rail as opposed to other modes.

A wider workshop was held with colleagues from the freight industry, Network Rail, ORR and DfT as part of the preparation of this CMSP. Priorities for the freight industry that this study must take account of include:

- Potential remodelling and re-signalling in the Eastleigh area to allow for freight movements;
- Enhanced facilities for intermodal traffic on diversionary routes by gauge clearance and additional capacity across certain parts of the day to provide minimum 1 freight tph to the Port of Southampton, 24 hours a day seven days a week;
- Consider revision of passenger timetables based on “flighting” of services to allow greater opportunities for freight to operate;
- Maintenance or creation of cross-area paths for existing and new flows such as aggregates and construction materials.

Additionally, there are plans for a future CMSP study to specifically examine options for freight movements between Southampton and the Midlands.

4.5 Current network: performance and constraints

There are a number of known constraints to increasing the frequency of the rail service in the Solent area. These have been identified through analysis work carried for several previous timetable studies and strategic assessments prior to this CMSP module. These included:

- London & South East Route Utilisation Strategy (2011)²⁷;
- Wessex Route Study (2015)²⁸;
- Wellborne station pre-GRIP feasibility study (2017)²⁹;
- Eastleigh area connectivity report (2018)³⁰;
- SWR Independent Performance Review (2018)³¹;
- Fawley branch study (2019, unpublished) by Network Rail on behalf of Associated British Ports and Fawley Waterside Ltd (a local developer).

²⁷ <https://www.networkrailmediacentre.co.uk/resources/london-and-south-east-rus-3>

²⁸ <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/Wessex-Route-Study-Final-210815-1-1.pdf>

²⁹ <https://www.fareham.gov.uk/PDF/welborne/WelborneStationPre-GRIPFeasibilityStudy.pdf>

³⁰ <https://www.eastleigh.gov.uk/media/4163/tra-011a-eastleigh-connectivity-report.pdf>

³¹ <https://www.southwesternrailway.com/other/about-us/independent-performance-review>

A map showing the key constraints is shown in Figure 20.

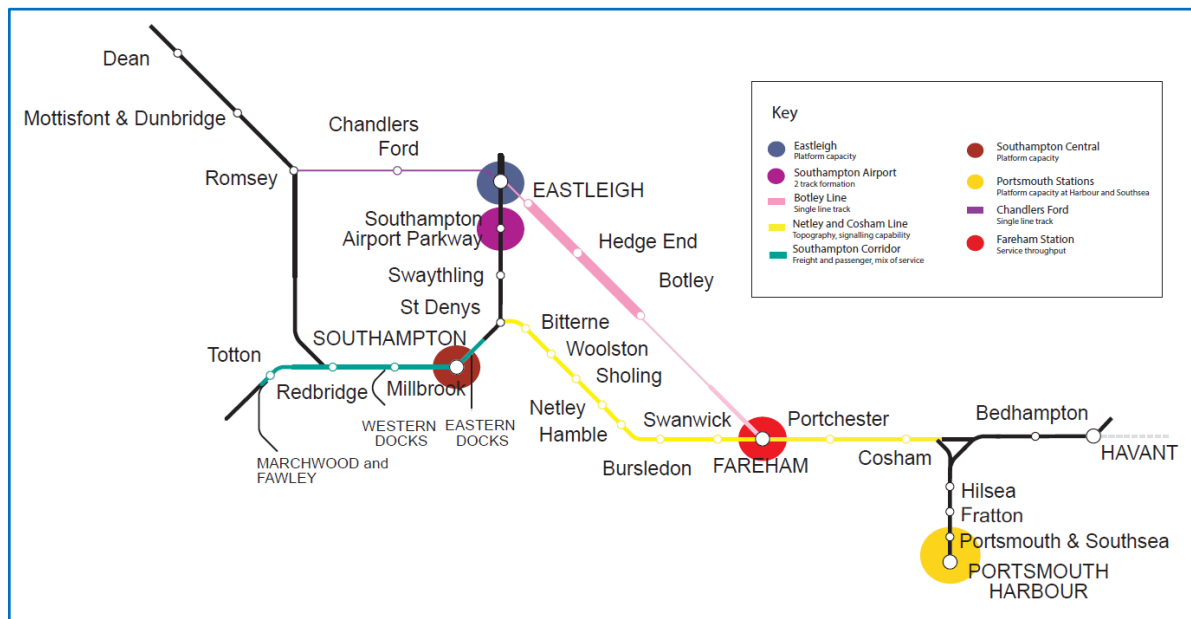


Figure 20: Key constraints on Solent Network identified by previous studies

4.5.1 Eastleigh

Eastleigh is a key junction station on the South West Main Line (SWML) where two ‘cross-Solent lines’ (the Botley Line and the Chandlers Ford Line) join the SWML, and where a large amount of freight traffic interacts with passenger services. It is also a significant station.

Platform capacity and the ability to efficiently reverse services at Eastleigh from the direction of Fareham mean that aspirations for an increase in service from the east side of the Solent area to locations such as Winchester and Southampton Airport Parkway may be limited. Analysis carried out in the Eastleigh area connectivity report noted that an additional 1tph service between Portsmouth Harbour and Southampton Central via the airport (with a reverse move at Eastleigh) would not be possible in all hours because of platform capacity constraints at Eastleigh. Expected growth in both freight and London-bound passenger services along the SWML through Eastleigh may exacerbate this barrier.

4.5.2 Southampton Airport Parkway

The two-track section between Stoneham Junction (north of Southampton Airport Parkway) and St Denys is a recognised constraint to the throughput of services on the SWML. With only one Up and one Down line there are no opportunities for faster services to overtake slower ones unless this is done to the north or south of this section. This is a particular problem through this section where there is a mix of fast and stopping passenger services as well as freight services.

The Eastleigh area connectivity report found there was some capacity available to operate an additional 1tph service (Portsmouth Harbour to Southampton Central via Eastleigh) through this two-track section. However, future increases to freight and/ or London-bound

passenger services in conjunction with any local service aspirations are likely to trigger the need for some sort of track capacity intervention through this two-track section. This constraint will be addressed through a future CMSP module focussing on Main Line capacity.

4.5.3 Southampton Central and Southampton Corridor

Southampton Central is a key station for long distance, local and freight services, functioning both as a through station and as a major terminus.

The corridor running from the Northam area through Southampton Central to the Totton area is complex in terms of the mix of services operating through it; with freight joining and leaving it at a number of dock locations, a Traincare depot at one end (Northam) and fast and stopping passenger services all needing to be accommodated.

Southampton Central station has only 4 through platforms that are used by both passenger and freight services, with many passenger services (particularly from the east) terminating. A fifth west facing bay platform also exists but is not currently permitted for passenger use

Terminating services in particular (and the amount of time they spend occupying the limited number of platforms) are problematic from a capacity and resilience perspective, creating a constraint on timetabling- this was identified as a barrier to operating an additional 1tph Portsmouth Harbour to Southampton Central via Eastleigh service in the Eastleigh area connectivity report.

The 2019 Fawley Branch study looked at both freight growth and a new passenger service on the Fawley Branch. This work noted the potential capacity issues on the Southampton Corridor but also suggested there was some scope for additional services to operate through it. Importantly, it also noted the capacity issues associated with terminating services at Southampton Central.

The Wessex Route Study, published in 2015, suggested that to accommodate additional London-bound services to meet demand in the period to 2043, whilst providing for additional freight and local services, would require additional platforms at Southampton Central. This study suggested such an improvement could be delivered in three phases:

- Phase One - the bay Platform 5 would be extended to provide a new through (down line) island platform;
- Phase Two - a new Platform 0 created on the Up side of the station to provide a new through up island platform;
- Phase Three - an additional through line on the Down side of the station to provide capacity for freight services to by-pass Platforms 4 and 5 that may be occupied by passenger trains.

Such a scheme would require both station buildings to be rebuilt and would increase the footprint of the station as well as taking land from current surface access (taxi ranks, bus

stops, car parks). These proposals could conceivably be developed alongside Southampton City Council's regeneration aspirations for the area. However, it is recognised that this is potentially a high cost, high difficulty approach to providing extra platform capacity.

There may be scope for other less disruptive measures to achieve similar outcomes- for example an infrastructure intervention that either allows terminating services to be moved out of the station or running terminating services beyond Southampton to terminate at a station with more platform capacity or where additional platform capacity can more easily be provided.

4.5.4 Single track lines: Botley Line and Chandler's Ford

The line between Romsey and Eastleigh (through Chandler's Ford) is a five mile stretch of single track that creates a constraint on timetabling.

The Botley Line is a key route for both freight (aggregate) and passenger services which also has two sections of single track (an approximately 700m single section at the Eastleigh end, and a much longer approx. 4.5 mile single section from Botley to Fareham).

The Eastleigh area connectivity report suggested that the ability to operate robust and reliable additional services on the Botley Line (either to Southampton or to Winchester and London) would be challenging without increased track capacity through double-tracking the single sections.

Aspirations for a new station near Fareham to serve the proposed Welborne Garden Village (subject to a pre-GRIP study) and/ or a station at Allington Lane between Eastleigh and Hedge End could also require removal of the single- track constraints. The pre-GRIP study recommended that any new station scheme involved realignment of track to more easily accommodate redoubling in future.

4.5.5 Fareham and the St Denys to Cosham corridor

The line between St Denys and Cosham is characterised by a difficult topography, particularly at the Netley end of the line where the line winds its way along the side of the Rivers Itchen and Hamble. Maximum line speed is 75mph but many sections of the line have limits of 50mph or lower due to the sinuous route and some severe speed restrictions exist at tight curves eg St Denys, Woolston, Fareham and Cosham Junction to Portcreek Junction. Scope to achieve higher line speeds (and achieve major journey time reductions) are limited by the sinuous route, although study work was previously undertaken investigating the possibility of up to 90mph running between Swanwick and Fareham. However, scope for any large time savings is very limited.

The railway all the way from St Denys to Fratton is two- track, with no overtaking opportunities anywhere on this 22 mile section of route even though the mix of fast and stopping services means that an overtaking opportunity might enable better use of potential

capacity. Indeed, all the way beyond Cosham through to Brighton on the Coastway line there are few locations where overtaking is possible, and none of these opportunities are used significantly in the current timetable. In conjunction with long signal sections (see below) this results in large restrictions on timetabling.

Two-aspect signalling that is utilised on the line also constrains improving the service provision. The Wessex Route Study, published in 2015, suggested that by reducing the signalling headways on this section from around 5 minutes to around 3 minutes capacity could be improved. This would require approximately 20 - 24 signals to be installed (10 - 12 in each direction). That study recommended more investigation into the benefit of raising line speeds to allow reduced running times to clear signals, although it was noted that scope for higher line speeds west of Fareham is very limited. The study also suggested that a solution exploiting ETCS rather than fixed signalling might be preferable.

Fareham station consists of two through platforms and a bay platform. This bay platform is little-used and presents a potential opportunity to install a passing loop through Fareham to improve capacity, operational flexibility, performance and reliability.

The SWR Independent performance review specifically identified creation of a through platform at Fareham as a measure that could mitigate delays and aid more robust delivery of additional services. The Network Rail/SWR joint Performance Improvement Centre (JPIC) has similarly identified the need for an additional passing opportunity between St Denys and Cosham to improve performance and resilience of service.

4.5.6 Portsmouth stations

As in the case of Southampton Central platform capacity is a barrier to operating/terminating additional services at the Portsmouth stations.

The Wessex Route Study forecast a need by 2043 for Portsmouth stations to handle 14-15 trains per hour (compared to current capability of 11 tph). Platform capacity at both Portsmouth stations was identified as a limiting factor for increases in frequency. This study investigated several options for reopening of Platform 2 at Portsmouth Harbour and also options for an additional terminating platform at Portsmouth & Southsea. The study stated that an additional platform on its own would unlock an additional 2tph, but that other changes allowing increases to the number of parallel movements in and out of Portsmouth Harbour, or doubling the single junction into Portsmouth & Southsea were likely to also be required to provide the full 14-15tph

The Eastleigh area connectivity report also suggested that additional platform capacity may be required to operate more than a 1tph increase at Portsmouth Harbour.

Portsmouth Harbour is currently restricted by Platform 2 being out of use owing to inadequate pier strengthening beneath the platform. Portsmouth and Southsea station has both through and terminating platforms; scope for additional platforms on the high level

(through) section of line is almost zero but there may be scope for an additional terminating platform in the low-level part of the station as indicated by the 2015 Wessex Route study.

4.5.7 Constraints highlighted by performance and resilience workstream

To answer the performance and resilience strategic question (question 6) research, workshops and engagement were undertaken with SWR and internal Network Rail colleagues to help understand sources of poor resilience. Other outputs of this work are provided in Section 8 (performance and resilience) however the outputs regarding infrastructure constraints and their impacts on timetabling are best summarised here.

Many issues identified elsewhere in Section 4.5 were identified by industry stakeholders who participated hence many previously identified issues are repeated here.

The existing signalling system in the Southampton area will be due for replacement in Control Period 7. The planned rollout of ETCS signalling in the Southampton area may make it opportune to plan the provision of additional loops and double track sections in conjunction with the re-signalling rather than being undertaken separately with greater cost in terms of additional possessions and more disruption for passengers.

Layout and platform capacity at Southampton Central station was identified as a major issue affecting performance and resilience. The current arrangements restrict timetabling of services and also impede recovery of service during periods of disruption.

At Portsmouth Harbour it was suggested that the disused platform 2 should be reopened to cater for service enhancements, and also to assist with recovery of service during disruption. Re-signalling to make all the lines bi-directional between Portsmouth and Southsea and Portsmouth Harbour would also increase capacity and flexibility.

Platform capacity and functionality at Eastleigh was also identified as impeding flexible operation of services particularly in times of disruption.

The single-track lines at Botley and Chandler's Ford were also identified as being problematic for performance/ resilience. On the Botley line, existing signal spacings were identified as being restrictive (a solution to help address this issue was previously recommended in the 2011 London & SE RUS).

Redoubling of these lines was identified as being likely to increase operational flexibility and resilience. It is anticipated that doubling of the single line section in the Fareham area would require two additional signals to be provided.

Signalling on the Netley line was also identified as a major issue to be tackled if additional capacity/frequency is to be provided. Splitting the existing very long signal sections on the Netley line by converting Distant signals to 3 aspects with new distant to the rear would achieve this. A similar scheme was undertaken at Falmer.

It was also suggested that additional signal sections should be provided between Eastleigh and Southampton Central stations (this was also recommended in the 2011 RUS). Scope was also identified to re-signal Farlington Junction to allow movements from the Up Main to reverse towards Cosham- this could also aid resilience and flexibility.

4.5.7 Summary of performance and constraints

Previous studies have already identified a number of potential infrastructure barriers which may impede any significant improvements to services in the Solent area. Some suggestions for interventions were made by these studies. The interventions are:

1. Double track the Botley Line to increase capacity:
 - a. Between Botley and Fareham;
 - b. Between Eastleigh South Junction and Eastleigh
2. Convert the current bay platform at Fareham, Platform 2, into a through platform to provide a passing opportunity at Fareham;
3. Provide additional platforms at Southampton Central, or investigation of alternative means of providing capacity for terminating trains in this area (option at Totton investigated in this study);
4. Improvements in the Eastleigh area to aid flexibility and resilience and release platform capacity (option investigated in this study);
5. Reopen the currently disused Platform 2 at Portsmouth Harbour station to provide additional platform capacity at the station. Alternatively, provide an additional platform at Portsmouth & Southsea;
6. Signalling improvements at various locations including on the Netley line, between Southampton Airport Parkway and Eastleigh, and in the Fareham area.

Interventions 1 to 5 have been assessed for engineering feasibility as part of this CMSP study (see Section 7). The timetable analysis (Sections 6.4) has taken account of the potential for these interventions to enable the shortlisted service options (Section 6.3) and highlighted where these interventions would be necessary.

4.6 Other current strategies and studies

4.6.1 Coastway CMSP – emerging recommendations

A CMSP study looking at the West Coastway route (Havant-Chichester-Worthing-Brighton) has been conducted in parallel with this Solent connectivity study, with regular engagement between the two project teams to ensure emerging recommendations from one are considered in the other.

Emerging findings from the Coastway CMSP are that severe infrastructure constraints (particularly numerous level crossings between Havant and Brighton) prevent very significant increases in passenger service frequency or speed east of Havant without entirely

new lines of route (with options such as tram-trains on parallel routes identified as a possible solution albeit requiring much more research and evaluation). It should be noted that train frequency on the Coastway routes is already considerably superior to that in Solent. Therefore, the emerging recommendations from the Coastway study are focused around optimising currently available capacity. Recommendations with implications for the Solent CMSP are:

- Retiming of Chichester to Portsmouth and Southampton to give better 37 and 23 minute intervals will require retiming of these services between Havant and Southampton and require retiming (to earlier in the hour) of the Portsmouth - Southampton all stations service, together with some Portsmouth to Waterloo services;
- Stopping of all Coastway services (ie services from Chichester/Havant) at Woolston, to improve access to this major growth area and the east of Southampton city centre;
- Creation of a new hourly path for a Brighton to Bristol service - requiring pathing through the Solent area;
- Strengthening of Coastway trains to five carriages to improve capacity;
- Creation/ maintenance of an hourly path for freight between Chichester and west via Eastleigh.

It is also noted that some of the enhancements investigated by the Coastway CMSP would benefit from or only be feasible if a capability for faster trains to overtake slower ones between Southampton and Havant was provided.

4.6.3 Fawley Branch and Waterside rail proposals

The Fawley branch is a railway between Totton, Marchwood, Hythe and Fawley oil refinery. The line is currently open for freight to Marchwood Military Port but not used frequently south of Marchwood. There is potential for more regular freight services to support port expansion, and a passenger service has been proposed a number of times in recent years by various groups including local stakeholders, the Association of Train Operating Companies (ATOC, now the Rail Delivery Group) in 2009, and the Campaign for Better Transport in 2019³².

³² <https://bettertransport.org.uk/media/05-february-2019-rail-reopenings-report>

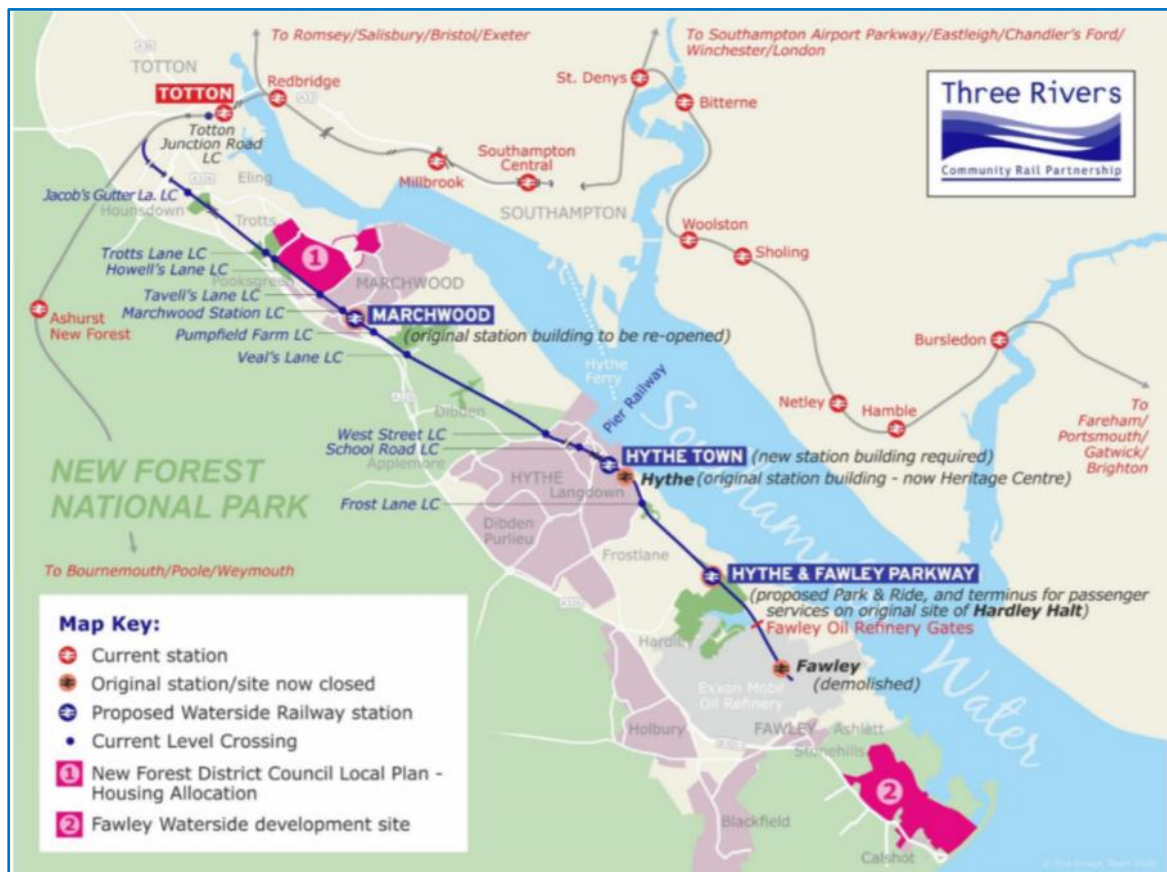


Figure 21: Waterside rail proposals (source Three Rivers CRP)

Consultants Markides Associates have undertaken assessments of the benefits and costs of a Waterside Passenger Railway which formed the basis of a Market-led Rail Proposal Submitted to the DfT in July 2018. This proposal is being promoted by some local groups including the Waterside Community Railway campaign.

Network Rail has recently produced a timetable study on behalf of Associated British Ports and Fawley Waterside Ltd (a proposed mixed-use development at the former Fawley Power Station site) which investigated the impact of operating automotive freight from a proposed new dock site near Marchwood (Dibden Bay).

This study also examined the aspiration for a 2tph passenger service to link communities on the peninsula to Southampton. The study suggested that the freight traffic increase was feasible with some upgrades to assets on the Fawley Line. The passenger service was also deemed to be feasible but would require:

- Level Crossing upgrades/ closures;
- track upgrades to enable 60mph running;
- two new stations;
- an additional platform at Marchwood.

Passenger services on the Fawley Line are being considered as part of a wider multi modal transport study focused on the Waterside/ A326 area led by Hampshire County Council, in response to a number of proposals for future major development in the area.

This includes further feasibility assessment of infrastructure requirements for a passenger link, and the nature of services. Options being assessed include “standalone” services and also extension of several existing services terminating at Southampton through to Totton and onwards to the Waterside.

There has been engagement between HCC and its consultants, and the team preparing this CMSP study and options related to Totton service extensions and terminating/reversing facilities at Totton have been considered with regard to potential integration with/usage by Waterside rail services should a sufficiently sound case for these proposals be demonstrated by promoters.

5. Demand, travel pattern and Journey Time analysis

5.1 Key travel markets for rail in Solent- analysis of ticketing data

Analysis of data from MOIRA (incorporating ticket sale data) is presented in Figures 22 to 24.

Figure 22 shows proportion of demand for all flows either partially or fully in the study area to or from the listed stations.

13% of demand is to/from London; 19% of demand is to/from other stations outside the study area.

44% of journeys are to/from stations close to key employment areas identified in Figure 22, of which Southampton, Winchester and Portsmouth are (by a considerable margin) the highest demand destinations. The remaining 23% of demand is also within Solent, but is to/from the large number of other mostly smaller stations in the study area which are not located adjacent to key employment areas, of which Fratton, Hedge End and Romsey are the largest contributors (not shown in Figure 22).

A key conclusion from this data is that whilst the London market is the largest individual market for rail in Solent (and because it attracts some of the highest fares it is highly important for operator revenues), for every rail journey from Solent to London, there are about five journeys between origins and destinations within Solent. Demand to/from Southampton, Portsmouth and Winchester combined is more than double that towards London.

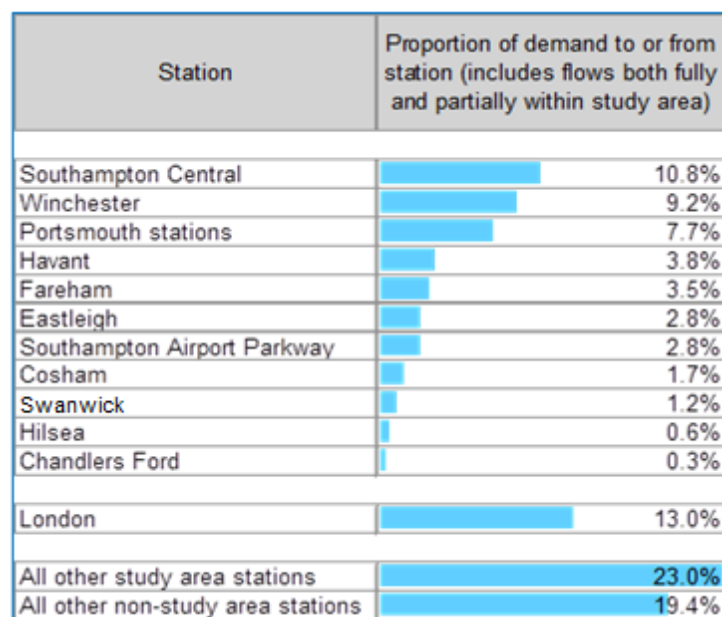


Figure 22: MOIRA Data: breakdown of overall demand to/from study area

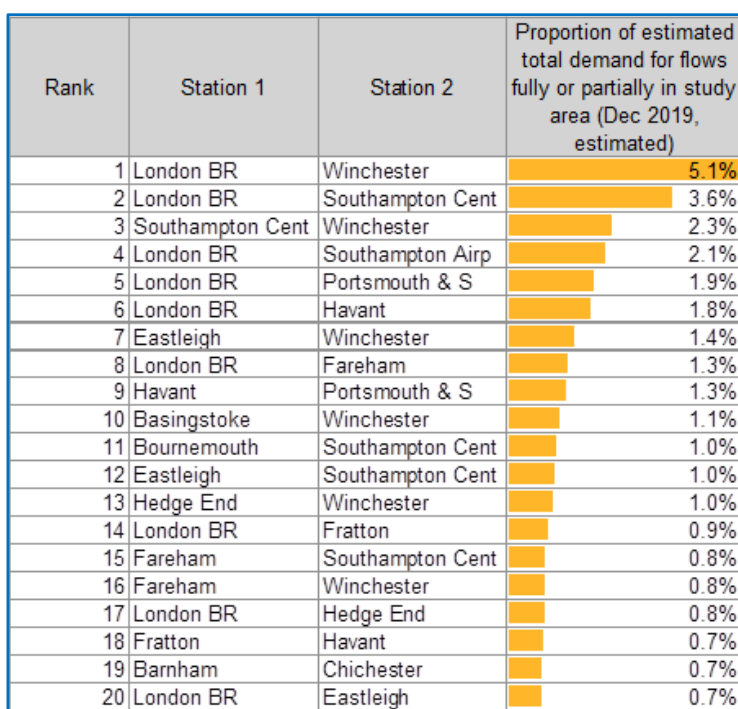


Figure 23: MOIRA Data: top flows by volume fully or partially in study area

MOIRA data on the largest point to point flows shows that the largest passenger flows that are partly or fully in the CMSP study area (Figure 23) are dominated by travel to and from London. Eight of the ten largest flows are to London. However, Winchester and Southampton are origins or destinations for six and five of the top 20 flows respectively.

Amongst travel flows *wholly within* the study area (shown in Figure 24- all journeys beyond the study area, including to/from London are excluded) three of the top five largest flows are on the SWML between Southampton, Eastleigh and Winchester.

Rank	Station 1	Station 2	Proportion of estimated total demand for flows fully in study area (Dec 2019, estimated)
1	Southampton Cent	Winchester	6.4%
2	Eastleigh	Winchester	4.0%
3	Havant	Portsmouth & S	3.6%
4	Eastleigh	Southampton Cent	2.8%
5	Hedge End	Winchester	2.7%
6	Fareham	Southampton Cent	2.2%
7	Fareham	Winchester	2.2%
8	Fratton	Havant	2.1%
9	Romsey	Southampton Cent	1.9%
10	Portsmouth & S	Southampton Cent	1.9%
11	Chichester	Portsmouth & S	1.8%
12	Chichester	Havant	1.7%
13	Cosham	Portsmouth & S	1.6%
14	Fareham	Portsmouth & S	1.6%
15	Swanwick	Southampton Cent	1.5%
16	Southampton Airp	Southampton Cent	1.5%
17	Portsmouth & S	Winchester	1.4%
18	Southampton Airp	Winchester	1.2%
19	Chichester	Fratton	1.2%
20	Cosham	Southampton Cent	1.1%

Figure 24: MOIRA Data: top flows by volume wholly within CMSP study area

The importance of Southampton Central and Winchester as origins/

destinations is clear as 13 out of the top 20 intra-study area flows are to/ from one of these stations. Flows to/from Portsmouth make up only four of the top 20 flows. Portsmouth to Southampton is only the 10th busiest flow in the study area- just under 2% of all rail journeys in the study area are between the cities.

Also notable is that only two other flows in this top 20 are between one city region and the other (Portsmouth to Winchester [17th] and Cosham to Southampton Central [20th]). All other large flows are broadly medium distance journeys contained within each city region.

5.2 Key rail commuting flows - analysis of Census data

Analysis of Census 2011 travel to work data based on station catchment analysis via GIS has been undertaken and is summarised over the following pages. Census 2011 travel to work data has been used for this analysis because it directly relates to commuting, and therefore to many of the peak hour travel flows which create the greatest challenges (congestion, air quality etc) in Solent.

Figure 25 (overleaf) shows those commute flows within Solent estimated to have 100 or more daily rail commuters according to Census data. Thicker lines indicate greater demand. Directionality is not shown but can be found in Table 4.

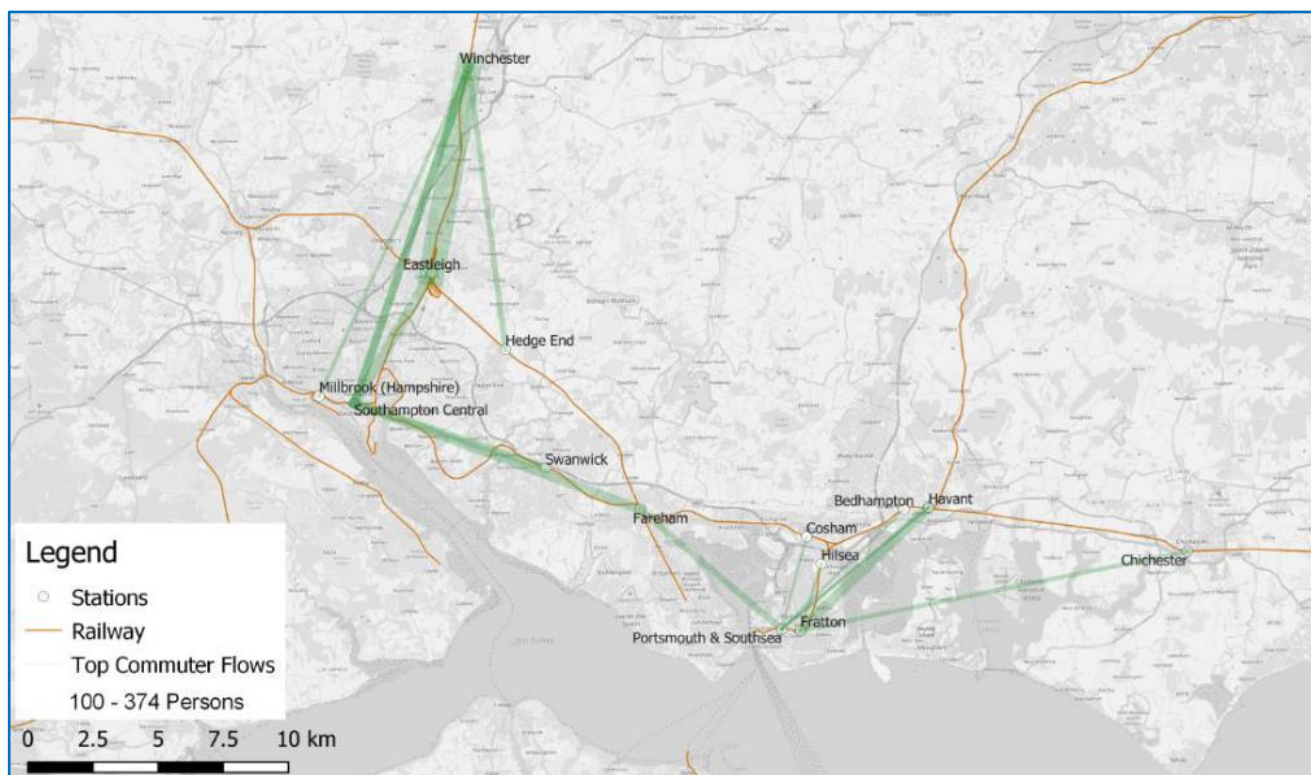


Figure 25: largest rail commute flows in Solent (Census 2011 data)

Southampton, Winchester and Portsmouth are the focus for the largest rail commuting flows, most of which are medium-distance commutes between outlying suburbs/surrounding towns and the city centres. No longer distance “city-to city” or “city region to city region” flows have more than 100 daily rail commuters

Table 4 overleaf compares the top 25 rail commuter flows between stations in and near the Solent area (based on Census data) against all-modes flows between the same catchments. A comparison is also made against the ranking of these flows in the MOIRA (ticketing based) data presented in previous pages. A good degree of alignment exists between these different data sources. Where there are differences between MOIRA data and census data, likely explanations include:

- Census data covers travel to work only whereas the MOIRA data includes all journey purposes (e.g. education trips to stations near schools and colleges; leisure trips to stations near key shopping and leisure destinations);
- Where stations are very close together (e.g. Portsmouth stations and Fratton; Southampton Airport and Eastleigh) the Census data processing method used may assign passengers to a different station to those used in reality.

Only five of the top 25 rail commuting flows in Solent (Table 5) have more than 2,000 daily commuters across all modes. In comparison, the analysis found that the top 30 station

catchment to station catchment all-mode flows in Solent all have more than 2,800 daily commuters and that most of these large all-modes travel flows occur over very short distances between adjacent station catchments.

This indicates that most of the largest rail commute flows in Solent are medium to low volume all-mode flows and are mostly medium to longer distance journeys, which by their nature have lower numbers of commuters than shorter intra-urban area flows. This in turn suggests that rail's current core strengths lie in serving such medium distance flows rather than in serving larger volume but very short distance commutes or serving the long distance city-to-city market. This aligns well with the strategic role/ niches for rail identified in Section 3.8.

Origin	Destination	Estimated rail commuters	Estimated all-mode commuters	Ranking in top 20 MOIRA Flows (see Figure 24)
Eastleigh	Winchester	373	2,396	2
Eastleigh	Southampton Central	198	1,068	4
Fratton	Havant	189	1,778	8
Fareham	Southampton Central	182	648	6
Southampton Central	Winchester	172	549	1
Swanwick	Southampton Central	167	1,076	15
Winchester	Southampton Central	160	1,076	1
Fareham	Portsmouth & Southsea	151	1,839	14
Hedge End	Winchester	138	1,320	5
Fratton	Chichester	125	725	11
Millbrook	Winchester	118	716	
Fratton	Hilsea	107	3,700	
Bedhampton	Portsmouth & Southsea	106	1,742	
Portsmouth & Southsea	Havant	105	581	8
Havant	Portsmouth & Southsea	105	503	8
Cosham	Portsmouth & Southsea	100	1,901	13
Southampton Central	Eastleigh	93	591	4
Fratton	Fareham	91	1,028	14
St.Denys	Winchester	89	442	
Romsey	Southampton Central	89	871	9
Fratton	Southampton Central	87	298	
Fratton	Cosham	84	2,911	
Totton	Southampton Central	79	2,008	
Fratton	Portsmouth & Southsea	79	10,247	
Chandlers Ford	Southampton Central	76	1,065	

Table 5: Census 2011 analysis- 25 largest Solent Area rail commuter flows

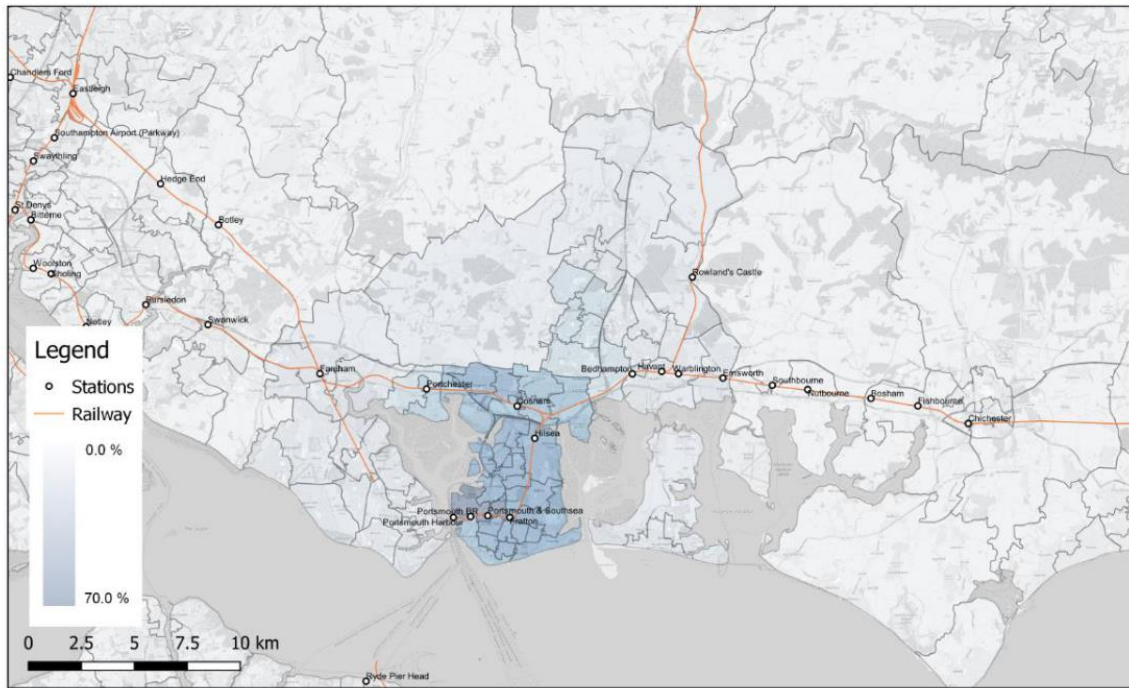
5.3 Comparison of rail commuting flows and all-modes commuting flows into Portsmouth and Southampton

The maps in Figures 26 and 27, on the following two pages, are intended to visually illustrate the differences between patterns of all modes commuting and rail commuting into the two cities.

There are similar patterns for both cities, namely that rail's strongest market share for commuting is from suburbs and nearby towns mostly outside the city boundaries and towards the edges of each city region, particularly in the vicinity of stations with higher service frequencies.

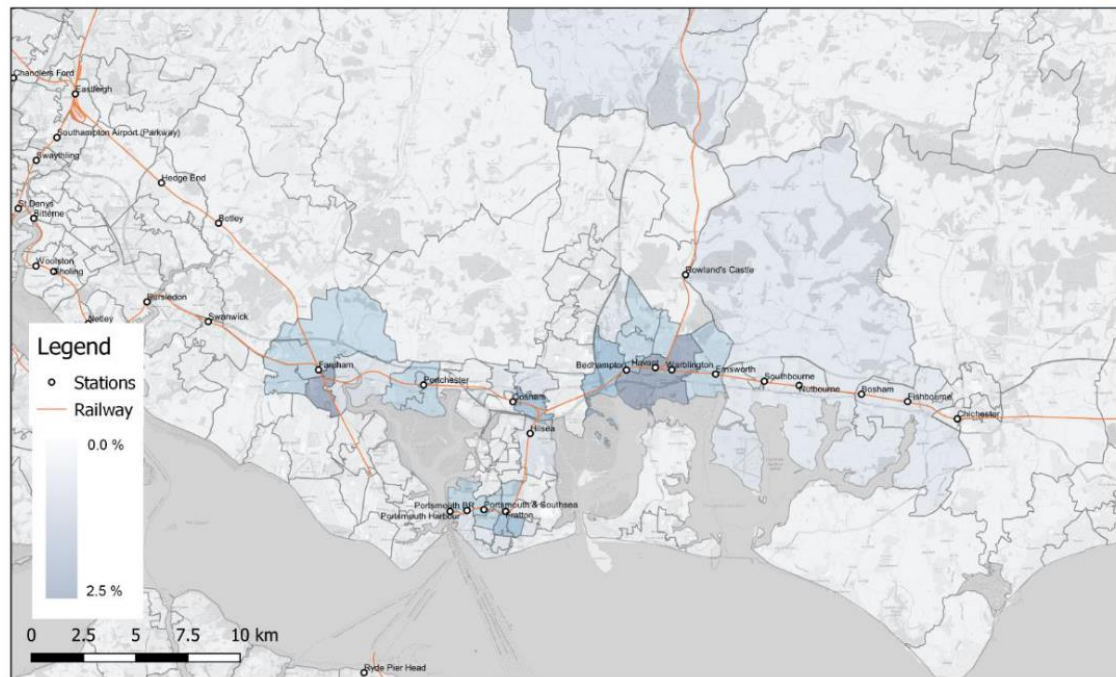
The relationship between mode share and frequency is particularly critical to this study and is explored in more depth in Section 6.1.

Proportion of working residents commuting to Portsmouth by All Modes (2011 MSOA)



2011 Census Travel to Work data by MSOA

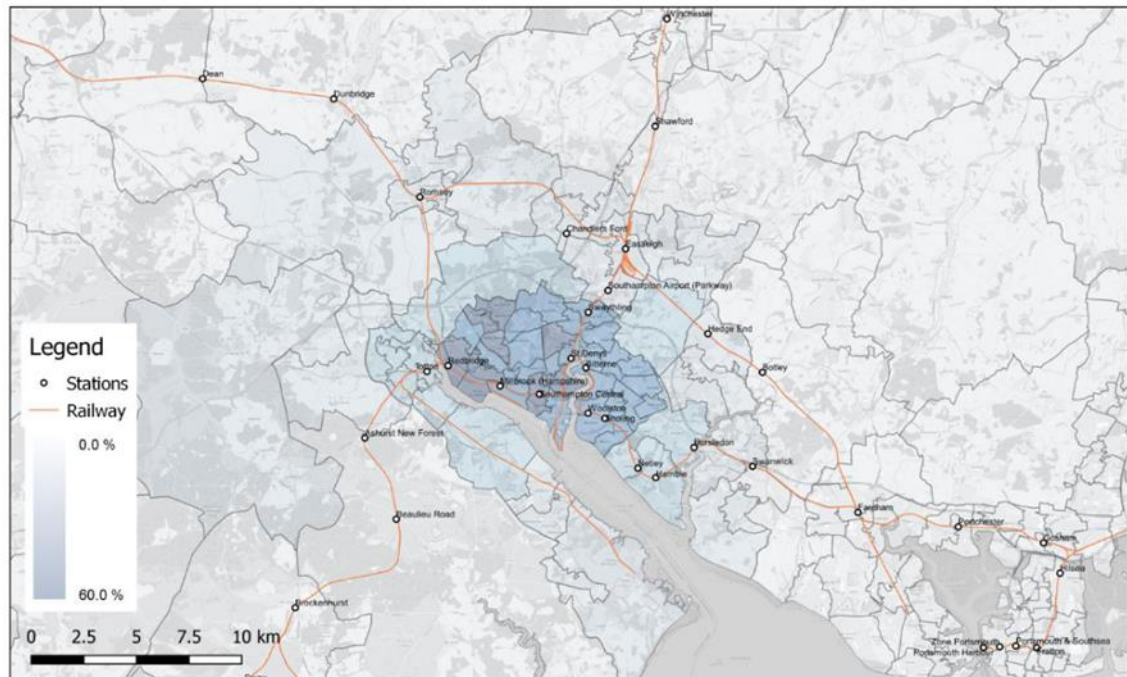
Proportion of working residents commuting to Portsmouth by Rail (2011 MSOA)



2011 Census Travel to Work data by MSOA

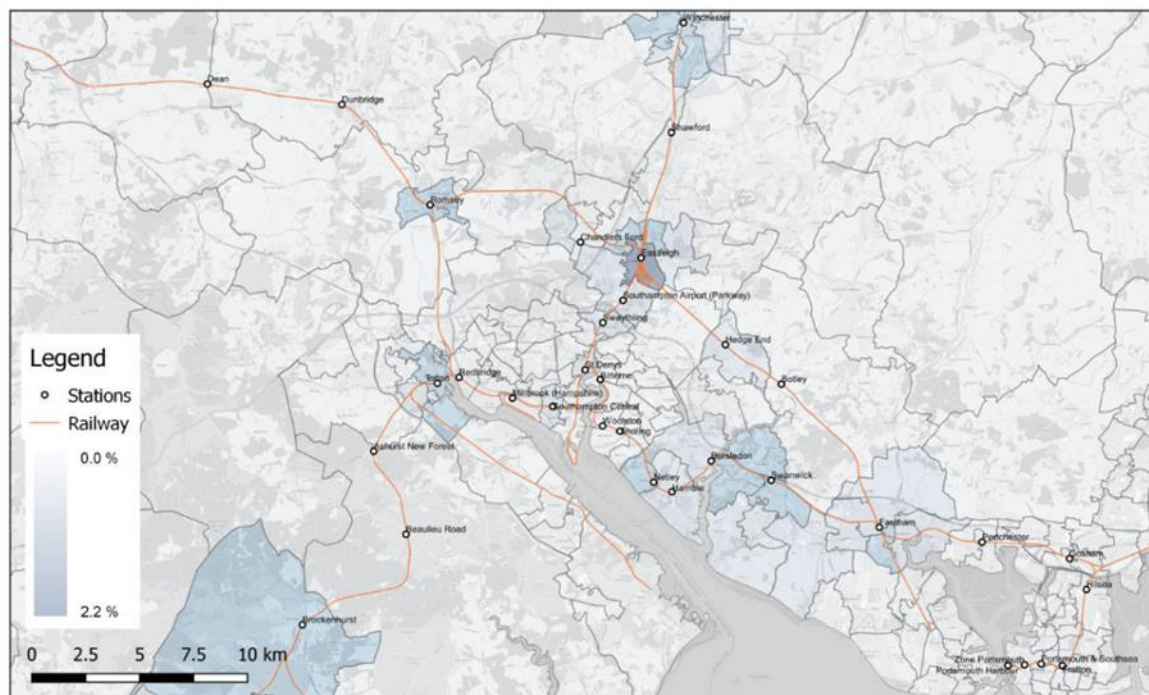
Figure 26: Portsmouth commuter origins- rail comparison to all modes

Proportion of working residents commuting to Southampton by All Modes (2011 MSOA)



2011 Census Travel to Work data by MSOA

Proportion of working residents commuting to Southampton by Rail (2011 MSOA)



2011 Census Travel to Work data by MSOA

Figure 27: Southampton commuter origins- rail comparison to all modes

5.4 Comparison of rail's competitiveness with driving for commuters

This section summarises analysis undertaken to aid understanding of how and where the rail offer in Solent could be developed to improve its competitiveness with driving. This analysis is focused around comparison of journey times between rail and driving.

Journey times and Generalised Journey Times (GJT) (actual journey time plus average wait time- determined by how frequent a train service is) are some of the largest determinants of transport users' mode choice.

A spreadsheet tool used for assessment of a long-list of potential train service changes (see Section 6.2) enabled comparison between driving journey times and rail actual and GJTs for both the AM peak, and the off peak.

Out of 363 station to station journeys in Solent that were analysed, current rail journey times are equal to or faster than driving on:

- 238 station to station pairs in the AM peak (65% of all possible journeys);
- 161 station to station pairs in the off peak (44% of all possible journeys).

However once wait times (a product of train frequency) are included to give Generalised Journey Time (GJT), rail is only quicker than driving on:

- 23 station to station pairs in the AM peak (6% of all possible journeys);
- 13 station to station pairs in the off-peak (3% of all possible journeys).

These results support an assertion that train frequency, not physical speed/ journey times, are a key issue holding rail back from competing more effectively with driving for journeys in and around Solent.

Forecast increased traffic congestion and lower traffic speeds by 2036 only improves rail's competitiveness slightly, and suggests that the rail industry cannot rely on deteriorating driving conditions to "push" more users to rail:

- AM peak rail actual journey time equal to or faster than driving on 255 station to station pairs (70% of all possible journeys, vs 65% today);
- Rail GJT in the AM peak equal to or faster than driving on 30 station to station pairs (8% of all possible journeys, vs 6% today).

Testing via the tool indicated that if Solent Transport's aspirational 4tph frequency (see Section 6.1) was achieved at all stations which don't currently have this level of service by 2036 (and no other improvements, e.g. new direct links or accelerated journey times were made) rail GJT would become equal to/ faster than driving on:

- 133 flows in the AM peak (37% of O-D pairs);
- 61 flows in the off-peak (17% of O-D pairs).

This suggests that with suitable interventions, rail could compete effectively with driving on six times as many intra-Solent station to station journeys as it does today- or, put another way, rail may be able to position itself as an attractive alternative to driving for nearly 40% of the travel markets it is able to serve in Solent – compared with only around 5% today.

The analysis undertaken sought to identify which station to station flows could most benefit from increased frequency, by identifying the largest “gaps” between rail GJT and car journey times. This analysis suggested improved train frequency could most benefit:

- stations on the Botley line to Fareham, Eastleigh and the Portsmouth area;
- smaller stations between Fareham & Southampton (e.g. for journeys such as Sholing-Swanwick or Hamble-Swanwick, as well as to Southampton Central);
- smaller stations on the Southampton local service, e.g. St Denys to Eastleigh;
- at some stations serving more outlying areas e.g. the New Forest and the Test Valley.

Most of the stations where the largest “gaps” exist are served only hourly at most times. This indicates that higher frequency links from local stations to the main city centre/ employment hub area stations would improve rail’s competitiveness versus driving.

5.5 Portsmouth to Southampton connectivity

Specific analysis was undertaken to inform how to address this strategic question.

The overall size of the city to city market is small- only 1384 daily commuters between Portsmouth and Southampton and 1671 daily commuters between Southampton and Portsmouth by all modes (2011 Census). Only 1-2% of workers in one city live in the other. Rail’s share of the city to city commuting market is small (9%-18%) as shown in Figure 28.

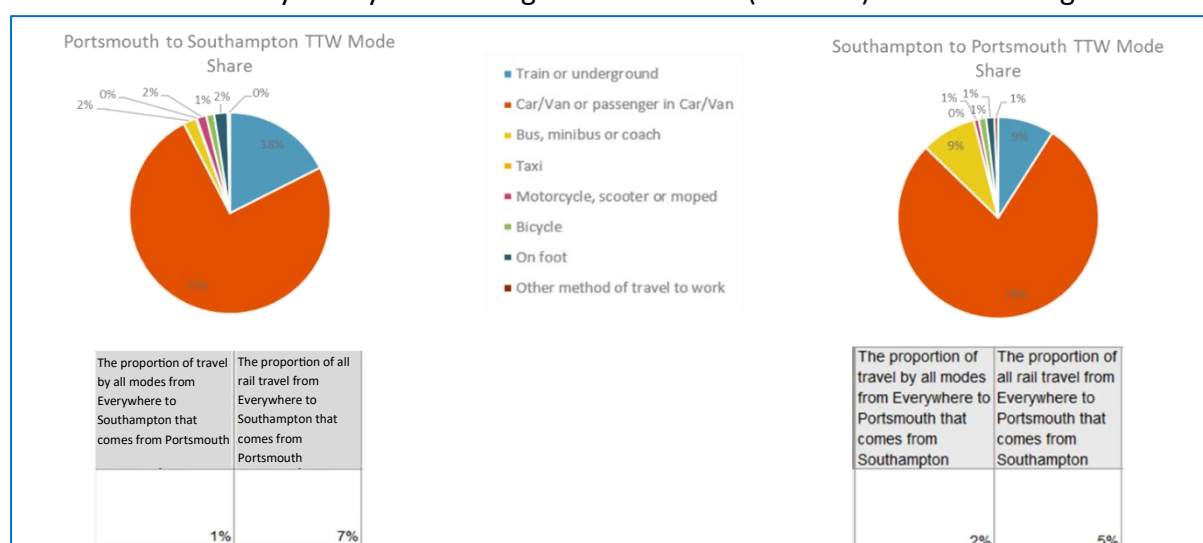


Figure 28: Portsmouth to Southampton and Southampton to Portsmouth mode share (Census 2011)

Rail is used by significantly more Portsmouth residents commuting to Southampton than vice versa. This may reflect differences in the cities road networks which may make driving (or bus use) into Portsmouth more attractive for Southampton residents:

- Portsmouth has a motorway connection direct from the M27 most of the way to the city centre (M275) which, whilst still subject to congestion in the peak hours, provides relatively fast access to the city centre and enables fairly quick journeys on the final leg of the X4 fast bus service from Fareham/ Southampton;
- In comparison, access routes into Southampton city centre from the east are lower capacity single/dual carriageway local roads (no direct motorway connection) and are subject to greater levels of congestion (which the X4 bus route from Fareham/ Portsmouth makes a lengthy diversion in Woolston to avoid in the morning peak).

Comparison of rail and road journey times/ GJTs was undertaken to better understand the what would be required for rail to significantly improve its offer for city-to-city journeys.

Figure 29 plots the size of commuting flows against rail GJT and car journey times for several town/city pairs comparable in size and distance apart to Portsmouth and Southampton. The number in the brackets shows the distance by road miles between the cities, and the size of the dots represent the size of the working (commuting) population for each city pair, relative to that of the Portsmouth – Southampton (PMS-SOU) commuting flow.

City pairs above the diagonal line have rail GJTs which are slower than driving, whilst those below the dashed diagonal lines have rail links which are quicker than driving. The further to the top right of chart a city pair is, the poorer its overall road/rail connectivity in terms of journey times.

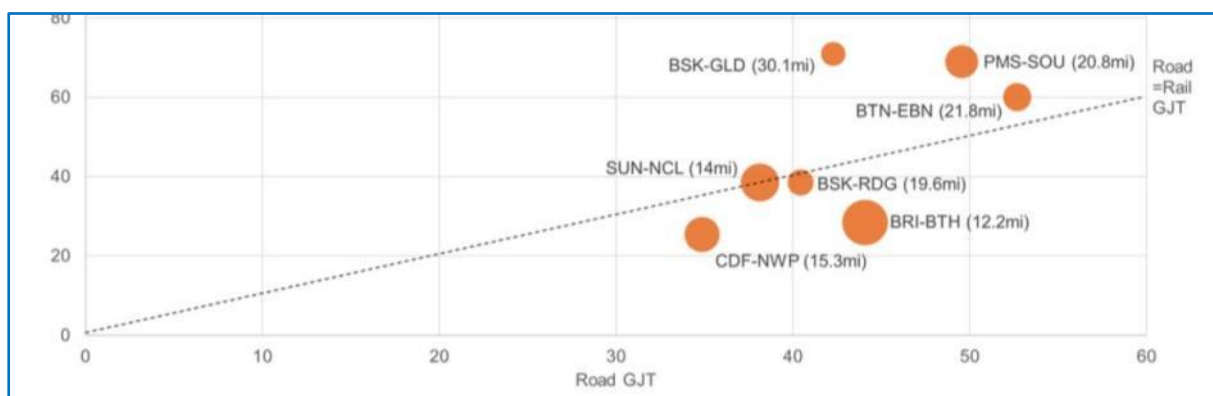


Figure 29: Comparison of city pair road and rail GJTs and commuter numbers

This analysis shows that the Portsmouth to Southampton rail frequency/journey time combination is significantly slower than driving and compares poorly with most other city pairs in the analysis. Notable observations include:

- Portsmouth to Southampton rail GJT is similar to that between Basingstoke and Guildford (BSK-GLD) even though Basingstoke and are 50% further apart and have no direct train services;
- Compared to Brighton to Eastbourne (BTN-EBN), rail GJT from Portsmouth to Southampton is around 10 minutes slower despite being only 1 mile less distance;
- Bristol to Bath (BRI-BTH) and Cardiff-Newport (CDF-NWP) have significant rail GJT advantages over driving, as a result of being shorter distances apart and being linked together by relatively high speed (90-100mph) mainlines with high frequency services (4 to 8tph): quite different to rail routes in Solent;
- Sunderland to Newcastle (SUN-NCL) and Basingstoke to Reading (BSK-RDG) are connected by lower speed rail lines which are somewhat more comparable to PMS-SOU but have greater frequency (6tph and 3 to 4 tph respectively) – this delivers rail GJT parity with driving and in the case of BSK-RDG, a rail GJT that is over 40% better than PMS-SOU over a similar “crow fly” distance.

The analysis found that additional train frequency would bring Portsmouth to Southampton rail connectivity closer to GJT parity with driving. One extra hourly train would improve rail GJT by around 10 minutes (to approximately 60 minutes) and two extra hourly services would improve GJT by around 15 minutes (to approximately 55 minutes), bringing rail GJT much closer to road journey times (just under 50 minutes) than it is today.

However, achieving a rail GJT that is equal to or significantly better than driving would require either unrealistically greater frequency and/ or major improvements to train speeds and journey times (or both):

- If rail journey times are not improved, very high frequencies (at least every 10 minutes, or perhaps even greater frequency) would be needed for rail to match road for city to city journeys and would still only be competitive for some users at peak times;
- If average rail journey time was reduced to 40 minutes (fastest possible journey time today, achieved only by not calling at most intermediate stations), a train approximately every 5 to 15 minutes would be required for rail to match driving;
- If average rail journey time was reduced to 30 minutes (likely to require entirely new sections of line to be achievable), a train approximately every 15 to 20 minutes would be required for rail to match driving between the cities.

5.6 Low Use Stations: Analysis

The final area of demand data analysis concerned low usage stations (defined as <150,000 entries and exits per year). 12 stations in the study area fall into this category and usage at many is unexpectedly low given their locations in or close to significantly urbanised areas. Most of these stations are served by only one train per hour at most times.

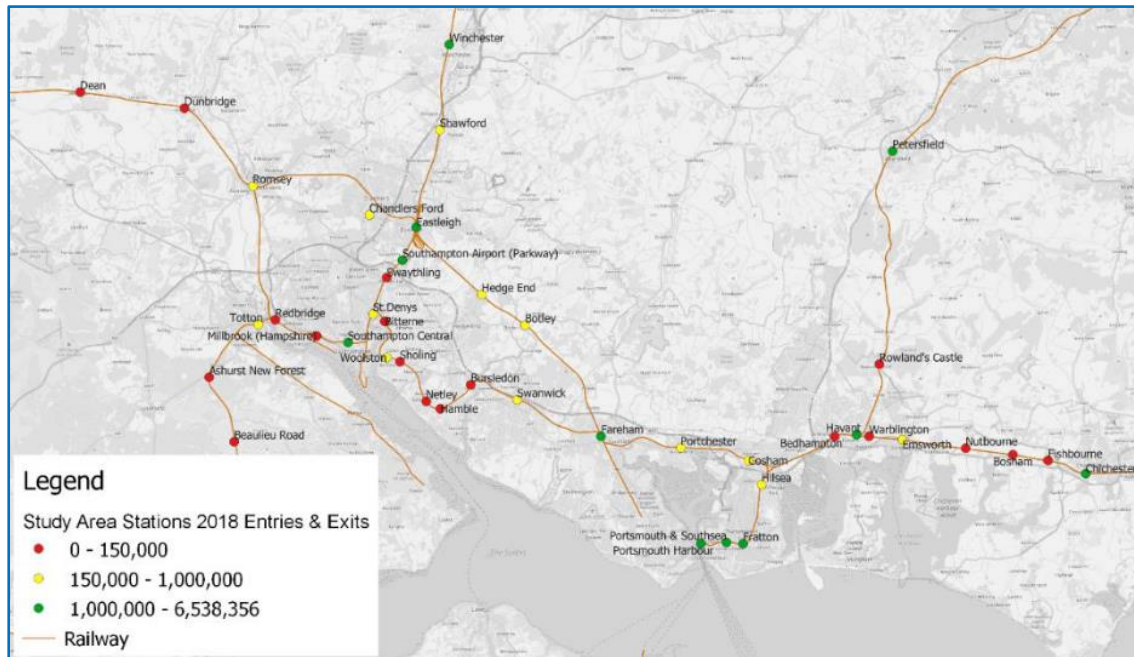


Figure 30: low usage stations in and near the study area

Investigation was undertaken searching for correlations between different demographic factors in the catchment of five of these 12 low usage stations, seeking to identify any specific factors that might cause the low usage.

This found that there was weak or no correlation between most factors examined and station usage, including factors that might have been expected to influence rail demand (such as population within a station catchment, or numbers of residents commuting by bus).

It was suggested that the low usage of some stations may be because although they are near developed areas, they have smaller populations within convenient walking distance.

However, the major finding was around frequency and journey time at the low usage stations. At all five stations in the analysis, rail GJT was significantly slower than road journey times for travel to key destination stations- reflective of low train frequencies.

Once waiting for a train is included, rail journey times to city centre stations were in many cases double that of the equivalent road journey, even though the actual journey times for users once on board a train (even on the local stopping trains calling at these smaller stations) are often very comparable to driving.

Users flagged low train frequency as an issue in surveys undertaken by Three Rivers Community Rail Partnership at several low use stations, although reliability and punctuality have also been suggested as key improvements desired by users of these smaller stations.

Therefore, train frequency improvements at these smaller local stations are likely to be required if usage at these local stations is to be raised (and better use of these potentially valuable transport assets is to be made)- although these need to be complemented with supporting measures including “first/last mile” access improvements, and working through the planning system to locate new development closer to these stations to increase the population within a walking catchment.

5.7 Current travel patterns and demand: conclusions

Some key conclusions can be drawn based on the evidence on pages 55 to 62. These are:

- Whilst London is the largest individual destination for rail journeys to/from Solent, 68% of all journeys in the study area are “internal” trips within Solent, with Southampton and Winchester being particularly major origins/destinations (and Portsmouth somewhat less so);
- Most of the largest rail flows in Solent are medium distance journeys within each city region and there is little large-scale interaction between the two city regions. Portsmouth to Southampton makes up under 2% of all rail journeys in the area;
- Census data analysis largely backs up the above interpretation of MOIRA data;
- Rail’s core strengths appear to be in serving medium distance suburb/nearby town to city flows rather than in serving larger volume but very short distance intra-city flows or serving the longer distance city-to-city market. It is suggested that service development priorities should reflect this (which may mean a preference for “semi fast” or “skip stop” services which seek to balance medium distance connectivity and journey times in preference to serving shorter distance local flows);
- Although many local stakeholders are critical of rail journey times in Solent, on-train journey times are actually equal to or faster than the equivalent driving journey on nearly two thirds of station to station journeys at peak times. However once wait times (resulting from often low train frequency) are factored in, rail is uncompetitive with driving on the vast majority of the travel flows it can serve;
- There is strong evidence supporting the assertion that train frequency, not physical speed/ journey times, are the key issue that need to be addressed by options developed in this CMSP study;
- If train frequency could be boosted significantly, rail’s ability to compete with driving on journey time and offer an alternative to the private car in the study area would likely improve considerably;
- Regarding Portsmouth to Southampton rail services, there is evidence that this connectivity is poor compared to similar city pairs. Rail’s competitive position versus driving for Portsmouth-Southampton journeys is also currently poor;
- There is scope to significantly improve generalised journey times between the two cities if additional train frequency can be provided, but that this alone will not quite enable rail to match typical driving journey times;
- The combined frequency and train journey time improvements needed to make rail travel between the cities faster than driving looks to be realistically unachievable;
- Analysis of low usage stations has also drawn a conclusion that low train frequency is likely to be a major reason for perceived under-use of these stations, and that train frequency improvements at these smaller local stations, complemented by supporting measures including “first/last mile” access improvements, may help to increase usage and relevance of these stations.

These conclusions have helped inform the development and assessment of train service intervention options presented in Section 6.

5.8 Future Demand Growth - baseline

A forecast of growth in passenger demand driven by changes external to the railway (eg development and population changes) to 2050 has been prepared.

The forecast is based around estimates of changes to train loadings resulting from estimated growth rates at each station in the study area. Base year train loading data (counts of number of passengers on each train service arriving/departing each station) was provided by operators for autumn 2018 and /or spring 2019.

The methodology used captures demand arriving from within a 60km radius (ie excludes London) into Southampton and into Portsmouth city centre stations in the AM 3-hour peak and 1 hour high peak (0800-0859) and applies this to estimate growth rates for each individual train service in the current timetable for five future years.

Two scenarios have been prepared:

- A central DfT-compliant growth scenario:
 - Based around National Trip End Model (NTEM) forecasts of growth in all trips based on national projections of population, employment, housing, car ownership;
 - Housing & Employment growth is taken from published and adopted Local Plans;
 - EDGE model is utilised to estimate resultant growth in demand for rail travel.
- An “aspirational” stakeholder growth scenario with methodology as per scenario 1 but with additional development proposals in the planning system but not yet in published and adopted Local Plans applied on top of EDGE demand;
 - Solent Transport provided details of development proposals and phasing assumptions that are in draft Local Plans or at an advanced stage in the planning process (hence are viewed by local stakeholders as being likely to occur - but which do not appear in the DfT NTEM data due to not yet being committed);
 - This dataset and approach were also used by Solent Transport and its Member authorities in the modelling of Transforming Cities Fund proposals to account for expected but un-committed development, developed jointly with PfSH;
 - Demand from a total of 18,123 additional new dwellings above that in the NTEM forecasts was added.

Tables 6 and 7 show the forecast changes in rail passenger demand into each city, for each scenario. These growth forecasts indicate slightly stronger growth is forecast into Portsmouth than into Southampton prior to 2050, but growth levels by 2050 are equal. The aspirational growth scenario gives a 13% to 19% uplift in demand by 2036 versus the central forecast.

Growth from 2018 to:	Average forecast growth in passenger demand Central Scenario	Average forecast growth in passenger demand Aspirational Scenario
2026	12%	14%
2031	24%	27%
2036	29%	33%
2041	37%	41%
2050	52%	58%

Table 6: Forecast high peak demand changes into Portsmouth

Growth from 2018 to year	Average forecast growth in passenger demand Central Scenario	Average forecast growth in passenger demand Aspirational Scenario
2026	12%	13%
2031	18%	21%
2036	21%	25%
2041	29%	33%
2050	52%	57%

Table 7: Forecast high peak demand changes into Southampton

5.8.1 Comparison to TfSE Transport Strategy forecasts

These growth rates have been compared against rail growth forecasts in TfSE’s draft Transport Strategy. Our central and aspirational growth forecasts for 2050 are significantly higher than TfSE’s 2050 base “do nothing” forecasts (estimated 27% growth in overall rail journeys vs 2018, and 20% growth in rail journeys internal to the TfSE area).

However, our forecasts are much lower than those set out in TfSE’s preferred “Sustainable route to growth” scenario, which envisage growth by 2050 (versus a 2018 base) of:

- 165% growth in rail journeys across the TfSE area;
- 202% growth in rail journeys internal to the TfSE area (such as intra-Solent journeys).

In four of the five scenarios considered by TfSE a 50% or greater increase in rail demand on the Portsmouth-Southampton corridor was forecast, with over 150% increase in rail demand between the cities by 2050 in three out of five scenarios³³.

³³ See Figures 7.2 to 7.6 in TfSE Scenario forecasting technical report
<https://transportforthesoutheast.org.uk/wp-content/uploads/2019/10/Scenario-forecasting-technical-report.pdf>

The TfSE preferred scenario forecast the impact of a transformational range of policies securing large modal shift from driving to active modes and public transport, including:

- Concentration of new development in large urban areas;
- Introduction of road pricing;
- Rail and bus fare reduction of 50%;
- Doubling of (private) vehicle operating costs;
- Reduction in all rail (and bus/active travel) GJT by 30%- stated as being likely to require significant interventions on both radial and orbital rail routes.

The TfSE preferred scenario suggests that several times more growth in rail demand (than the primarily development-driven forecasts we have prepared) might occur should “stretching” policy levers be used to radically alter user behaviours and choices.

5.8.3 Impact of Growth forecasts on 2050 peak hour train loadings

The demand growth forecasts in Tables 6 and 7 have been applied to current peak hour train loading counts and capacities to provide the capacity/ crowding maps in Figures 31 and 32.

These maps assume that despite growth, capacity is unchanged from today (no improvements to train frequency or length). They are also an average of all train services between each adjacent station pair- masking variations in loads between individual services.

For peak hour travel into Portsmouth, standing passengers are forecast along much of the Netley line (Woolston to Fareham) as well as between Fareham and Cosham/Hilsea. Most Netley line stations are served by only one train in the high peak hour which is forecast as being overloaded as a result of the 52% increase in demand by 2050.

Figure 31 suggests average train loadings will be lower and crowding less of an issue from Hilsea inwards to Portsmouth although this is as a result of busier trains from Fareham direction being averaged out by quieter ones from Havant.

The largest crowding issues on journeys towards Portsmouth—which are forecast to be severe- are between Eastleigh and Fareham (which again at present is served by just one high peak hour train).

For peak hour travel towards Southampton (Figure 32), significant/ severe crowding is forecast between Fratton and Cosham and also on the mainline at stations between Eastleigh and Southampton and between Totton and Southampton. This reflects the limited capacity provided by the two-carriage DMUs used on many local services around Southampton (which already suffer from overcrowding in the high peaks).

Forecast loadings between Fareham and Southampton are high but not in excess of capacity. Because no services between Fareham and Eastleigh continue to Southampton, no loading forecasts are provided for the Botley line.

In all five of TfSE's 2050 scenarios, volume of rail passengers on the Portsmouth-Southampton corridor is forecast to exceed existing capacity, with over 150% more passengers than seats in the preferred "Sustainable route to growth" scenario³⁴.

In summary, the baseline and the aspirational (but potentially likely) growth forecasts both indicate that the current train service patterns/ capacity will be over capacity and suffering from crowding in the peak hours by 2050 with passengers subject to overcrowding in some cases over quite significant distances/ journey times. The forecasts indicate crowding issues start to become significant by the early 2030s. If rail is to provide an attractive alternative to driving, these outputs indicate that more capacity is likely to be required, particularly on high peak Southampton-Portsmouth, Eastleigh-Portsmouth and Southampton local services.

If significant policy changes triggering larger scale modal shift such as those being proposed in the TfSE transport strategy were to occur, the need to provide large increases to rail capacity to serve greater demand in Solent would become even more pressing.

These outputs demonstrate that growth in demand as a result of committed and likely development (and other factors) is likely to exceed current capacity on Solent rail services at peak times- providing a further driver for investigation of options to improve capacity and service levels in future.

³⁴ See Figures 7.13 to 7.18 in TfSE Scenario forecasting technical report
<https://transportforthesoutheast.org.uk/wp-content/uploads/2019/10/Scenario-forecasting-technical-report.pdf>

Crowding - Central growth – Portsmouth 2050

Page 86

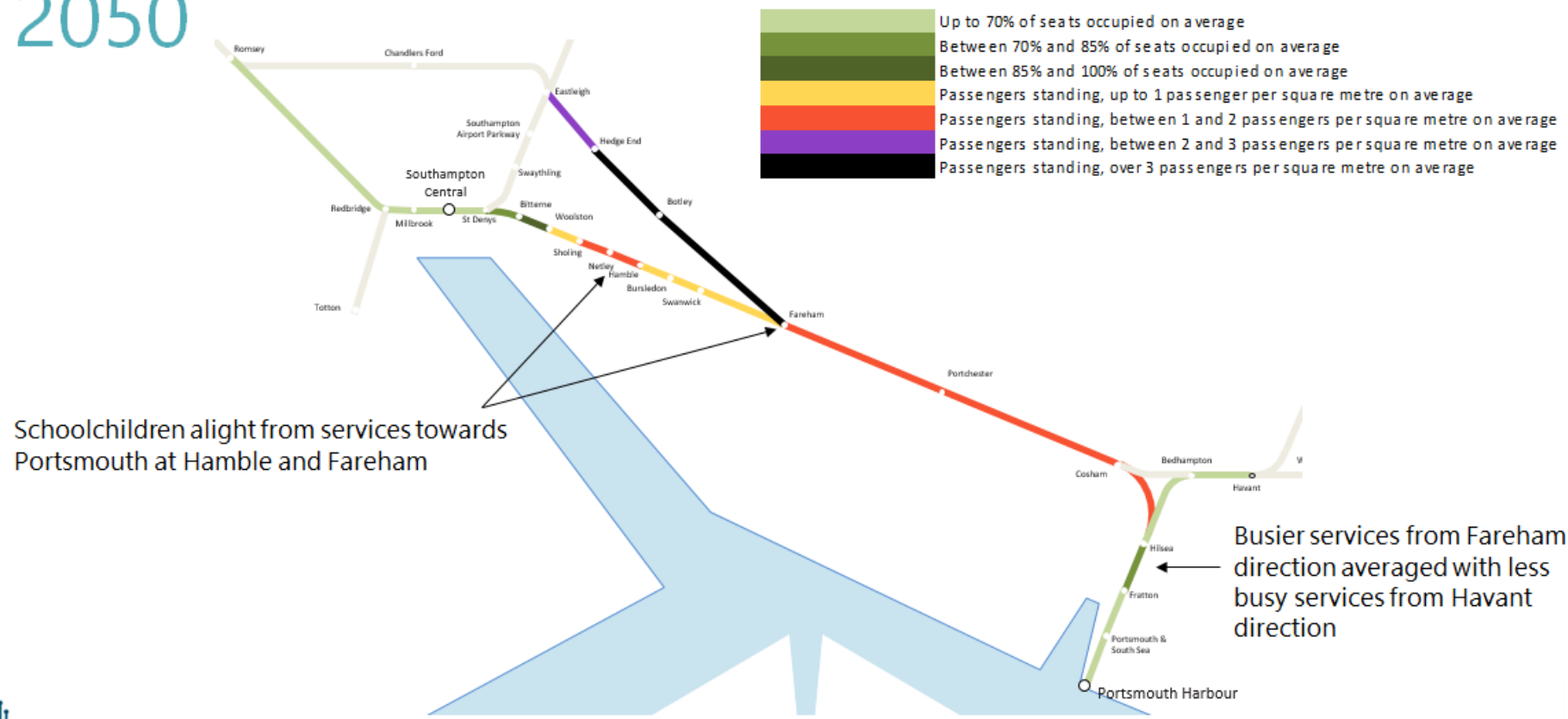


Figure 31: Commuting into Portsmouth-2050 central growth volume/capacity forecast

Crowding - Central growth – Southampton 2050

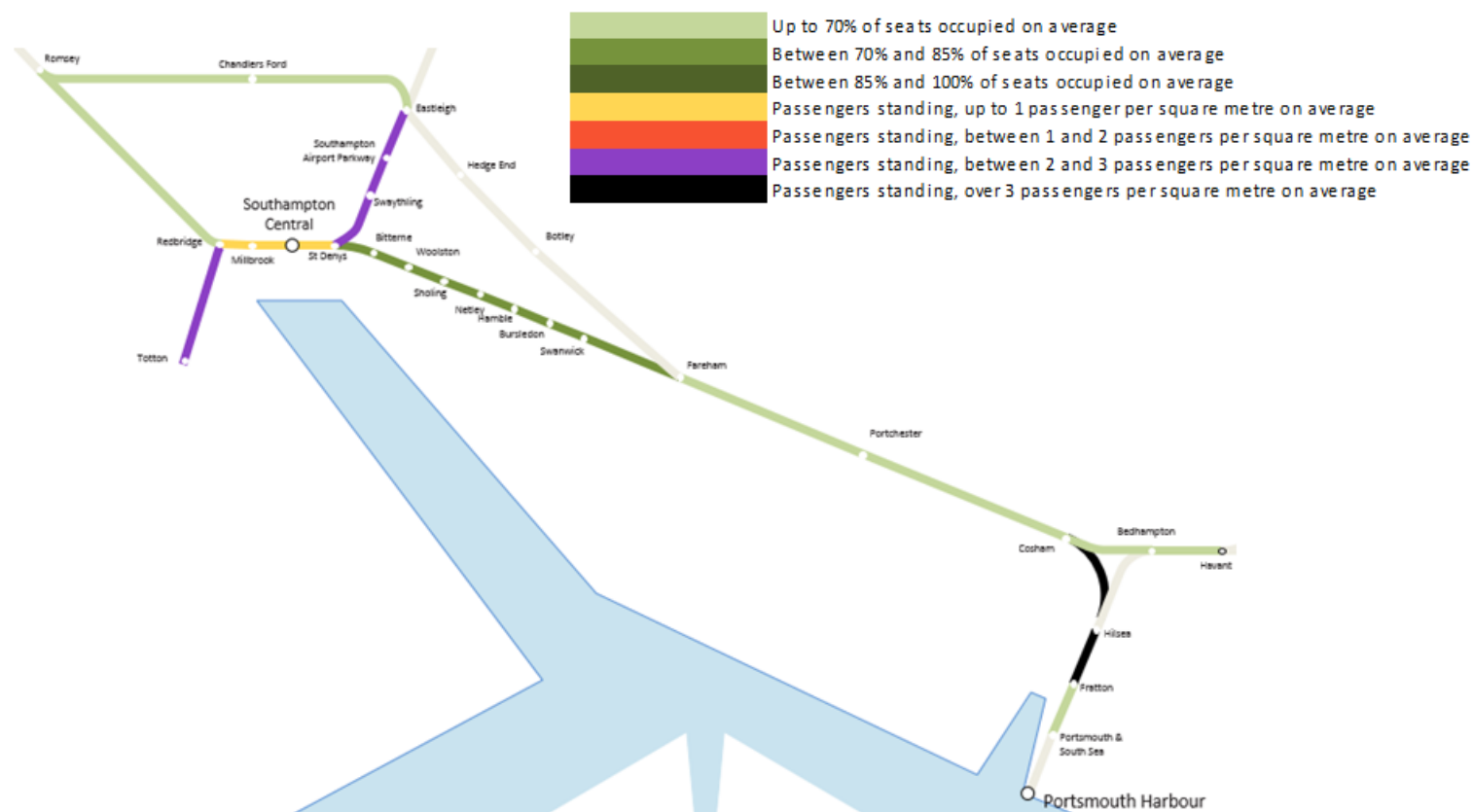


Figure 32: Commuting into Southampton-2050 central growth volume/capacity

6. Development and testing of train service options

This section summarises the process by which options for improved train services aimed at enhancing rail's "offer" for travel in Solent were devised and tested to inform. This process, and the options tested, sought to work in line with the conclusions set out on page 63 regarding rail's strengths, weaknesses and opportunities in the Solent market.

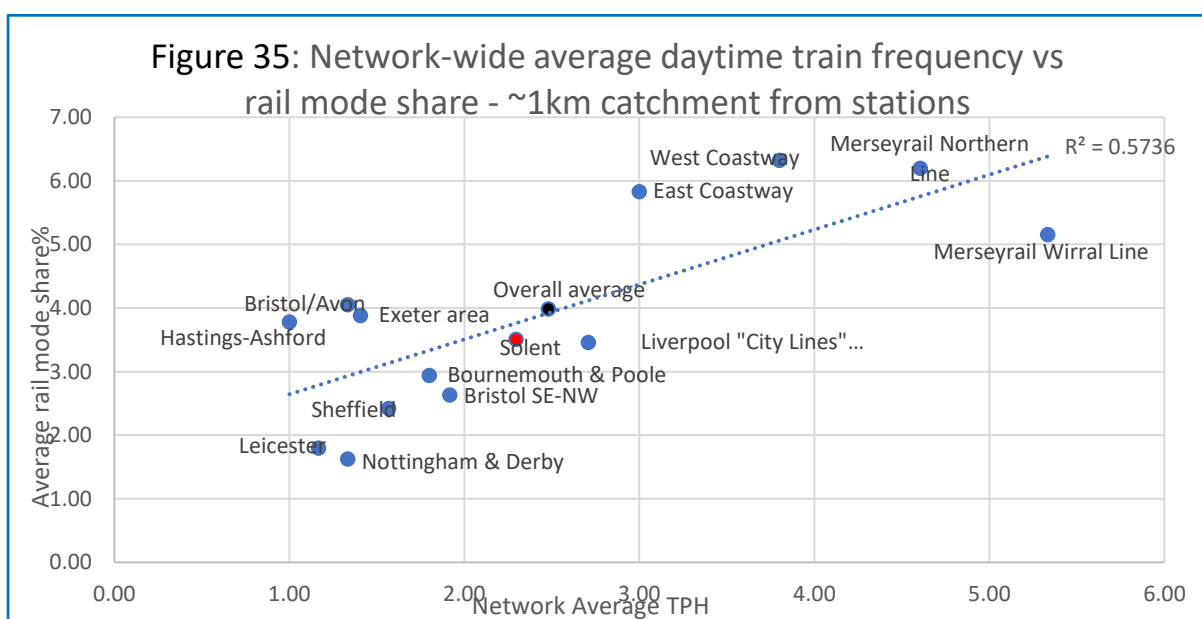
6.1 Research informing train frequency targets

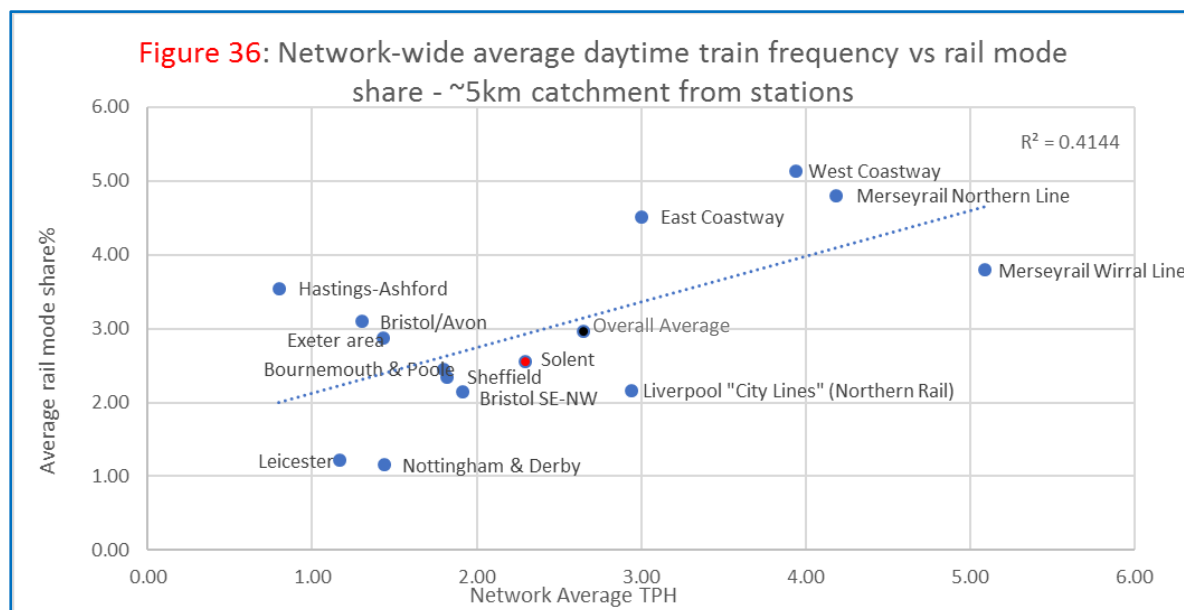
To help answer Strategic Question 5 (*"What level of rail service is required..."*), Solent Transport analysed Census 2011 data to establish the relationship between rail mode share and train frequency at a sample of 294 stations across 13 cities/ city regions.

A positive correlation between train frequency and rail's overall mode share for commuting was found within a "walking" catchment (c. 1km radius from station) and a wider catchment (average c. 5km radius from station).

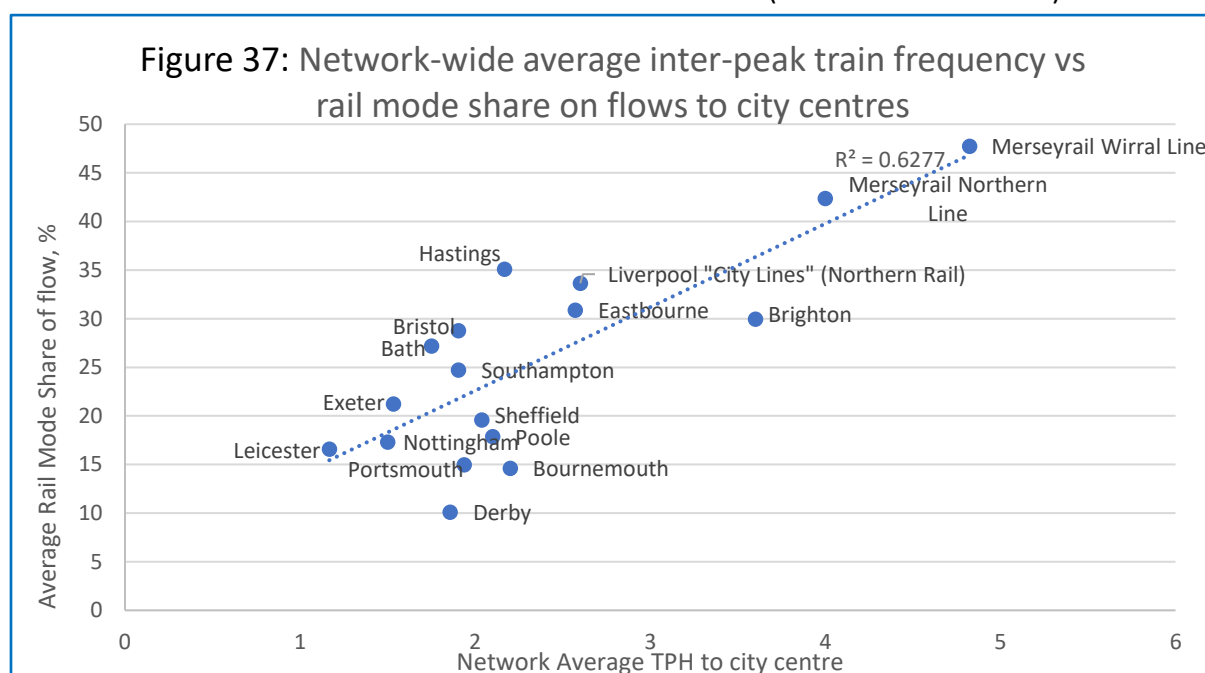
At an individual station level, the relationship between frequency and mode share is clear but variable, but at a "city region" network level, it appears that train frequency and rail mode share are strongly correlated. R-square values of 0.41 to 0.57 indicate train frequency may be the key determinant of rail mode share (the R-square value is a statistical measure that indicates the proportion of the variance for a dependent variable [in this case rail mode share] that is explained by an independent variable [in this case, train frequency]).

Figures 35 and 36 show the relationship between average train frequency across the network serving these urban areas in England, and rail's mode share of commuting trips, for the different sized catchments.





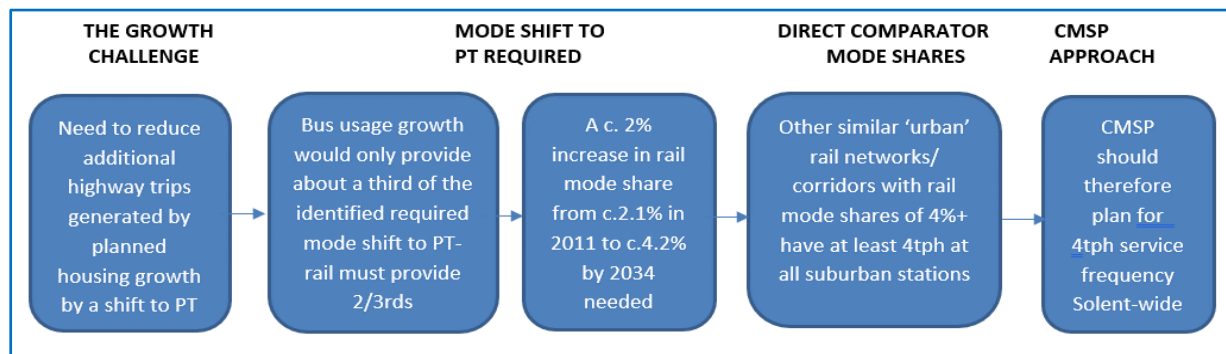
At a network-wide level, the rail network in Solent is currently an “average” performer in terms of mode share and train frequency. Some networks (e.g. East and West Coastway, Merseyrail) where the average station is served by typically 1 to 1.5 more trains per hour than Solent exhibit approximately double the rail mode share of Solent (around 5% mode share in a wide 5km catchment, versus 2.3% in Solent). This rises to over 6% mode share in the smaller ~1km “walkable” catchments around stations (versus 3.5% in Solent).



Additional analysis was undertaken into the relationship between train frequency and rail mode share on flows into city centres, Figure 37. Again, a clear positive relationship was found: a once-hourly service might typically secure 10% to 15% of a suburb to city centre flow, but a four train per hour frequency might typically gain a 40% to 45% share of such a flow. This evidence suggests that a key objective for development of the rail offer in Solent

should be to set a train frequency target for the network which will assist with securing mode shift.

It was agreed that a key objective would be to increase frequency levels to generate significant modal shift, and in turn to investigate how this could be achieved. The diagram below summarises the basic reasoning used to determine this target.



Consideration of planned growth in Solent, and previous modelling of its impacts, indicates that a two-percentage point increase in rail's overall mode share across Solent appears to be a reasonable target to help mitigate impacts of development more sustainably.

Achieving this will need to mostly be driven by growth in rail use amongst the circa 40% of Solent residents living within reasonable catchments of stations. The evidence presented here suggest that a four train per hour frequency at all stations in Solent is likely to be required to achieve this mode share target.

Therefore, the train service assessment process has worked on the basis of an aspirational target of 4tph across the network- although it was recognised from the outset that the many other demands on the rail network mean it will be very difficult to achieve such a frequency at some stations.

6.2 High level testing of train service options

A spreadsheet based tool was created to undertake high-level testing of a "long list" of potential train service options. The following pages provide a summary. The tool enabled analysis of rail's relative attractiveness and competitiveness with driving on a total of 363 travel flows within Solent, from the areas around 30 origin stations across the Solent area, to the areas around 12 stations in Solent which are located near to major employment areas. These "focus" stations/ areas were:

- Portsmouth city centre, Southampton city centre, Winchester, Havant, Fareham, Eastleigh, Hamble, Swanwick, Chandlers Ford, Southampton Airport Parkway, Hilsea, St Denys.

The tool gave the ability to quantify the effect of different rail service interventions, eg changes to train frequency, journey times etc- showing how these could alter the balance of competitiveness of rail compared to driving. It used census data on station catchment population and size of each travel flows to estimate the potential scale of the benefit/ disbenefit of different changes to the rail offer.

6.2.1 Assessment of “long list” of service interventions

A long list of 27 potential train service changes (all overlaid on top of the current service pattern) was developed and tested via the spreadsheet tool. These are summarised in the table below.

Option	Brief description	Tested calling points
1a	1tph extra hourly Portsmouth-Southampton-Totton stopping service	All stations Portsmouth-Southampton-Totton
1b	2tph extra Hourly Portsmouth-Southampton-Totton stopping service	All stations Portsmouth-Southampton-Totton
1c	3tph extra Hourly Portsmouth-Southampton-Totton stopping service	All stations Portsmouth-Southampton-Totton
1d	2 tph extra Ports -Soton-Totton, but semi-fast skip stop arrangement	3tph at Totton, Southampton Central, Swanwick, Fareham, Cosham, Fratton, Portsmouth stations 2tph all other stations
1e	3 tph extra Ports -Southampton-Totton, but semi-fast skip stop arrangement	2tph at Totton, Southampton Central, Swanwick, Fareham, Cosham, Fratton, Portsmouth stations 1tph all other stations
1f	1tph Portsmouth-Southampton super express	Portsmouth stations, Fratton, Fareham, Southampton Central only- super fast service
1g	2tph Portsmouth-Southampton super express	Portsmouth stations, Fratton, Fareham, Southampton Central only- super fast service
1h	2tph Portsmouth-Southampton in 30 mins	Portsmouth stns/Fratton non-stop to Southampton Ctl in 30 mins
2a	1tph Portsmouth-Southampton - Totton via Eastleigh (fast)	Portsmouth stns, Fratton, Cosham, Fareham, Hedge End, Eastleigh, Airport Parkway, Southampton Central, Totton
2b	1tph Portsmouth-Southampton – Totton via Eastleigh (stopping)	All stations
3a	1tph extra Romsey to Totton via Eastleigh	All stations
3b	2tph extra Romsey to Totton via Eastleigh	All stations
4a	Solent Loop concept (1tph)	1tph Clockwise- all stations Totton- Southampton- Eastleigh-Fareham-Southampton 1tph Anticlockwise – all stations Totton-Southampton-Fareham-Eastleigh-Southampton
4b	Solent Loop concept (full 2tph)	2tph Clockwise- all stations Totton- Southampton- Eastleigh-Fareham-Southampton

Option	Brief description	Tested calling points
		2tph Anticlockwise – all stations Totton-Southampton-Fareham-Eastleigh-Southampton
5	Assumption of time savings achieved on the existing service pattern	No change to calling patterns; journey time reductions at: <ul style="list-style-type: none"> - 1-minute time saving for all services Fratton/Hilsea-Cosham - 1-Minute time saving for all services Swanwick-Fareham - 2-Minute time saving on fast services only, Swanwick/Fareham- Southampton Central - 1-minute time saving Eastleigh-Winchester
6a	Extra 1tph Waterloo-Portsmouth via Eastleigh (fast)	Calling Winchester, Eastleigh, Hedge End, Fareham, Cosham, Fratton, Portsmouth
6b	Extra 1tph Waterloo-Portsmouth via Eastleigh (stopping)	Calling all stations except Shawford
6c	Extra 2 tph Waterloo-Portsmouth via Eastleigh (1 fast, 1 stopping)	Patterns as above, 1tph 6a + 1tph 6b
6d	Extra 2 tph Waterloo-Portsmouth via Eastleigh (both stopping)	Calling all stations except Shawford
7a	Extra 2tph Winchester-Totton (fast)	Winchester, Airport Parkway, Southampton Central, Totton
7b	Extra 2tph Winchester-Totton (semi-fast)	Winchester, Eastleigh, Airport Parkway, Southampton Central, Totton
7c	Extra 2tph Winchester-Totton (stopping)	All stations Winchester-Totton except Shawford
8a	Extra 1tph Havant-Southampton – Totton (stopping)	All stations Havant-Southampton-Totton
8b	Extra 2tph Havant-Southampton-Totton (stopping)	All stations Havant-Southampton-Totton
8c	Extra 1tph Havant-Southampton-Totton (fast)	Havant, Cosham, Fareham, Swanwick, Southampton Ctl, Totton
8d	Extra 2tph Havant-Southampton-Totton (fast)	Havant, Cosham, Fareham, Swanwick, Southampton Ctl, Totton
9	Extra 1tph Havant-Eastleigh-Southampton-Totton	Havant, Cosham, Fareham, Hedge End, Eastleigh, Airport Parkway, Southampton Ctl, Totton

Table 8: 27 potential train service changes

Results from the spreadsheet tool were extracted for both the full range of 363 origin destination pairs, and for a sub-set of 74 “priority” flows (flows with large current and/or forecast future volumes of commuters, and where rail generalised journey times are currently substantially slower than driving- ie flows with the greatest opportunity or need to improve the rail offer). Each train service option described in Table 8 was ranked from “greatest benefit” to “least benefit” against the following outputs from the tool:

- Rail vs drive time: percentage of flows where rail GJT is no more than 10 minutes slower than driving (assessed for all flows and for “priority” flows);

- “Commutability” (percentage of flows where rail GJT is 30 minutes or less) (assessed for all flows and for priority flows);
- Potential total time saving per day in person-hours (assessed for all flows and for priority flows);
- Percentage reduction in network-wide GJT (assessed for all-flows and for priority flows).

The charts overleaf show some of these outputs:

- potential net time savings per day for each option for all 363 flows (Figure 38);
- potential net time savings per day for the 74 priority flows, with a breakdown of benefits by destination (Figure 39).

Table 8 shows the overall ranking of the 27 options that was output from the process.

Intervention		Rank
1c	PMS-SOU-TTN 3tph stopping	1
4b	Solent Loop 2tph	2
1e	PMS-SOU-TTN 3tph skip stop	3
8b	HAV-SOU-TTN 2tph stopping	4
1b	PMS-SOU-TTN 2tph stopping	5
4a	Solent Loop 1tph	6
1d	PMS-SOU-TTN 2tph skip stop	7
2b	PMS-ESL-SOU-TTN 1tph stopping	8
8a	HAV-SOU-TTN 1tph stopping	9
3b	ROM-ESL-TTN 2tph stopping	10
1a	PMS-SOU-TTN 1tph stopping	11
6d	WIN-ESL-PMS 2tph stopping	12
7c	WIN-SOU-TTN 2tph stopping	13
9	HAV-ESL-SOU-TTN 1tph fast	14
6c	WIN-ESL-PMS 1tph stopping + 1tph fast	15
3a	ROM-ESL-TTN 1tph stopping	16
2a	PMS-ESL-SOU-TTN 1tph fast	17
6b	WIN-ESL-PMS 1tph stopping	18
8d	HAV-SOU-TTN 2tph fast	19
6a	WIN-ESL-PMS 1tph fast	20
7b	WIN-SOU-TTN 2tph semi fast	21
8c	HAV-SOU-TTN 1tph fast	22
7a	WIN-SOU-TTN 2tph fast	23
5	JT savings on existing service patterns	24
1f	PMS-SOU 2tph super express	25
1g	PMS-SOU 1tph super express	26
1h	PMS-SOU 2tph m+ 30 mins JT	27

Table 8: ranking of the “longlist” of service options

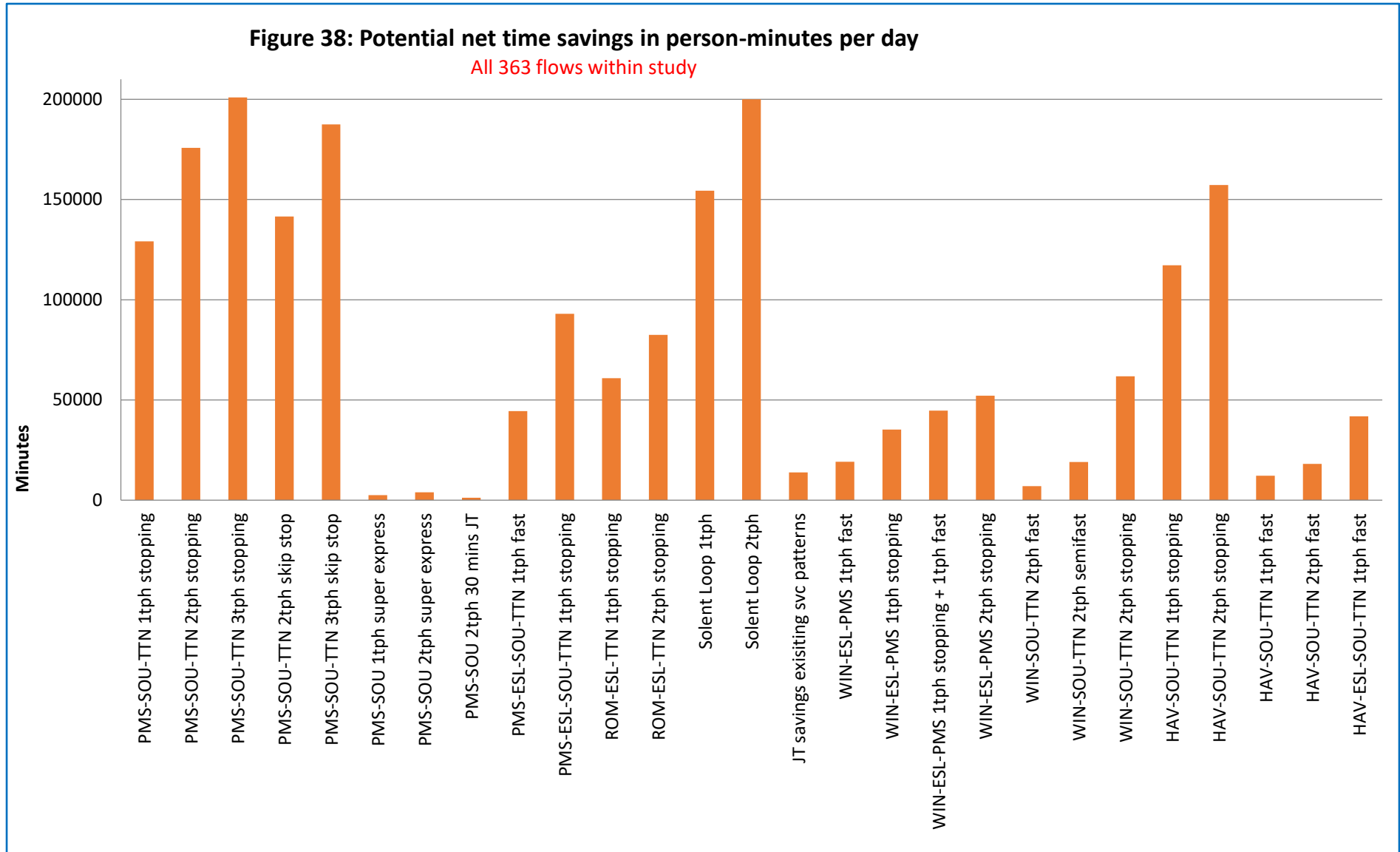
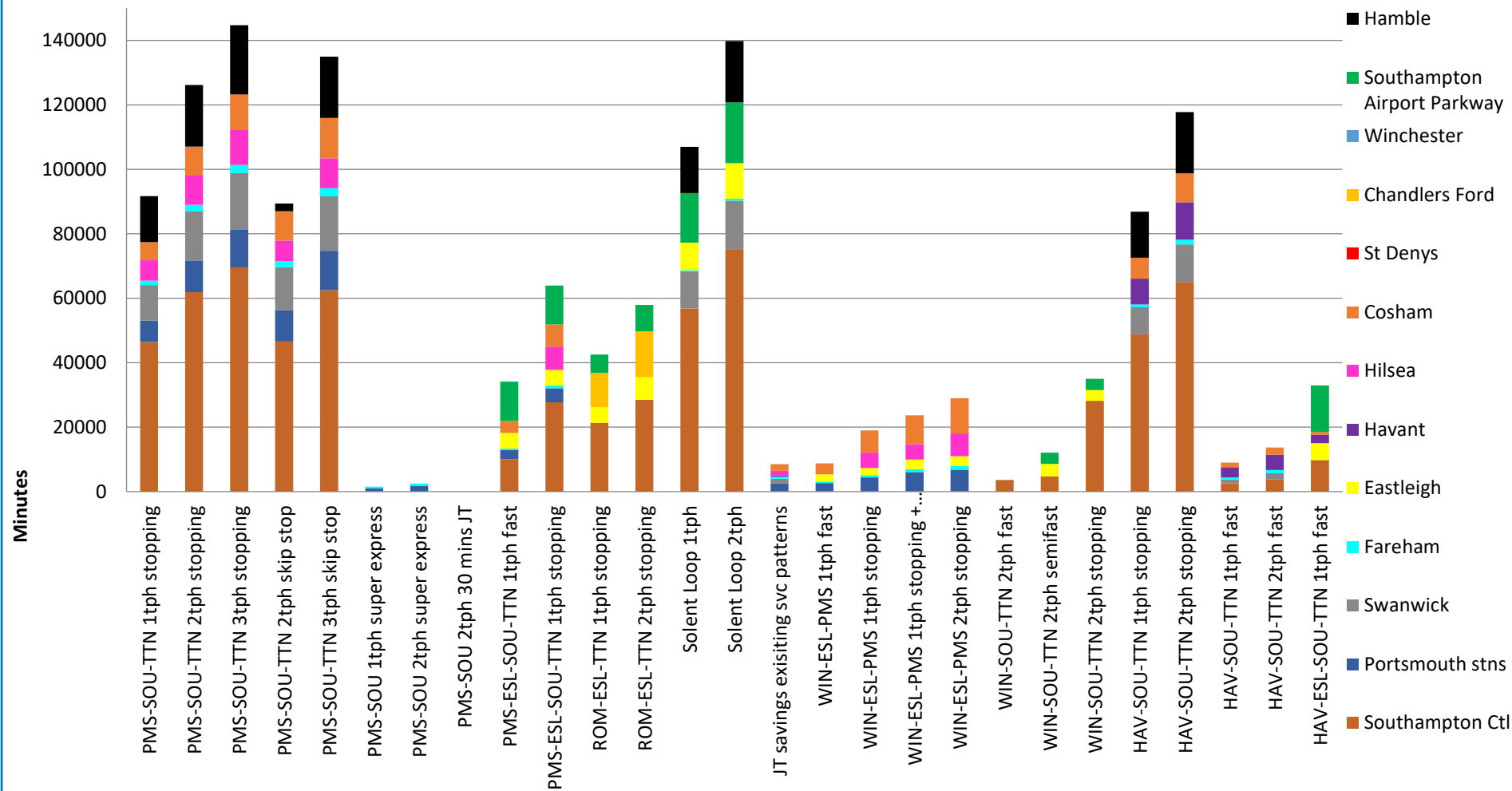


Figure 39: Priority flows only- potential net time savings in person-minutes per day: by destination station



6.3 Shortlisting of train service options

The next stage of the process was to create a shortlist of train service options to take forwards to the next stages of the assessment process. The long-list of options was prioritised by sifting across four categories by the working group:

- the broad scale of infrastructure intervention likely to be required to enable the service change
- the strength of strategic narrative for making the service change
- the results of the data analysis described on pages 72 to 77; and
- the strength of stakeholder aspirations for the service change.

Red/amber/green ratings were given for each category, then the options were sorted by overall score. A shortlist of 5 options emerged from this sifting process and subsequent discussion, to be taken forward for timetable analysis.

The following options (all additional to the current timetable) were shortlisted by the working group:

- Option 1: 2tph 'Solent Loop' services
- Option 2: 2tph skip-stop between Portsmouth, Southampton, Totton and beyond (could be Bournemouth, New Forest or Waterside)
- Option 3: 2tph all-stations between Portsmouth, Southampton, Totton and beyond (could be Bournemouth, New Forest or Waterside)
- Option 4: 1tph all-stations between Havant, Eastleigh, Southampton & Totton
- Option 5: 2tph (1tph all-stations and 1tph skip-stop) between Winchester, Eastleigh, and Portsmouth & Southsea

Outline timetable modelling was undertaken for each option (described in Section 6.4). This has enabled identification of infrastructure measures required to make each option deliverable. "Order of magnitude" economic appraisal has also been undertaken for each of the five options shortlisted (outputs presented in Section 6.5).

Table 9 (overleaf) shows the effect of each option on train frequency at stations in the study area when combined with emerging recommendations from the Coastway CMSP study.

Table 9: Changes to train service frequency resulting from Options 1 to 5

Station	TPH- Baseline	TPH- Baseline+ Coastway CMSP Option 1	Typical TPH per direction with option + Coastway CMSP recommendations (<i>italic text indicates additional tph</i>)				
			Option 1	Option 2	Option 3	Option 4	Option 5
Portsmouth H.	6	6 <i>c</i>	6	8 (+2)	8 (+2)		8 (+2)
Portsmouth & S.	8	8 <i>c</i>	8	10 (+2)	10 (+2)		10 (+2)
Fratton	8	8 <i>c</i>	8	10 (+2)	10 (+2)		10 (+2)
Hilsea	3	3 <i>c</i>	3	4 (+1)	5 (+2)		4 (+1)
Cosham	5	5 <i>b,d</i>	5	7 (+2)	7 (+2)	6 (+1)	7 (+2)
Portchester	3	3	3	4 (+1)	5 (+2)	4 (+1)	4 (+1)
Fareham	5	5 <i>b,d</i>	7 (+2)	7 (+2)	7 (+2)	6 (+1)	7 (+2)
Swanwick	3	3 <i>b</i>	5 (+2)	5 (+2)	5 (+2)		3
Bursledon	1	1	3 (+2)	2 (+1)	3 (+2)		1
Hamble	1	1	3 (+2)	2 (+1)	3 (+2)		1
Netley	1	1	3 (+2)	2 (+1)	3 (+2)		1
Sholing	1	1	3 (+2)	2 (+1)	3 (+2)		1
Woolston	1	3 <i>a (+2 v baseline)</i>	5 (+2)	4 (+1)	5 (+2)		1
Bitterne	1	1	3 (+2)	2 (+1)	3 (+2)		1
St Denys	2	2	4 (+2)	2 (+1)	4 (+2)	3 (+1)	2
Southampton C.	9	9 <i>b,d</i>	11 (+2)	11 (+2)	11 (+2)	10 (+1)	9
Millbrook	1	1	3 (+2)	2 (+1)	3 (+2)	2 (+1)	1
Redbridge	1	1	3 (+2)	2 (+1)	3 (+2)	2 (+1)	1
Totton	1	1	3 (+2)	2 (+1)	3 (+2)	2 (+1)	1
Swaythling	1	1	3 (+2)	1	1	2 (+1)	1
Soton Airport Pk.	5	5	5 (+2)	5	5	6 (+1)	5
Eastleigh	3	3	3	3	3	4 (+1)	5 (+2)
Chandlers Ford	1	1	1	1	1	1	1
Romsey	3	3 <i>d</i>	3	3	3	3	3
Hedge End	1	1	3 (+2)	1	2	2 (+1)	3 (+2)
Botley	1	1	3 (+2)	1	2	2 (+1)	3 (+2)
Bedhampton	2	2 <i>c</i>	2	2	2	3 (+1)	2
Havant	8	8 <i>b,c,d</i>	8	8	8	9 (+1)	8
Warblington	2	2 <i>c</i>	2	2	2	3 (+1)	2
Emsworth	4	4 <i>c</i>	4	4	4	5 (+1)	4
Network avg TPH	2.5	2.6 <i>+3% vs baseline</i>	3.9 <i>+52%</i>	3.4 <i>+32%</i>	3.8 <i>+49%</i>	3.2 <i>+26%</i>	3.1 <i>+22%</i>
Ports-Soton direct TPH	2	2	2	4 (+2)	4 (+2)	2	2
Portsmouth- Southampton approx. GJT ³⁵	80 mins	80 mins	80 mins	65 mins <i>-19%</i>	70 mins <i>-12%</i>	80 mins	80 mins
Direct connectivity improvements			High (i)	Moderate (ii)	Moderate (ii)	High (iv)	Low

³⁵ No adjustment based on MOIRA data to account for uneven frequency applied to these GJT estimates. At present the MOIRA adjusted city to city GJT is 69 minutes

Key to annotations in Table 9:

- a) Emerging Coastway CMSP recommendations include option to call two Southern services per hour at Woolston. This is reflected in these TPH estimates.
 - b) Emerging Coastway CMSP recommendations include proposals for retiming of 2x Southern Coastway services (and linked retiming of SWR Portsmouth-Southampton stopping train) to provide more even spacing in timetable of some existing east-west services at Southampton Ctl, Swanwick, Fareham, Cosham, Havant
 - c) Emerging Coastway CMSP timetabling study identified potential for proposed Brighton to Chichester stopping service to be extended via all stations to Portsmouth to serve future demand growth but not recommended for immediate implementation. If implemented, this would deliver an extra 1TPH at all stations within study area between Emsworth and Portsmouth
 - d) Emerging Coastway CMSP timetabling study identified a possible path for an additional Brighton to Cardiff service, however it has not been established if this service could be provided west of Southampton. If it was implemented, it would provide an additional 1tph at Havant, Cosham, Fareham & Southampton Ctl.
-
- i) Many new direct connections created by option 1, eg Hedge End-Southampton; Southampton Airport-Swanwick etc
 - ii) New direct connections from Totton to east of Southampton created by option 2
 - iii) New direct connections from Totton to east of Southampton created by option 3
 - iv) Many new direct connections created by option 1, eg Hedge End-Southampton; Southampton Airport- Cosham & Havant; Totton-Hedge End & Fareham etc

Table 9 shows that all the shortlisted options would provide improvements compared to the baseline, but that there are various trade-offs between the options:

- Options 1 and 3 come close to achieving the aspirational 4tph network wide average frequency
- Option 2 provides the greatest enhancement in city to city connectivity but with less uplift in average train frequency
- Options 1 and 4 provide the largest improvements in direct links between stations, but neither improve city to city connectivity

It is noted that none of the tested options would provide direct improvements for Chandler's Ford and Romsey.

6.4 Timetable modelling of shortlisted options

Initial timetable analysis has been undertaken to identify at a high level the feasibility of each of the five recommended timetable options.

The work has looked at a 'standard hour' train plan and work has not been undertaken on an all-day timetable. If the decision to initiate is taken, then further work should look at an all-day plan.

The following key assumptions have been adopted for the analysis:

- 2019 Timetable Planning Rules including minimum dwells, margins, turnaround, engineering and pathing allowances utilised
- Class 450 sectional running times for the additional services
- Base infrastructure as per the 2019 Sectional Appendix

The below is a review of the 5 shortlisted options and identification of the current infrastructure gaps. Table 10 shows the infrastructure likely to be required to support each of the timetable options.

Option 1: 2tph 'Solent Loop' services:

Initial timetable work suggests it is not possible to operate this service pattern without significant investment in the infrastructure (over and above that identified in this study). This will require an additional 4 paths per hour into Southampton Central which is not possible on either the 2 track Southampton tunnel or the flat junction at St Denys. The infrastructure alterations at Eastleigh, and on the Netley corridor will help, but do not address the issue of access to Southampton Central.

Option 2: 2tph skip-stop between Portsmouth, Southampton, Totton and beyond (could be Bournemouth, New Forest or Fawley):

Initial timetable work demonstrates it is possible to operate an additional 2 trains per hour along the Netley line with a skip-stopping calling pattern provided investment is made in the infrastructure as outlined in Table 10. Owing to the current distribution of services the interval between services is not an even twenty minutes. To provide a better service interval it is recommended the current all stations service also become a skip-stop service so there are 3 skip-stop services per hour operating along the route (in addition to the fast services) with calls distributed to ensure at least 2tph service at all stations.

Option 3: 2tph all-stations between Portsmouth, Southampton, Totton and beyond (could be Bournemouth, New Forest or Fawley) :

Initial timetable work suggests it is not possible to operate this as an even-interval service pattern within the current timetable structure and/or without significant investment in the

infrastructure. The stopping services are much slower than the fast services so would need to be overtaken between Fareham and Southampton Central, which is not possible even with a Fareham passing loop. Infrastructure improvements plus a full timetable recast with a revised distribution of fast services may allow the operation of 2 additional stopping trains per hour, however, that has not been examined by this study.

However, it may be possible to operate 2 additional stopping services per hour along the route but not even intervals.

Option 4: 1tph all-stations between Havant, Eastleigh, Southampton and Totton:

Initial timetable work suggests it is possible to operate this service provided investment is made in the infrastructure. At Havant the service will need to continue beyond the Solent are to either the West Coastway or the Portsmouth Direct routes. Neither timetable work nor an understanding of infrastructure constraints has been undertaken on these routes as part of this study but the emerging Coastway CMSP study sets out options for enhancements east of Havant.

Option 5: 2tph (1tph all-stations and 1tph skip-stop) between Winchester, Eastleigh, and Portsmouth & Southsea:

Initial timetable work suggests it is possible to operate these services provided investment is made in the infrastructure. Winchester itself remains a constraint and it may be beneficial to extend these services beyond Winchester to terminate, although no timetable work has been conducted on this.

Table 10 overleaf sets out the infrastructure interventions required to support each scheme

Table 10: Infrastructure changes required to enable the 5 shortlisted train service options

Infrastructure measure	Required by this timetable option?				
	Option 1: Solent Loop	Option 2: Portsmouth – Southampton - Totton 2tph skip stop	Option 3: Portsmouth – Southampton - Totton 2tph all stops	Option 4: Havant - Eastleigh – Southampton - Totton 1tph all stops	Option 5: Portsmouth - Eastleigh - Winchester 2tph extra
Portsmouth additional terminating platform		Y	Y		Y
Fareham passing loop		Y	Y	Y	Y
Botley Line redoubling	Y			Y	Y
Eastleigh P1 bi-di	Y			Y	Y
Totton reversing siding	Y	Y	Y	Y	
Netley line signalling	Y	Y	Y		
St Denys Junction	Y	Y	Y	Y	
Eastleigh-St Denys corridor interventions	Y			Y	
Portsmouth-Portcreek signalling		Y	Y		Y
Eastleigh reversing platform 4	Y			Y	Y

6.5 Order of magnitude economic appraisal of shortlisted options

An “order of magnitude” economic evaluation of each of the 5 shortlisted options has been conducted by Network Rail’s economic analysis team. This evaluation represents the value of the additional services on top of the existing timetable as at December 2019, over a 60 year appraisal period.

Values are rounded, in £million, and are 2010 present values. The appraisal is high-level and does not include any capital or operational costs, which would be needed to operate these services

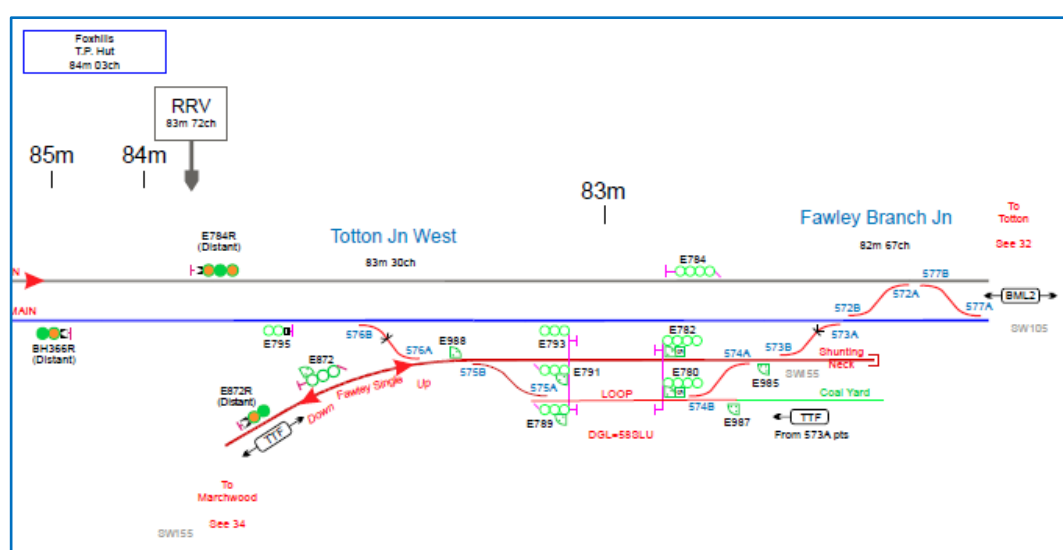
	Option 1	Option 2	Option 3	Option 4	Option 5
	2tph Solent Loop	2tph skip stop PMH-SOU-TTN	2tph stopping PMH-SOU- TTN	1tph stopping HAV-ESL- SOU-TTN	2tph mixed PMH-WIN
60 year journey time savings (£m PV)	£90m	£80m	£100m	£30m	£80m
60 year revenue (£m PV)	£40m	£10m	£20m	£10m	£40m
60 year reduction in non user benefits (£m PV)	£10m	£10m	£10m	£0m	£10m
Net change in passenger journeys (2019 equivalent)	1,300,000	500,000	600,000	600,000	1,300,000
Net change in passenger miles (2019 equivalent)	4,100,000	4,800,000	5,400,000	1,900,000	5,000,000
Average journey distance, miles	3.1	9.6	9	3.1	3.8
Car diversion factor (proportion of these journeys estimated to have been abstracted from private road modes)	34%	34%	34%	34%	34%
Estimated road mileage saved (miles)	1,400,000	1,600,000	1,800,000	200,000	1,700,000

Table 11: Order of magnitude appraisal of the 5 shortlisted options

- Options 2 and 3 seem to encourage longer distance journeys than the other options (average additional journey length of 9 miles vs. 3 miles for others)
- Options 1 and 5 encourage more additional journeys than the other options

This chapter sets out high level work undertaken to examine the feasibility and design options for six of the infrastructure interventions identified in the timetable analysis (Section 6.4) as being required for many of the shortlisted train service options.

Totton station is located approximately 3m 24ch west of Southampton Central station on the Bournemouth Main Line (ELR: BML2). Immediately west of Totton station, the Fawley Branch Line (ELR: TTF) branches from the Bournemouth Main Line to the south (Down) side at Totton Junction East. The two lines run parallel for approximately half a mile before diverging at Totton Junction West. The Bournemouth Main Line has two tracks – the Up Main and the Down Main – in this area; the Fawley Branch Line has a single reversible line with a loop – the Goods Loop – situated between Totton Junction East and Totton Junction West. A set of engineering sidings – the Down Sidings – branch off the Goods Loop line.



The Up Main and Down Main lines are currently electrified at Totton with 750V DC third rail equipment, as are the two cross-overs (572A/B and 577A/B points) between Totton station and Totton Junction East. All the equipment is ordinarily fed from Redbridge Substation (located approximately half a mile east of Totton) and paralleled at Foxhills Track Paralleling Hut (TPH) (approximately one and a half miles west of Totton). The Up Main line forms electrical section E079; the Down Main line and 'floaters' feeding the two cross-overs form electrical section E080. The adjacent substations are Redbridge to the east and Ashurst to the west.

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traction current to a section of the Goods Loop line of Totton Sidings. This conductor rail will be approximately 285m in length, commencing no closer than 760mm to the points machine of 574B point and terminating 265m beyond E780 signal (comprising of 20m signal standback and the 245m maximum train length), and located in the 'six-foot' between the Goods Loop and Up/Down Fawley lines. All five conductor rails will be electrically connected in a 'daisy-chain' formation and fed from the adjacent Down Main conductor rail (electrical section E080) via a Track Isolation Switch (TIS).

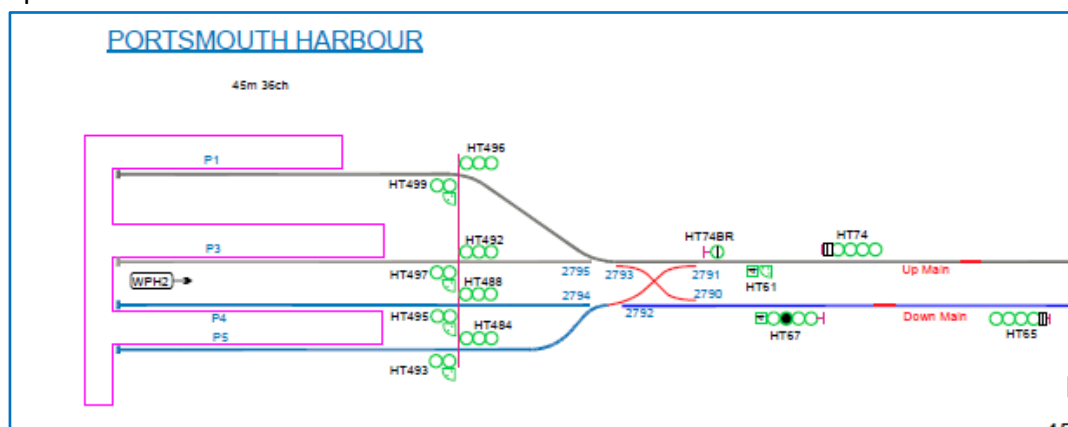
This would enable EMUs to set back behind E780 signal and reverse direction. A similar movement is believed to already be undertaken by non-electric stock operated by the SWR franchise. This would mean that South Western Railway or Southern EMUs can clear the platforms at Southampton Central when changing directions rather than blocking a platform. The proposed option can be accommodated within the existing NR land boundary. It should be noted that Totton Sidings are believed to currently be used for the shunting of engineering trains and freight traffic to Marchwood Military Port. The introduction of the new third rail would increase the risk of electrocution to staff undertaking any ground-based activities and access/egress from trains in the sidings.

7.2 Portsmouth Stations

It is anticipated that additional platform capacity at Portsmouth will unlock capacity for additional trains to terminate in the area as well as provide additional operational flexibility. Additional platforms at both Portsmouth Harbour and Portsmouth and Southsea were assessed for feasibility.

7.2.1 Portsmouth Harbour

Portsmouth Harbour station is the terminal station of the WPH2 line (Woking Junction to Portsmouth Harbour) with the rail termination noted at 45miles 36 chain with four operational platforms numbered 1, 3, 4 and 5; Platform 2 is not operational. The low mileage end of Platform 1 is set approximately 80m further into the station area than the other platforms.



Track is noted to be primarily jointed throughout the areas noted during a site visit though more details will be required at later design stages. A brick viaduct with normal ballasted formation is used on the station approach but the main station is built on a steel structure over the sea (refer to civils section for details) with concrete slab track.

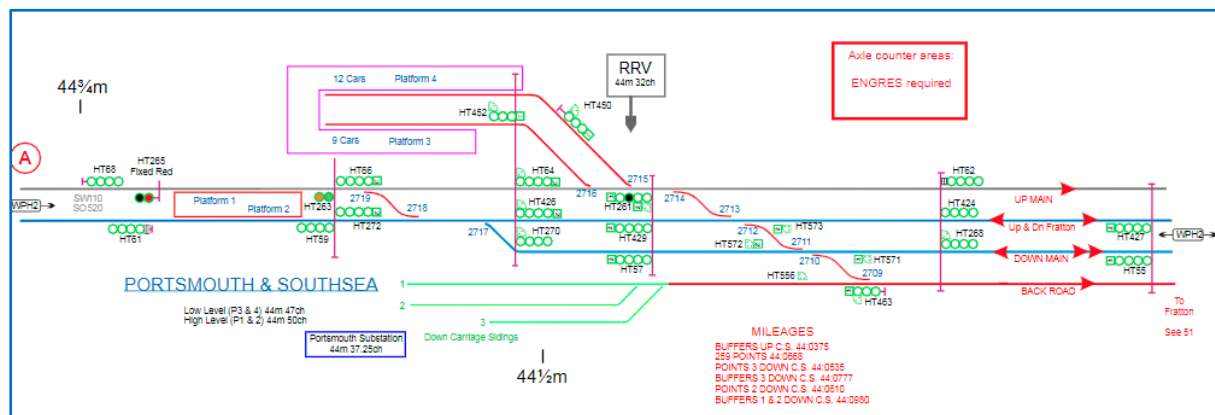
The main station was built and operated with five platforms but Platform 2 was taken out of use in the early 1990's, the slab track replaced by metal grating and other ancillary equipment. A new signal gantry was installed in the vicinity of the original Platform 2 track bed near the ramps of platforms 2 to 5. Three options were developed in order to bring Platform 2 back into use, varying in complexity. They are summarised in Table 12 overleaf.

Option	Operational Impact	Engineering Considerations	Land Take	Platform Length	Structural Modifications
1	<ul style="list-style-type: none"> Scissors crossover relocation will result in significant additional time travelling in wrong direction decreasing number of trains per hour capacity. Parallel moves not possible between Platforms 4 and 5. 	<ul style="list-style-type: none"> Signalling gantry would have to be modified. Down line turnout radius reduces to 164m. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Reduction of approximately 15m on Platforms 2/3. In order to achieve a compliant track layout going into Platform 2. 	<ul style="list-style-type: none"> Minor alterations to Platform 2/3 and 4/5. Local strengthening and refurbishment of pier superstructure likely to be required underneath Platform 2/3 as a minimum. Pier substructure may also require strengthening if not already carried out.
2	<ul style="list-style-type: none"> Scissors crossover position is retained so no change to existing situation. 	<ul style="list-style-type: none"> Signalling gantry would have to be modified. Down line turnout radius reduces to 164m. 	<ul style="list-style-type: none"> None 		
3	<ul style="list-style-type: none"> Scissors crossover relocation will result in significant additional time travelling in wrong direction decreasing number of trains per hour capacity. The additional 3rd line would mitigate scissors crossover relocation by enabling parallel moves between Platforms 4 and 5. 	<ul style="list-style-type: none"> Signalling gantry would have to be modified. Down line turnout radius reduces to 164m. Significant alteration to viaduct. 	<ul style="list-style-type: none"> Approx. 530m2 		

Table 12: Summary of Portsmouth Harbour options

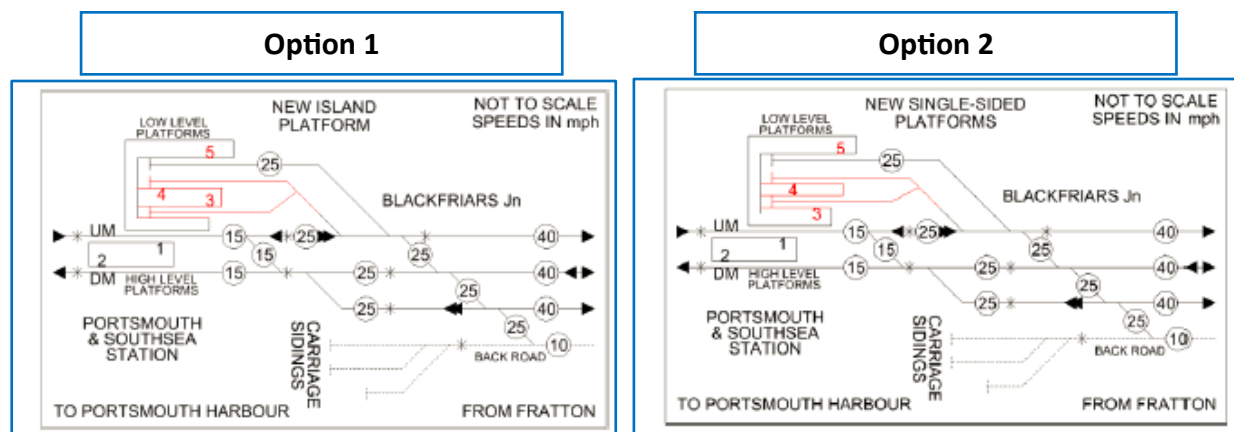
7.2.2 Portsmouth and Southsea

As all options at Portsmouth Harbour involve shortening current platforms, an alternative location for an additional platform capacity was investigated at Portsmouth and Southsea station. Portsmouth and Southsea currently has 4 platforms, two terminating platforms (the low level) and two through platforms (the high level). The high level platforms are built on a viaduct which continues over Commercial Road. Due to the complexities associated with this location, no additional platforms were considered on the high level.



The low level used to have additional platforms, but these have slowly been reduced over the years. Now only two platforms remain. The layout is complex due to the layout of the platforms and the access requirements from the sidings; the ladder arrangement is known as Blackfriars Junction which provides access to from the stabling sidings to all platforms off the Back Road.

Two options were considered to improve capacity at the low level. The two options are similar in nature and make use of the existing available width between the existing Platform 3 structure and land boundary. There is sufficient width for the addition of a new island platform between the current platforms (Option 1) or a new single face platform (Option 2). Both options would require a reduction in length of the current Platform 3/4, but this is offset by the addition of an extra platform.



7.3 Eastleigh P1 Crossover

Currently, Platform 1 at Eastleigh can only be accessed in the 'Up' direction (towards London).

Three options were examined to achieve the objective of a bi-directional Platform 1.:

- Option 1 was considered the simplest method of doing this and minimises the operational impact. The main risk is the integration of the new crossover into the existing track geometry which is thought to be on a transition – this will need further investigation.
- Options 2 and 3 would enable a higher speed crossover and would involve the crossovers being installed in a more desirable location from a track and maintainability perspective. However, ultimately this would be quite detrimental operationally and mean significant time travelling in the wrong direction therefore these options are not considered preferred.

7.4 Botley Line Redoubling

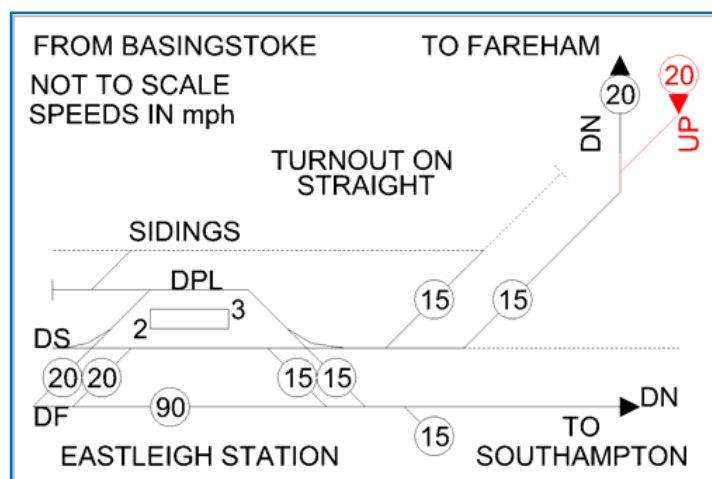
The Botley Line between Eastleigh and Fareham is single track for much of its length with multiple tunnels and overline structures. During construction of the line and particularly the tunnels, there were numerous issues with flooding and subsidence. Part of the Fareham tunnel collapsed in 1841 meaning that the tunnel was split in two (Fareham Tunnel No.1 and Fareham Tunnel No. 2). Reconstructing both the Tapnage and Fareham tunnels to achieve double tracking would be very challenging therefore they have remained single line in the options outlined below.

Three layouts have been proposed in order to achieve double tracking from Eastleigh West to Eastleigh South junction and from Botley to Fareham. These layouts are outlined below.

7.4.1 Layout 1

Eastleigh West Junction to Eastleigh South Junction

Initial reviews of the Eastleigh West Junction layout note the overall compact and complex track layouts off and around the main passenger routes and the adjacent yard areas, plus the tight radius curve that projects south-east off the existing 15mph Down Slow connecting turnout.

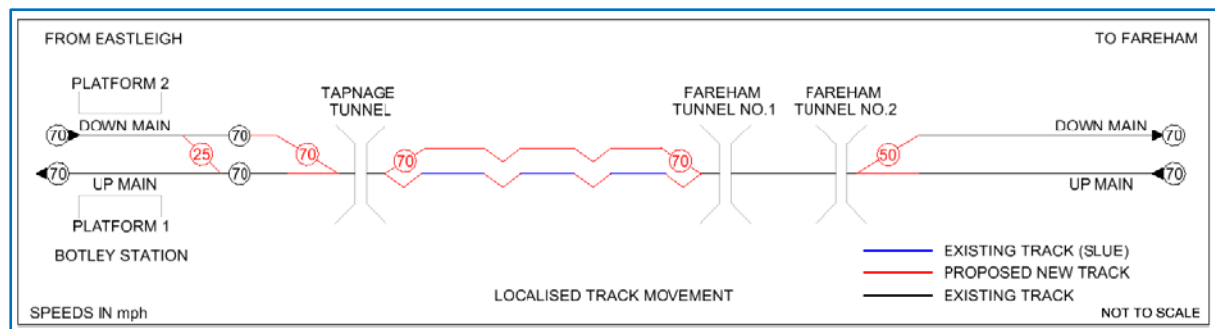


This option looks to maintain the existing junction and curve layout and install a new turnout as far north as possible on the existing straight alignment; the new turnout would be off the Down Line into a new Up Main track bed. This means that a short section of the single track will remain at the Eastleigh West Junction end of this route.

At the Eastleigh South Junction end a new crossover will replace the existing turnout for connections between the Siding Line and Depot Lines. With the track doubled there is no practical use for a 40mph connection at this location, therefore a new 25mph crossover is considered viable but is noted as a tight fit in the available space.

Botley to Fareham

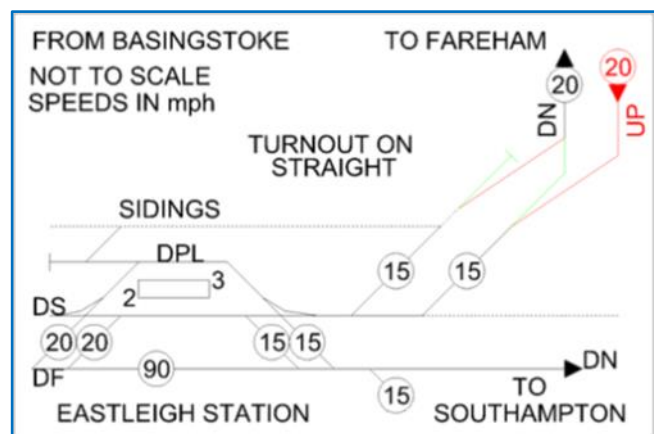
To re-double the Botley to Fareham section would some local movement of existing track on to a new track formation to accommodate both lines through areas of tight clearance (such as bridges and tunnels). As noted above, it is not feasible to reconstruct the two tunnels and therefore passage through them will remain as single track.



7.4.2 Layout 2

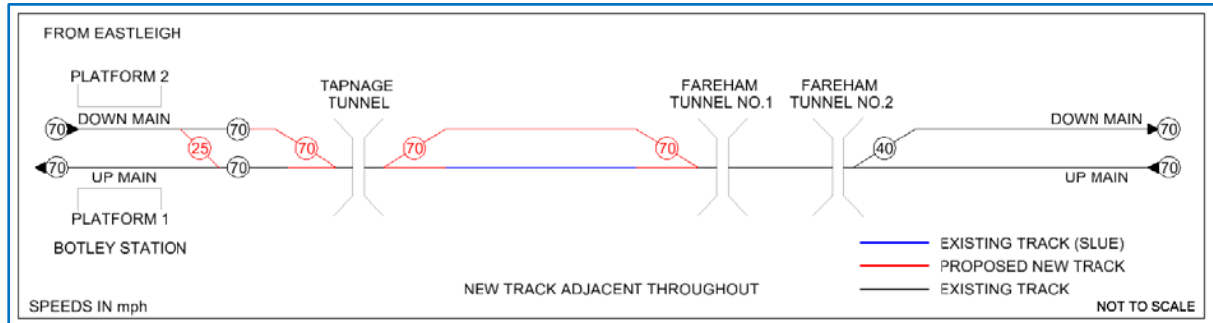
Eastleigh West Junction to Eastleigh South Junction

From Eastleigh, this layout utilises the headshunt at Eastleigh Yard as a new line (down carriage siding no.1). Both lines link to the existing BML1 down slow meaning that the whole section becomes double-track (unlike in Layout 1). This arrangement gives greater flexibility than Layout 1 by reducing the length of the single line section, however, the existing headshunt would need removal and/or relocation. As in Layout 1, Eastleigh South Junction would need to be replaced.



Botley to Fareham

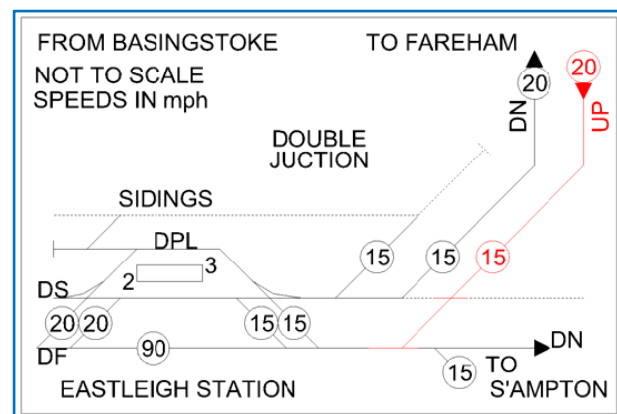
Between Tapnag Tunnel and the Fareham Tunnels this option looks to maintain the existing track geometry as existing and design a new track parallel to the existing track. This option will require nine structures to be fully or partially replaced. Four of these nine will also require widening.



7.4.3 Layout 3

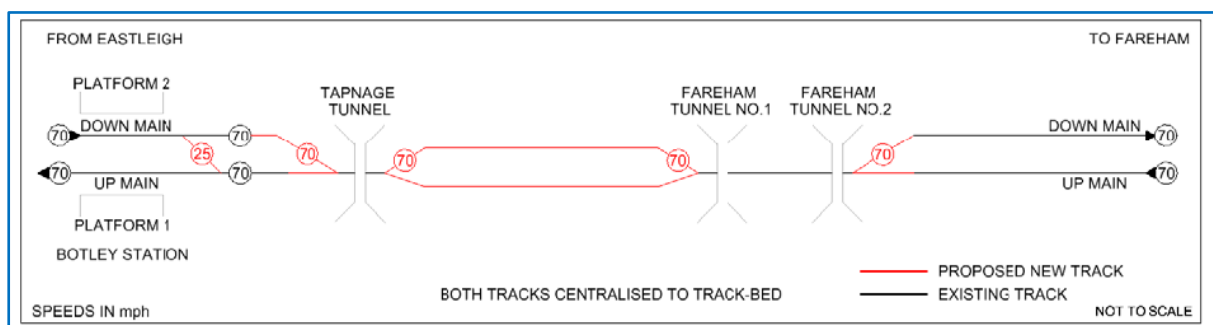
Eastleigh West Junction to Eastleigh South Junction

This layout involves building a new connection that connects the line to Fareham to the Down Fast towards Southampton. This enables parallel moves from Platforms 2/3, creating improved operational flexibility. This is the most flexible option operationally; however, it should be noted that providing this layout will prevent the placement of one of the options for an Up Fast to Down Main crossover proposed to provide Down direction moves from Platform 1 at Eastleigh (see Section 7.3).



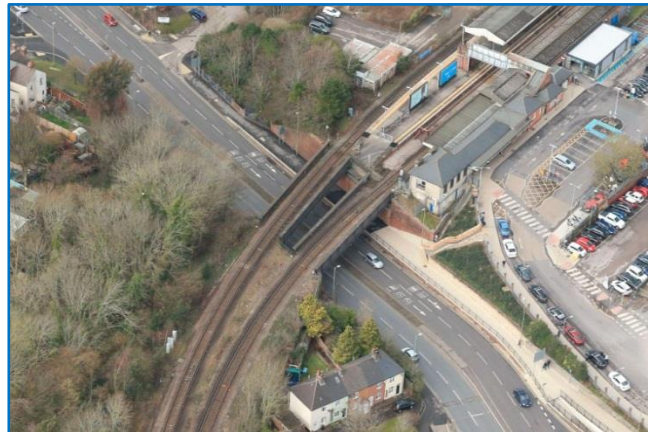
Botley to Fareham

This option looks to design the route with both tracks aligned centrally to the track-bed, as per the original arrangement when the route was constructed.



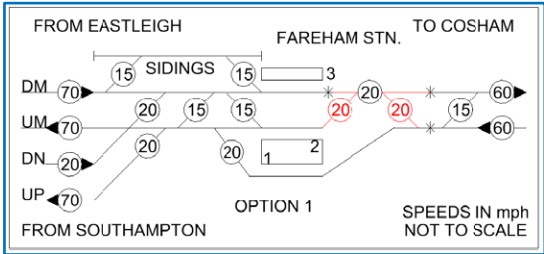
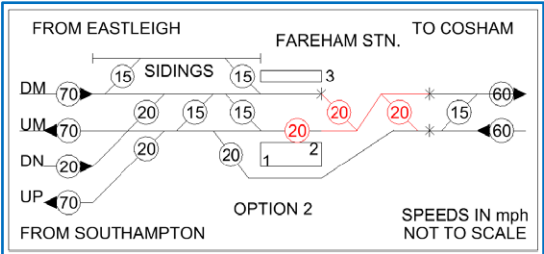
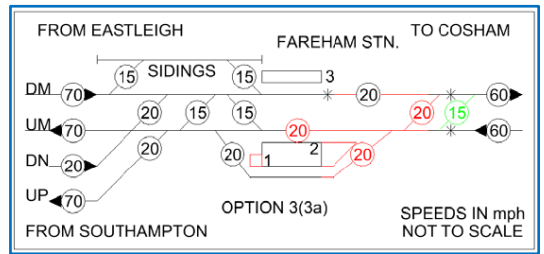
7.5 Fareham Platform 2

Fareham station currently has three platforms. Platforms 1 & 3 are through platforms with Platform 2 being a terminating platform. The Avenue Underbridge, located to the south of Fareham station, is a twin deck bridge which carries the two through tracks over the A27. Owing to the limited space available on both bridge decks, at least one of the decks must be replaced in order to enable Platform 2 to become a bi-directional through platform.



Three options have been proposed at Fareham station to enable a bi-directional through Platform 2 with 2 sub-options. Option 1a would achieve compliant track geometry but necessitate land take to the south of the station. Options 1 & 2 would only require potentially one half of Avenue Road Underbridge to be replaced. However, both options would have non-preferred track radii (unless land is purchased as per Option 1a) and would not increase overall platform length. Parallel movements would not be possible with these arrangements either.

Option 3/3a is considered to be most appropriate to be taken forward for estimating purposes – while it requires a full bridge rebuild with bespoke design it achieves compliant track geometry and potentially a full 250m platform length. In addition, it is recommended to assess an opportunity in later stages which would be a further evolution of option 3a – by extending the line through Platform 1 south of the new crossover to enable parallel running. It would however be necessary to purchase the same land as identified in option 1a to create the space for this third track. Further details can be found in the table below.

Fareham Option	Summary	Engineering Considerations	Land Take	Platform 2 Length	Structural Modifications
<p>1/1a</p> 	<ul style="list-style-type: none"> New turnout from Down Main to Platform 2 south of the station. New Up facing crossover 	<ul style="list-style-type: none"> Land take and earthworks required under option 1a. Potentially only half (East Span) of the Avenue bridge needs to be replaced. Track radius is below that which is normally acceptable and just above exceptional values. 	<ul style="list-style-type: none"> Option 1 – none Option 1a - 2,568m² 	<ul style="list-style-type: none"> Existing, 195m 	<ul style="list-style-type: none"> Potentially only half (East Span) of the Avenue bridge needs to be replaced.
<p>2</p> 	<ul style="list-style-type: none"> New turnout from the Platform 2 line to the Down Main south of the station. New Up facing crossover south of the station. 	<ul style="list-style-type: none"> Potentially only half (East Span) of the Avenue bridge needs to be replaced. Track radius is below that which is normally acceptable and just above exceptional values. 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Existing, 195m 	<ul style="list-style-type: none"> Potentially only half (East Span) of the Avenue bridge needs to be replaced.
<p>3/3a</p> 	<ul style="list-style-type: none"> Up Main is now through Platform 2. New turnout from the new Up Main to Platform 1 	<ul style="list-style-type: none"> Track geometry values are compliant. 	<ul style="list-style-type: none"> None – however, there may be an opportunity to have a similar land take to option 1a but enable parallel train movements. 	<ul style="list-style-type: none"> Option 3 – Existing, 195m Option 3a - 250m 	<ul style="list-style-type: none"> Full replacement of Avenue overbridge, bespoke design required.

8 Operational, Resilience and Performance

In order to gain a greater understanding of the operational challenges affecting the Solent area lines, a workshop with representatives of Network Rail and South Western Railway was held, focusing on rolling stock, infrastructure, timetabling issues and the challenges faced at times of perturbation. Analysis of Public Performance Data (PPM) for train service groups in the Solent area and review of other relevant information has also been undertaken.

8.1 Infrastructure and timetabling

The infrastructure and timetabling points identified through the workshop and other engagement has been summarised in Section 4.5.

8.2 Rolling stock

Most of the existing rolling stock used by SWR are the relatively modern classes 444 (5 car) and 450 (4 car) EMUs, with Portsmouth to London services also operated by older Class 442 units. Many SWR services to/from London operate in multiple as 8,10 or 12 car trains (and are longer than the platforms at some stations they call at). The Portsmouth to Southampton and other local services are mostly operated as single electric units. SWR also use two car Class 158 diesel units on the Salisbury-Romsey route which serves smaller stations in the Southampton area.

Southern services between Southampton Central/Portsmouth Harbour and London Victoria use relatively modern four carriage Class 377 stock, as does the Southampton to Brighton service. Some Portsmouth to Brighton services are also operated by these trains, but some are operated by the much older three-carriage Class 313 units which are close to end of life. The Coastway CMSP study has identified a need to lengthen Coastway services to five or possibly six carriages in future to address forecast capacity issues. If implemented, this is likely to require changes from the current rolling stock in use.

Other operators in the area (GWR and CrossCountry) use various types of diesel multiple units, mostly in three, four and five carriage formations.

Routine use of longer trains than today on local services (for example five carriages in length) would appear not to be problematic at most stations in the study area except potentially Hamble, Swaythling and Chandler's Ford which only have platforms capable of accommodating four carriages (see Figure 42). Selective Door Opening is available on most trains to overcome issues posed by short platforms however.

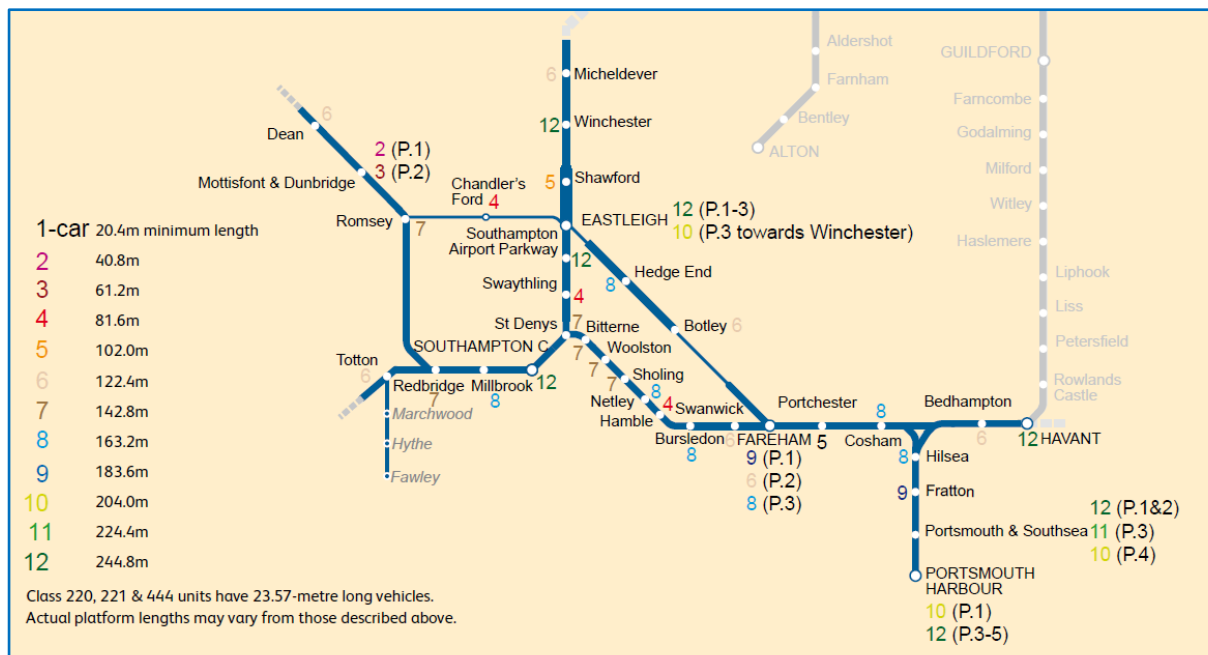


Figure 42: Platform lengths in the study area

If operation of additional services in the Solent area is planned (as recommended by this CMSP study), then additional rolling stock will be required. Options could include new-build trains, or cascade of older units. It is noted that current renewal of the London suburban fleet by SWR means that substantial numbers of young (Class 707) to mid-life (Class 458) third rail, five-carriage EMUs, which might be suitable for local services in the Solent and/or Coastway areas, are expected to go off-lease in the next few years. Other operator's fleet renewals may also create suitable opportunities.

New rolling stock may offer improved facilities for passengers in terms of additional seating, quieter ambiance and be potentially more environmentally friendly in terms of traction (electrification, alternative fuels or bi-modes). Proposed passenger services on the Fawley line would require additional diesel or bi-mode trains (unless the Fawley branch was electrified). Bi-mode trains could also offer environmental advantages in areas where diesel trains run over third rail (e.g. on the Salisbury-Romsey-Southampton Local service) – a relevant consideration given the air quality issues in Southampton.

Rolling stock changes also raise the question of depots and stabling capacity. Currently the existing SWR electric fleet is based and maintained at Northam depot, with additional electric depots at Fratton & Bournemouth. Diesel trains are based and maintained at Salisbury.

Recent expansion of SWR's fleet has created some challenges regarding overnight "stabling" space requiring additional carriage sidings and which has also been identified by the Holden report as a source of some negative impacts on resilience (see also Section 8.4). Any expansion of train fleets for additional Solent area services may require identification of additional depot/stabling space.

8.3 Resilience

The single-track sections on the Botley line and between Eastleigh and Romsey are major challenges in times of disruption. Late-running services over these sections of line can create delays for services in the opposite direction, and it is difficult to recover the timetable without impacting on other services or creating lengthy gaps by turning services short of their destination. They also limit the capability of these lines as diversionary routes when other routes are closed.

During scheduled engineering works affecting the Southampton Central area, London Waterloo to Southampton services often terminate at Southampton Airport Parkway instead of going through to Weymouth. This is partly because of the difficulty in facilitating rail replacement transport at Southampton Central whereas Southampton Airport Parkway station is close to the M27 Motorway. However, the signalling system does not allow trains to terminate/ turn around at the airport under normal operations or in times of unexpected disruption, and as there are only 2 lines and 2 platforms at Southampton Airport Parkway, operation of this station as a terminus even during planned disruption was raised by the workshop as being restrictive.

Opportunities to terminate services short of Portsmouth or Southampton Central are also quite limited. Suitable turnaround locations are limited to Havant, Fareham, Eastleigh, Winchester and Fratton, however use of these locations for terminating trains short of their destination during unscheduled disruption, without disrupting other services, may be awkward due to limitations on platform capacity and/or lack of turnback sidings (to hold terminated trains off the main lines/away from the platforms) at most locations.

Winchester is notable in that it does have a turnback siding north of the station, and this siding, as well as being useful during planned or unplanned disruption, is also used for scheduled turn-round of several PM peak hour services each day, thus enabling a better local service from Winchester towards Eastleigh, Southampton and Totton at busy times.

8.4 Performance information

Analysis was undertaken of Public Performance Measure (PPM) data for Train Operating Companies and service groups that are most relevant to journeys in Solent:

- SWR South Hampshire Locals service group (includes Portsmouth-Southampton and Salisbury-Romsey);
- SWR London to Portsmouth and London to Weymouth (combination of both these service groups- covers local connectivity provided by these London routes);
- GTR Southern Coastway service group (covers services further west but includes Havant-Portsmouth and Havant-Southampton services);
- GWR Cardiff to South Coast service group (covers Portsmouth to Cardiff service, which provides the fastest link between Portsmouth & Southampton).

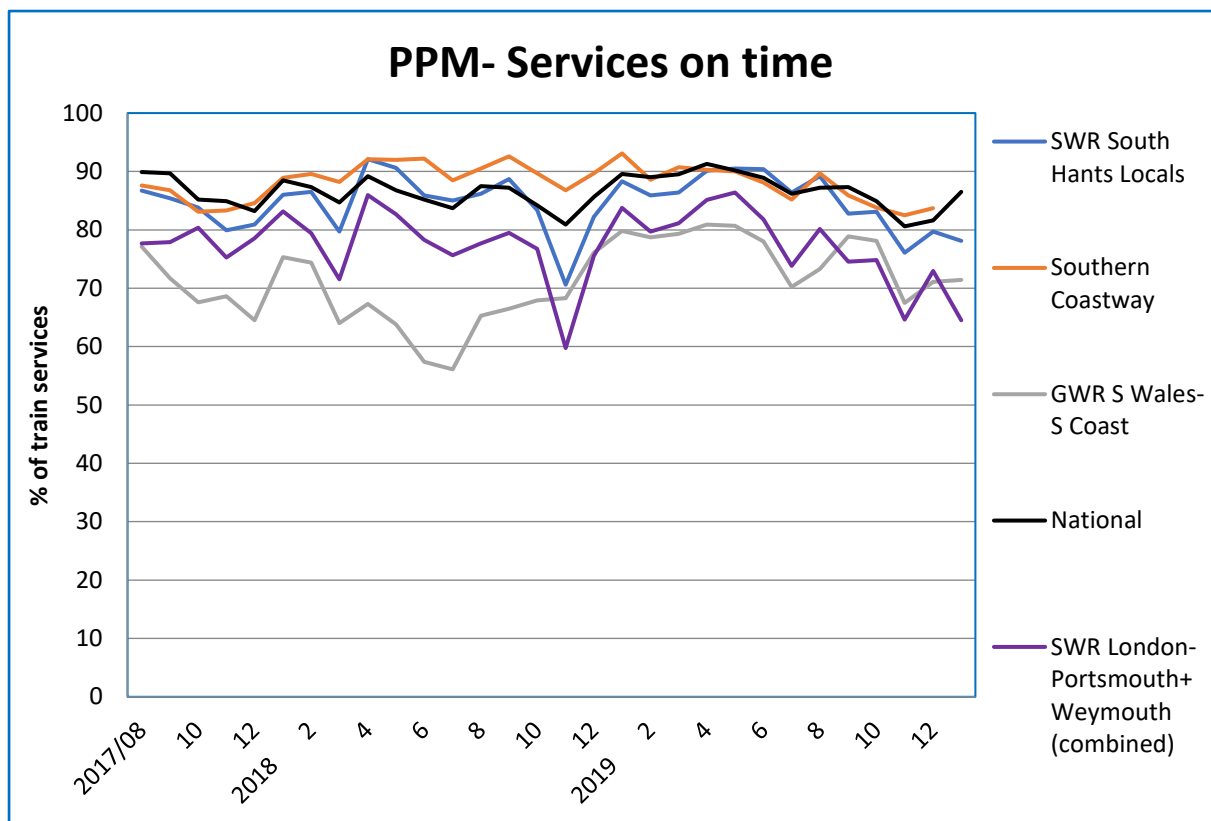


Figure 43: PPM- services on time

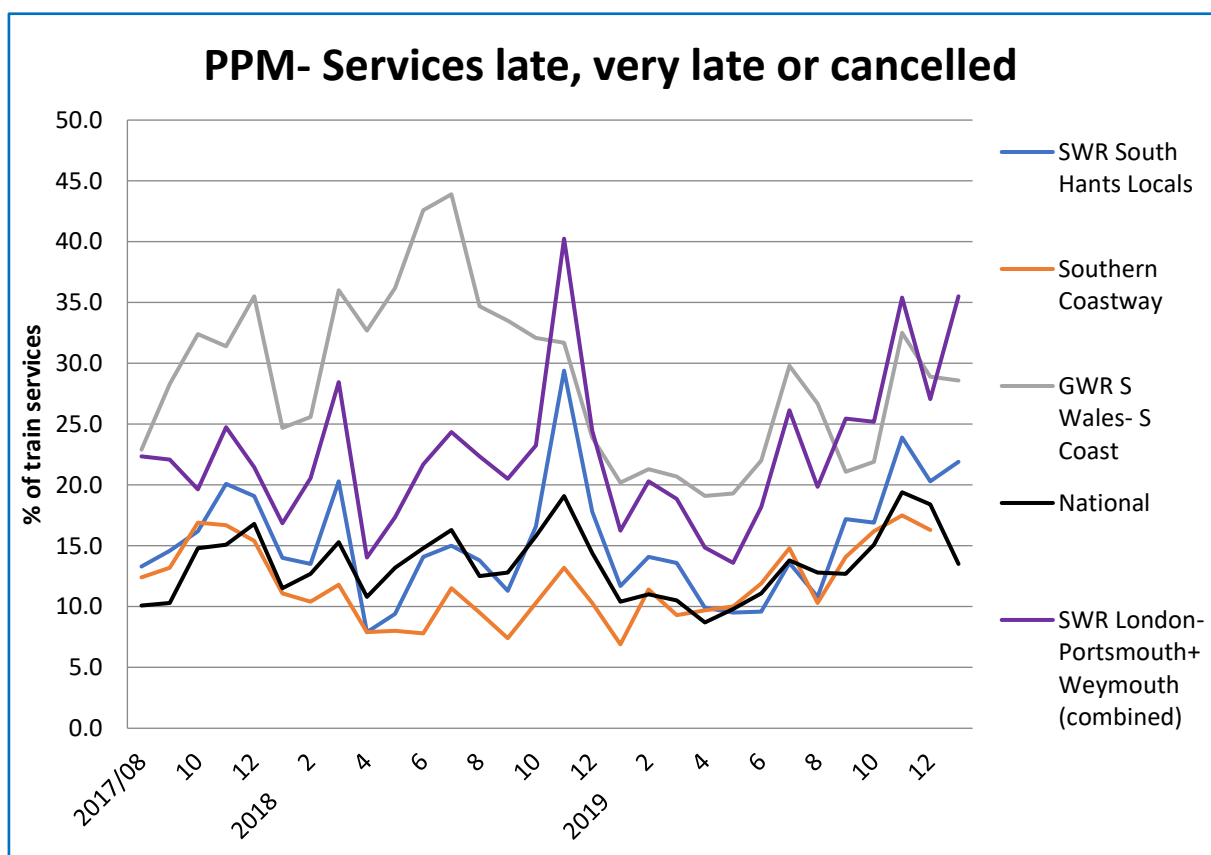


Figure 44: PPM- services late, very late or cancelled

PPM is the percentage of trains that arrived less than 5 minutes late at route destination. It has been supplemented since April 2019 with new more granular “on time” statistics but PPM has been used for this analysis due to the longer time series of data available and ready data availability for service groups relevant to Solent.

Monthly PPM data³⁶ between August 2017 and December 2019/ January 2020 for the selected service groups, compared against national averages shown in the charts in Figures 43 and 44.

Key points from this data are:

- Punctuality of the SWR South Hampshire Locals services and Southern Coastway services is better than the other service groups, with on average 84.7% and 88.2% of trains classified as on time across the time period analysed. These services are broadly equal to or better than the national average punctuality performance;
- Punctuality of the SWR London services is consistently poorer, averaging 80.1% of trains on time over the time period (below national average);
- Punctuality of the GWR Cardiff to South Coast service group is the poorest, averaging 71.3% of services on time across the time period and well below the national average punctuality, but showing signs of improvement during 2019.

These statistics indicate that the shorter distance Solent area services (SWR local services; medium distance Southern services towards Brighton) are consistently more punctual than longer distance services running to/from London or the west.

Performance of the London services will be influenced by complex issues affecting performance in the London area (see Section 8.5) impacting quality of service provided for local journeys in Solent.

The poor performance of the GWR Cardiff-South Coast services means that the fastest Portsmouth to Southampton links are amongst the least reliable services in the study area. Interventions such as the identified additional through line at Fareham could assist with improving reliability of these services by allowing late running trains to avoid becoming stuck behind slower stopping services and becoming further delayed.

The other key conclusion from this data is that any enhanced service provision in Solent is likely to be more reliable if provided via short distance local services, as opposed to being provided as part of longer distance services e.g. to London or Bristol.

8.5 SWR Independent Performance Review

In 2018 SWR commissioned an independent review of performance on the network, chaired by Sir Michael Holden³⁷. This study examined all aspects of performance on the wider South Western network to establish why it had declined significantly since 2011.

³⁶ Monthly PPM data sourced from Trains.im processing of Network Rail data, and from GTR published PPM data by route

³⁷ <https://www.southwesternrailway.com/other/about-us/independent-performance-review>

This report established that in terms of performance and reliability, the South Hampshire local services operated by SWR were amongst the operator's best performing service groups and were the top performer across the SWR network for right time arrivals (at 66%). All service groups have experienced a downturn in performance since 2011, but the worst falls affected longer distance services rather than shorter journeys such as local trains within Solent.

Causes of the declining performance were largely linked to issues in central and greater London rather than in Solent, together with organisational, operational and management changes. However, specific findings relevant to this CMSP study included:

- Congestion and small delays, together with reactionary delays ("knock on" delays to other trains as a result of congestion, late starts etc following an initial incident) were key drivers of the performance deterioration. This is reflective of a lack of spare capacity at critical points on the network contributing to a lack of resilience, and a general need to consider improved capacity, capability and flexibility at key locations such as junctions and stations, including those in the Solent area;
- Fareham station, and the opportunity to add a third through line/platform at this location, was specifically identified as being likely to help mitigate delays and more robustly enable additional Southampton to Portsmouth services.

9 Access to stations

9.1 Introduction

This study is primarily concerned with identifying opportunities for improved rail service patterns to meet future demand and stimulate mode shift to rail (enabling sustainable development in Solent), but access to and from rail stations is a key part of any rail journey.

Whilst train journey times are already faster than driving for many station to station journeys in Solent (and improved train frequencies could help rail to capitalise on this existing advantage), if journeys to/from stations are inefficient or inconvenient for many users, these advantages could be negated.

Improved access to stations can save users time, money, and hassle- all of which may be important factors which can help “tip the balance” in favour of using rail.

Additionally, many types of station access improvement may be deliverable more quickly and at lower cost than some of the infrastructure interventions outlined in Chapter 7 which are required to enable additional frequency on rail services themselves.

9.1.1 Purpose of this chapter

This chapter provides some evidence which is intended to help prioritise development of and funding applications for station access improvements across the Solent area, assisting decision making about where limited resources for access improvements might be used to best support the rail service improvement options identified in this strategy.

It does not provide a detailed review of existing access options at each station, or provide a compendium of local issues. Neither does it set out any recommendations for specific schemes at specific stations. It is intended solely to help guide stakeholders and the industry as to where effort for improvements might be most beneficial.

9.2 Access to stations: summary of current knowledge base

Many stations in Solent have Travel Plans (which have undertaken access surveys), and surveys of user access to stations has been undertaken by Three Rivers Rail Partnership at stations they have adopted. Some of these surveys (together data from many other stations across the UK) are summarised in the Rail Delivery Group’s Station Travel Plans publications and data³⁸. Figure 45, reproduced from the Station Travel Plans data analysis report³⁹, sets out the average and range of mode shares for access to/from a sample of 30 stations (three of which were in the Solent Connectivity study area).

³⁸ <https://www.rdg.clients.webx.solutions/our-services/about-my-journey/station-travel-plans/stp-docs.html>

³⁹ <https://www.rdg.clients.webx.solutions/our-services/about-my-journey/station-travel-plans/stp-docs.html?task=file.download&id=469762519>

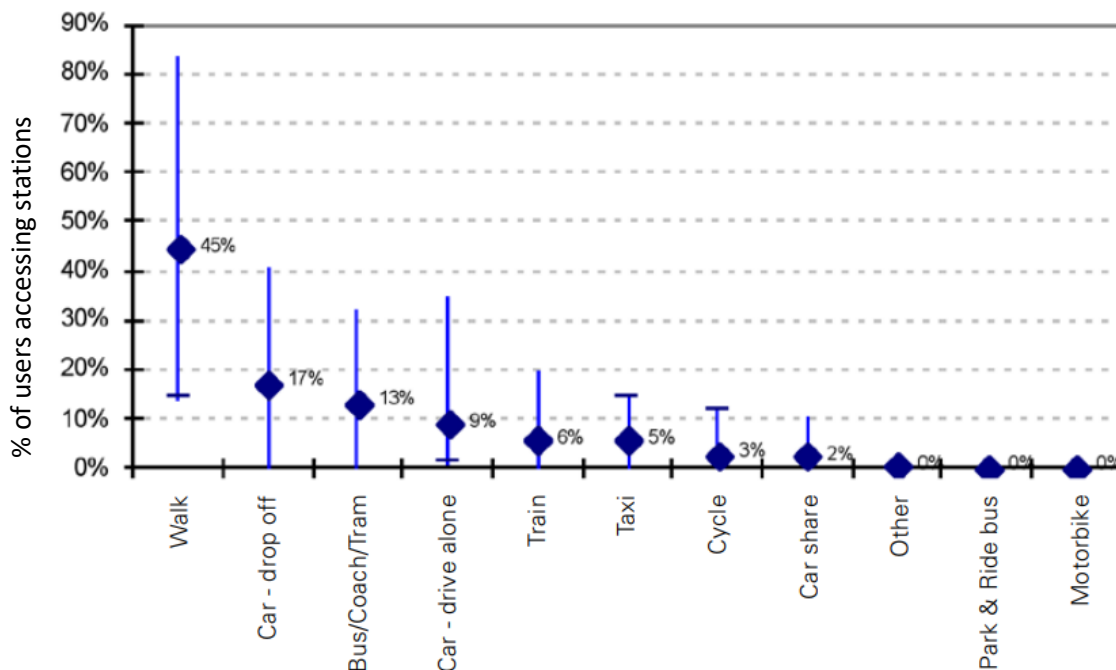


Figure 45: ATOC/RDG analysis of mode share for station access for different modes

Walking to the station is by a large margin the most important mode of access at most stations (often accounting for more than half of all passengers). Three out of four rail users travel to / from stations either on foot, by car as a passenger, or by bus. On average, only around one in ten rail users drive to and park at the station, and around 3% cycle. However there are large local variations in these averages (as indicated on the chart) reflecting different local circumstances.

This indicates that for most stations, access improvements should focus on walking routes, pickup/drop-off areas, and bus interchange in order to benefit the largest number of users.

However car parking and cycling facilities are also important considerations: data analysis undertaken for this study estimates that around 22,000 new dwellings (out of around 91,000 planned to 2034) are planned within 1km of rail stations in Solent. Therefore around 75% of planned new dwellings will be beyond a reasonable walking distance/time of a rail station.

A more attractive rail offer is therefore likely to (and will need to) draw in users from a wider catchment, over distances where walking is not a viable mode of travel. For some, access by bus may be an option, but for many, use of personal rather than public transport may be preferred. Therefore increases in numbers of users driving to some stations in Solent is likely, unless an active intervention to make other modes more attractive becomes available- meaning pick up/drop off and car parking provision improvements may be needed at some stations, but also based on current usage patterns and data options other multimodal options could be promoted as an alternative, as growth in car usage around stations comes with its own transport challenges.

However there is also great potential for increased levels of cycling to stations from these catchments located beyond 1km from stations. As cycling is typically around three to four times faster than walking, a 2km cycle to a station is likely to take a similar time to a 500m walk, and also is not greatly slower than driving in congested traffic conditions. In countries where high quality cycle infrastructure is universal (eg the Netherlands), cycling to stations is commonplace- for example, 42% of rail passengers in the Netherlands access the station by bike⁴⁰ and 15% of Dutch Railways shared bike system (OV-Fiets) users indicated that their rail and cycle journey had replaced a previous car journey⁴¹. Another significant benefit of cycling to stations is the much lower land requirement to provide large quantities of parking (compared to car parking or pick up/drop off areas). As many stations in Solent are hemmed in by existing development this is an important consideration. However, to achieve a large scale growth in cycling, a step change in cycling infrastructure will be needed to convince many potential users that this is safe travel choice. Cycle route schemes to be delivered through Transforming Cities Funding in Southampton and Portsmouth together with other recent & current cycle infrastructure schemes are an early step towards developing this level of provision in some parts of Solent.

Some evidence of the influence of cycle facility provision on numbers of rail users cycling to stations is illustrated in Figure 46 overleaf, which shows changes in numbers of cycle parking stands and parked bikes recorded at Southampton Airport Parkway between 2005 and 2016. In 2010, cycle parking was expanded at the station, and in 2011 a new cycle path was created better connecting the station to a nearby new-build urban extension development that was constructed from 2009 to 2015. These measures supported substantial growth in cycling to the station, with further parking capacity added between 2014 and 2016 which was followed by further recorded growth in numbers of parked cycles.

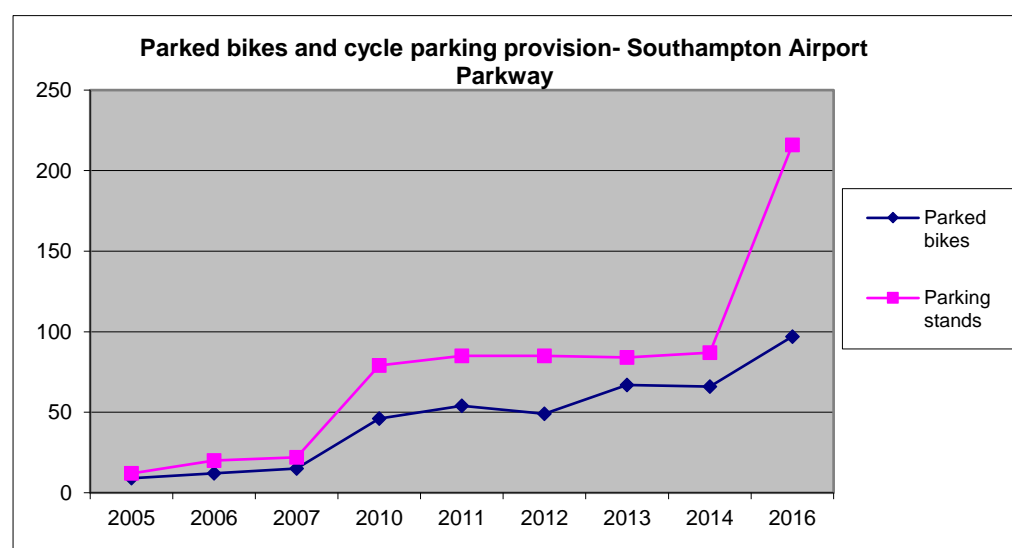


Figure 46: Trends in cycle parking and parked bikes at Southampton Airport Parkway station

⁴⁰ KiM. (2014). Mobiliteitsbeeld 2014, 183. <https://doi.org/978-90-8902-124-3> (Dutch)

⁴¹ <https://link.springer.com/article/10.1007/s11116-019-10061-3#Fn2>

Similar trends have been observed elsewhere: nationally, Rail Delivery Group observed an increase in cycling to stations of nearly two-thirds over three years whilst a programme of cycle facility improvements was implemented.

9.3 Benefits of improved access to stations

As noted above, improvements to station access & travel facilities may be required at some locations to address impacts on communities around stations that could result from significant increases in rail passenger numbers (as this study/strategy seeks to achieve). This includes avoiding creating parking issues on nearby roads or addressing safety issues (e.g. at road crossings) as a result of heavier use of routes to/from stations.

However, these improvements can also help to improve the competitive standing of rail and hence its attractiveness to users. The ways this can be achieved are several-fold and include:

- *Reduced monetary costs:* if free/low cost modes (e.g. walk, cycle) can be used to get to/from the station this can help make rail a more financially attractive option than driving and parking;
- *Reduced actual journey times:* more direct walking and cycling routes may offer time savings (e.g. through avoiding long detours, such as to cross railways & major roads). Similarly, new, faster, or more frequent bus routes; better located bus stops; and more convenient pick up/drop off locations can provide actual journey time reductions to/from the station. Even conveniently located cycle parking or better laid out entrances and forecourts can generate small journey time savings;
- *Reduced perceived journey times:* as well as actual journey times, a range of other influences on journey quality and convenience can alter the user's perception of how long a journey takes. Qualitative improvements such as a pleasant waiting environment for an onward bus, or a wide rather than a narrow pavement beside a busy road may translate into perceived improvements in journey times to/from the station which may affect people's choice (or not) to use the train.

Some wider evidence on the perceived journey time benefit of quality improvement measures, particularly for buses, is set out in the Department for Transport WebTAG advice. The table below summarises WebTAG's values for several potential improvements to bus stops & interchanges, and the accompanying perceived time savings expected to occur as a result of the improvement. Benefits of similar journey quality-focused interventions in and around stations are likely to be similarly valued by rail users.

Improvement Feature	WebTAG Databook M3.2.1 Time Saving (Bus Users Generalised Minutes)
Audio Announcements	1.22
CCTV at Bus Stops	3.70
Climate Control	1.24

New Bus Shelters	1.08
New Interchange Facilities	1.27
On-Screen Displays	1.90
RTPI (at bus stops)	1.47
Simplified Ticketing	0.84

There is a significant evidence base showing wider economic benefits resulting from the types of types of transport intervention which could improve access to stations. Walking and cycling schemes generally provide high value for money, with Benefit Cost Ratios (BCRs) often exceeding 4:1⁴², largely due to the health benefits of higher levels of walking and cycling. Bus improvement schemes also generally offer what DfT define as “medium” to “high” value for money. An example in Solent is the Eclipse Bus Rapid Transit route from Fareham to Gosport (via Fareham station) which has delivered a BCR of between 1.9 and 6.943. And station accessibility schemes, such as those delivered through Access for All funding to improve accessibility for rail users with mobility difficulties, have been demonstrated to deliver an average BCR of 2.4:1⁴⁴ with some individual schemes achieving far higher returns.

In summary, there is ample evidence that improved quality access routes, interchange and onward travel facilities for travel to/from the station can translate into user time savings of potentially several minutes (actual or perceived) - helping to improve rail’s competitiveness versus driving, and/ or helping to offset any competitive disadvantages. And that these types of scheme can deliver significant wider economic benefits to their local area, complementing the strategic economic benefits that rail enhancements can secure.

9.4 Evidence to support prioritisation of station access schemes

Table 13 overleaf sets out data for each station in Solent which can help strategically guide decisions about development and funding of station access improvements. The information shown is:

- *Total entries/exits 2018/19*: size of the current station user base;
- *Estimated ratio of inbound to outbound users*: this is based on census analysis of residential and workplace populations in each station’s catchment. This figure is the number of passengers estimated to make “inbound” trips to this station (travelling to this station for travel to work) for every “outbound” passenger (a resident living in the station catchment, starting journeys at this station to travel elsewhere). This is

⁴² <https://www.sustrans.org.uk/media/4472/4472.pdf>

⁴³ <https://transportknowledgehub.org.uk/case-studies/south-east-hampshire-brt/>

⁴⁴ <https://www.itf-oecd.org/sites/default/files/docs/benefits-improving-access-uk-rail-network.pdf>

important because whilst some access needs are constant across all types of stations (e.g. walking routes), access needs of “inbound” users may differ from those of “outbound” users in a number of ways, including:

- Outbound passengers are more likely to cycle or drive to a station because they have a car/bike available at home (whereas arriving “inbound” passengers clearly will not have these options available to them)- potentially making car & cycle parking more important at those stations serving primarily residential catchments;
- As “Inbound” passengers will not have their own personal transport for the onward journey from the station to their end destination (eg nearby workplaces, shops etc), availability of a wider range of onward travel modes (eg provision of cycle hire, better bus networks, taxi provision etc) may be more important at stations with high numbers of “inbound” users.
- *Rail vs drive AJT difference:* This is the difference between average train journey times and average driving journey time (AM peak) from this station to 13 key stations in Solent. Positive numbers (red shaded boxes) indicate rail journey times from this station are on average slower than driving, whilst negative numbers (green shaded boxes) indicate rail journey times are on average faster;
- *No of rail flows within +/-5 mins of driving; and No of rail flows 5+ mins faster than driving:* These columns indicate how many of the train journeys from this station to the 13 key stations are either similar to the AM peak driving time or are substantially faster;
 - This information should help enable informed decisions about where access improvements (which might save users a few minutes travel time) could make the most difference in improving the journey time competitiveness of rail travel compared to driving;
- *Estimated new dwellings within 2km by 2036, and Significant new employment development within 2km?* These fields show number of committed new dwellings within a 2km distance of the station (indicating whether resident population in the station catchment is likely to grow significantly in future), and whether any major employment development is proposed nearby (which may drive increases in inbound commuting to this station);
- *Any access improvement proposals at present?* This briefly summarises whether access options to/from each station may benefit from current major funding bids and programmes (e.g. Portsmouth & Southampton TCF, or developer led proposals).

Station	Total entries/exits 18/19	Est. ratio of inbound to outbound travel	Type of access to station/ journey likely to be more important	Rail vs drive AIT difference	No of rail flows within +/- 5 mins of driving	No of rail flows 5+mins faster than driving	Estimated new dwellings within 2km by 2036	Significant new employment development within 2km?	Any access improvement proposals at present?
Ashurst New Forest	153670	1.6	Inbound	3	4	4	0		No
Bedhampton	129136	0.6	Equal	7	4	0	973		No
Bitterne	85280	0.4	Outbound	-2	7	4	1390		On an SCR TCF corridor- cycle + bus improvements planned nearby
Botley	156754	1.5	Equal	-1	4	4	4660		Botley bypass, N. Whiteley link roads (and cycle links) pass nearby-improve access to new developments nearby, N. Whiteley new bus routes will pass near station
Bursledon	60754	0.6	Equal	-4	6	4	669		Cycle improvements on A27 near station to be delivered by SCR TCF
Chandlers Ford	207192	0.9	Equal	-1	7	1	155		SCR TCF-bus improvements on nearby route
Cosham	925066	1.6	Inbound	-10	4	8	133	Yes	PCR TCF- plans for SEHRT interchange improvements and improved bus services
Eastleigh	1665426	1.3	Equal	-2	5	6	482		SCR ICF to deliver local mobility hub in Eastleigh town centre, improved cycle access to south and local bus improvements
Emsworth	349556	0.6	Equal	-5	7	1	2672		No
Fareham	1701386	0.9	Equal	-14	3	10	3000	Yes	Further improvements to Eclipse BRT to Gosport being delivered by PCR TCF
Fratton	1735300	0.4	Outbound	-8	4	8	4438		PCR TCF - Cycle route improvements proposed nearby
Hamble	111232	2.4	Inbound	7	6	5	251		HCC Hamble Lane strategy- cycle/ped route improvement proposals plus proposed station car park/ drop off area
Havant	2326412	2.1	Inbound	-3	8	2	1312		Proposals to replace ped bridge at west end of station
Hedge End	522492	0.7	Equal	-5	2	6	4004		No
Hilsea	338306	1.1	Equal	-5	4	8	149		No
Millbrook (Hants)	39474	1.3	Equal	-2	6	3	489		On an SCR TCF corridor- cycle + bus improvements planned nearby
Netley	91130	0.3	Outbound	-4	6	5	251		No
Portchester	347572	0.6	Equal	-9	2	9	690		On a PCR TCF corridor- SEHRT bus improvements planned nearby
Portsmouth & Ssea	2053186	2.5	Inbound	-8	4	8	4438	Yes	Variety of bus (bthH1), ped, cycle & interchange proposals at city centre south proposed in PCR TCF
Portsmouth Hbr	2100528	0.6	Equal	-8	4	8	No data		On a PCR TCF corridor- SEHRT bus improvements planned nearby
Redbridge	43996	1.0	Equal	-1	8	1	867	Yes	On an SCR TCF corridor- cycle + bus improvements planned nearby
Romsey	520856	0.8	Equal	-1	7	3	1791		No
Rowlands Castle	130970	0.4	Outbound	n/a	n/a	n/a	No data		No
Sholing	109134	0.2	Outbound	0	6	5	2658		On an SCR TCF corridor- cycle + bus improvements planned nearby
Soton Airport Pkwy	1700314	1.3	Equal	4	4	2	1181	Yes	On an SCR TCF corridor- cycle + bus improvements planned nearby and "travel hub" planned at station
Soton Central	666474	2.9	Inbound	-9	4	9	2150	Yes	SCR TCF to deliver enhanced multi-modal transport interchange on the south side
St Denys	279642	1.0	Equal	-9	4	7	729		SCR TCF to deliver active travel zone (walking & cycling improvements) in area
Swanwick	641148	1.0	Equal	-5	6	6	3915	Yes	"Swanwick Parkway" proposals- improved ped+cycle access to station from north side of M27.
Swaythling	116106	0.5	Outbound	7	3	3	2040	Yes	New North Whiteley bus network serving station (developer commitment)
Totton	291220	0.7	Equal	5	5	2	580		SCR TCF-travel hub planned at station
Warrington	27790	No data	No data	n/a	n/a	n/a	No data		On an SCR TCF corridor- cycle + bus improvements planned nearby
Woolston	148444	0.3	Outbound	0	6	5	2658	Yes	No

Table 13: Factors influencing station enhancement priorities in Solent

9.5 Summary of key points

Green shading in Table 13 indicates greater presence of potential “success” factors justifying investment in station access improvements (e.g. rail journey times faster than driving on many flows; higher station usage levels; higher levels of future development in the vicinity).

The information in the table suggests that the greatest benefit from station access improvements in Solent might be achieved at some of the better-used stations serving town/city centres and growing communities, including Swanwick, Fareham, Southampton Central, Cosham, Portsmouth stations and Fratton, and Hedge End.

However, the table could also be used to support other strategic approaches- for example there may be justification to prioritise access improvements at stations where rail journey times are slightly less competitive than driving for many journeys within Solent, in order to try to offset rail’s slight disadvantage in terms of journey time. Stations which such an approach might prioritise could include Southampton Airport Parkway, Botley and Woolston (where there is large amounts of development planned nearby but local train journey times are slower on average than driving), and/or Havant, Emsworth and Redbridge (stations from which many local rail journeys are within +/- 5 minutes travel time of the equivalent car journey).

9.6 Conclusions

This chapter has set out the importance and benefits of improvements to station access. Whilst the Solent Connectivity Study is primarily focused on improving rail services (particularly through increased frequency, to reduce generalised journey times), the journey to and from the station is also important and there is scope for achievement of actual or perceived journey time improvements which could compliment and support rail service improvements. These schemes often provide significant wider economic benefits by themselves.

The data set out in Table 13 can be used to support strategic decisions about station access improvements across the area and some suggestions on approaches to this are set out above. Different funding opportunities may have different objectives and taking a flexible approach is likely to be needed (for example, funding accessible to Community Rail Partnerships often aims to improve the situation for less-well used stations with lower user bases, whereas funding focused more explicitly on economic development is likely to seek the greatest overall benefit per pound spent).

Just a small percentage of any rail investment secured for Solent, if used for station access improvements, would help to maximise the value and benefit of investment in service improvements.

10. Emerging Strategic Advice

The Study has demonstrated that there is a strategic case for improving upon the current low frequency of services across the Solent area. In addition to the current loadings during the peak periods, significant future growth is also forecast under 3 potential scenarios (edge, aspiration and TfSE) which will create a requirement for change.

The scope of the CMSP questions, confirmed with stakeholders, covered a number of areas focused on a wider understanding of the constraints and opportunities within the existing infrastructure and beyond.

The study had an overriding constraint that services to London should not be impacted if additional services were proposed. The existing timetable should be the basis for any change and because the existing infrastructure has many constraints, therefore infrastructure would need to be provided to support extra services.

Analysis indicated that the low mode share for rail in the Solent Area is primarily driven by the low frequency of the train service rather than being directly associated with journey times, which has been a focus in the past.

The aspiration is to seek to provide up to 4tph network wide across the Solent area. With limited infrastructure change it is likely that the level of service could get close to this aspiration. Based on evidence from other UK city regions, the frequency enhancement resulting from the best-performing shortlisted options (giving 3.4 to 3.8 tph network wide average) would create opportunities to generate a significant modal shift from private car.

Testing of five shortlisted Train Service change options, including testing of connectivity benefits (Section 6.3), timetable modelling (6.4) and high level economic evaluation (6.5) indicate that options 2 and 3 (additional 2tph via the Netley line with stopping or “semi fast” calling patterns) appear to perform best against the full range of criteria. Option 3 (2 extra stopping services per hour) comes very close to achieving the 4tph network-wide target and may provide slightly greater economic benefits, but appears to be more difficult to timetable (even with infrastructure interventions) and also provides less improvement to Portsmouth-Southampton connectivity than Option 2. Both these options appear to address the strategic questions best, out of the shortlisted train service options.

Options 1 and 5 (“Solent Loop” service, and additional 2tph Portsmouth-Eastleigh-Winchester respectively) are noted as performing well in many aspects of the high level economic evaluation, but neither option delivers a Portsmouth to Southampton connectivity benefit and Option 1 is unlikely to be feasible to timetable, even with infrastructure interventions. Option 5 looks to be more feasible, with appropriate infrastructure enhancements.

Frequency improvements can help City to City connectivity by providing more opportunities to travel each hour, reducing average wait times. Some of the shortlisted options would provide a 10-20% reduction in total journey time. Whilst these improvements would substantially improve City to City rail connectivity, a challenge remains to match road journey times in the off peak. However, these proposals would help to improve rail's competitiveness in the peak commuting periods, particularly in the Portsmouth to Southampton direction.

The City to City market is small compared to other local flows. The wider Solent Corridor beyond the cities is a key growth area for employment and housing and development in these out-of-city areas will be key in influencing future demand and journey patterns. Service options identified through this study would service these developing markets.

The analysis of the low usage stations has shown limited correlation to any specific cause other than low frequency of service. If implemented, the options identified in this study provide the opportunity to address this issue.

Options identified in this study would also dovetail with and support proposed/committed major improvements to local transport in Portsmouth and Southampton city regions through the Transforming Cities and Future Transport Zone funds.

11. Next steps

The next steps are to take the following forward as projects in the Rail Network Enhancements Pipeline (RNEP) process

- Double tracking of the Botley Line to increase capacity;
- Conversion of the current bay platform at Fareham, Platform 2, into a through platform to provide a passing opportunity and at Fareham- improving timetabling flexibility and resilience;
- Totton siding electrification and level crossing closure - to allow trains to terminate at Totton instead of terminating at and sitting in a platform at Southampton Central, whilst also providing enhanced connectivity for Totton which is an under-served station;
- Alteration of Platform 1 at Eastleigh to a bi-directional platform, and associated layout/crossover changes- this would improve flexibility in the Eastleigh area, and greater use of the relatively lightly-used Platform 1 would help to free up capacity at Platforms 2 and 3;
- Reopen the disused Platform 2 at Portsmouth Harbour station to provide additional platform capacity at the station, or alternatively provide an additional platform at Portsmouth & Southsea.

In addition, the recommendation is to work on further development in partnership with Transport for the South East

TfSE's Draft Transport Strategy for the South East (2019) emphasises the importance of improving cross-regional and "orbital" rail journeys on corridors that avoid London to create viable alternatives to the equivalent road journey.

We are recommending work in partnership with TfSE to further develop shortlisted options for local connectivity improvements within this study, including considering how they can contribute to the following sub-regional issues:

- Improve east-west journey times;
- Provide consistent service intervals within the timetable;
- Optimising the mix of long-distance and stopping services;
- Increasing the volume of services between Brighton and Southampton/Bristol;
- Encapsulating the recommendations of the West Coastway study.

Glossary

Term	Description
AM Peak	The peak morning travel period between 07:00 and 10:00.
BRT	Bus Rapid Transit - a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities.
CCTV	Closed-Circuit Television
CMSP	Continuous Modular Strategic Planning – Network Rails’ long term planning process.
Coastway	Relates to the West Coastway, which is the line connecting Brighton with Southampton Central. The East Coastway refers to the rail line east of Brighton along the Sussex coast.
DC	Direct Current – used to denote the 3 rd rail electric traction power system used in Network Rail’s Southern Region.
DMU	Diesel Multiple Units – standard diesel powered passenger rolling stock units
ELR	Engineer’s Line Reference – this is a three alpha, or four alpha-numeric, code used to uniquely identify a section of track on the main-line railway of Britain.
ETCS	European Train Control System – this is the signalling and control component of the European Rail Traffic Management System (ERTMS); often referred to as “digital signalling” or “in-cab signalling”.
EMU	Electric Multiple Unit – standard electric powered passenger rolling stock units.
GJT	Generalised Journey Time - this is a function of journey time, plus service interval, plus interchange penalties.
GTR	Govia Thameslink Railway – a Train Operating Company (TOC).
GRIP	Governance for Railway Infrastructure Projects – the project management methodology used by Network Rail.
GVA	Gross Value Added – is the measure of the value of goods and services produced in an area, industry or sector of an economy.
GWR	Great Western Railway – a Train Operating Company (TOC).
High Peak Hour	The high peak hour is usually the busiest hour in the AM Peak. For London-bound services this is arrivals at the Terminus between 08:00 and 08:59.

Term	Description
JPIC	Joint Performance Improvement Team – A performance improvement taskforce set-up between Network Rail and the TOCs in the Network Rail Wessex Route.
LEP	Local Enterprise Partnership – these are voluntary partnerships between local authorities and businesses, set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area.
LTTP	Long-Term Planning Process – Network Rail’s process for strategic planning that includes the CMSP programme.
Mode share	The amount of the transport market held by a specific transport mode, such as rail.
MOIRA	A demand forecasting model used by Network Rail.
MSOA	Middle Layer Super Output Area (MSOA) – is a geographic area. Middle Layer Super Output Areas are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales.
NTEM	National Trip End Model – forecasts the growth in trip origin-destinations (or productions-attractions) up to 2051 for use in transport modelling.
ORR	Office of Rail and Road - is the independent safety and economic regulator for Britain's railways and monitor of Highways England.
Path	A validated set of timings for a train.
PM Peak	The peak evening travel period between 16:00 and 19:00.
PPM	Public Performance Measure - is a measure of the punctuality and reliability of passenger trains in Britain.
PV	Present Value - is the current value of a future sum of money given a specified rate of return.
RDG	Rail Delivery Group - brings together the companies that run Britain's railway into a single cross-industry team. Provides a voice for passenger and freight operators.
RNEP	Railway Network Enhancement Pipeline – the funding process for railway enhancements that are not funded through discretionary funding.
RTPI	Real Time Passenger Information – relating to the provision of real time information at bus stops and railway stations.
RUS	Route Utilisation Strategy – one of the precursors to the CMSP process.

Term	Description
S&C	Switches and crossings – these are moveable sections of track that guide trains from one track to another and allow them to cross paths.
Semi fast	A semi-fast service is a service that does not call at every station between two locations (as in the case of a stopping service), but equally does not call at a very limited number of stops (a fast service).
Skip stop	A service pattern that means not all stops are called at between two locations. Another service will often pick up the stations “skipped” by the other service. This efficiently uses available capacity and improves journey times.
SOBC	Strategic Outline Business Case – the first business case level in the Railway Network Enhancement Pipeline (RNEP) process.
SWML	South West Main Line – the line running between London Waterloo and Weymouth. Also know by the ELRs BML1, BML2 and BML3.
SWR	South Western Railways – the main Train Operating Company (TOC) which runs services in the Solent area.
TCF	Transforming Cities Fund – The Transforming Cities Fund aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions.
TfSE	Transport for the South East – a Sub-National Transport Body intended to provide strategic transport governance at a much larger scale than existing local transport authorities.
TIS	Track Isolation Switch – used to turn off the electric current in a particular section of the rail network.
TOC	Train Operating Company – the passenger rail operators that have franchises allowing them to operate trains over a defined area or set of routes.
TPH	Trains per hour – the number of trains in any given hour.



Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

Network Rail/Solent Transport: Solent Continuous Modular Strategic Plan study

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

- ☐ Existing
- ☒ New / proposed
- ☐ Changed

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

It is proposed to change the rail passenger services on the Portsmouth - Southampton/Eastleigh routes to provide a more frequent service and better serve the more important stations. This will meet the present and forecast future public transport travel demands in the Solent area. Some infrastructure

measure are likely to be necessary to provide more rail terminal capacity in Portsmouth.

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

The Planning, Legal and Finance Departments have been consulted. Key stakeholders will be engaged as the proposals are developed.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?

☐☒

In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?

☐☒

In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

If implemented, the CMSP rail service proposals would:

- add 2 extra Portsmouth-Southampton trains/hour giving 4 trains/hour; and
- add 1 extra Portsmouth-Eastleigh train/hour giving 2 trains/hour.

These timetable changes would improve public transport connectivity in the Solent area. Connections into Portsmouth would be increased to the benefit of commuters and visitors to the city. Connections from Portsmouth to important employment areas, such as Whiteley (via Swanwick station) would also be improved for the benefit of commuters.

The improved rail services should attract some car users, achieving a mode shift from car travel and reduce traffic levels. This should help to reduce congestion, greenhouse gas emissions and air pollution in the city.

Once fully established, it is hoped that the e-scooter trial would help to reduce the volume of traffic, improving the quality of life for the residents along with the air quality.

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

The rail industry will monitor the usage of the services to determine their level of success.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

The improved rail services could attract passengers who are cannot afford to run a car and enable them to access employment opportunities in the Solent area. This could enable people to take better paid jobs than they could otherwise. Deprived areas with the station catchment areas of Cosham and Fratton will benefit from the improved public transport connectivity.

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

PCC will not measure the impacts directly. However, the rail industry will monitor the usage of the new rail services. Also, Solent Transport undertakes some surveys of travel patterns in the area, including rail users.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

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

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

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

The improved train services will attract some passengers from car use. Rail travel produces less carbon per person-km than car travel, so emissions should be reduced if the trains are well used and there is significant mode shift. The extra trains should be either electric powered or hybrid, and so should not emit any pollutants within the city. Air pollution should therefore be reduced.

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

The rail industry will monitor usage of the services. PCC will monitor traffic levels and air quality within the city over the coming years.

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

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

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

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

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

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

The improved train services will attract some passengers from car use. Rail travel produces less carbon per person-km than car travel, so emissions should be reduced if the trains are well used and there is significant mode shift.

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

The rail industry will monitor usage of the services. PCC will monitor traffic levels in the city over the coming

years.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

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

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

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

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

The improved train services will attract some passengers from car use. The extra trains should be either electric powered or hybrid, and so should not emit any pollutants within the city. If the trains are well used and there is a significant mode shift, air pollution should be reduced.

How are you going to measure/check the impact of your proposal?
Assess air quality data for Portsmouth over the coming years.

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

The improved train services will attract some passengers from car use. Rail travel is significantly safer than car use. Also, a reduction in vehicular traffic would improve safety for pedestrians and cyclists. If the trains are well used and there is a significant mode shift, there will be travel safety benefits.

How are you going to measure/check the impact of your proposal?
The rail industry will monitor usage of the trains. PCC will monitor traffic levels and road safety in the city.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

C1 - answer is "No".

The CMSP study states that provision of an additional platform at Portsmouth & Southsea station, alongside the other low-level "terminating" platforms may be necessary to accommodate the additional services. However, this station is a Grade II listed building (No. 1387026). The provision of an additional platform would therefore have to avoid making significant alterations to the other platform canopies and other parts of the structure.

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

Any changes to Portsmouth & Southsea station would be made in co-operation with Historic England, whose consent will be required.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The extra rail services will improve public transport connectivity between Portsmouth and key employment locations in the Solent area, such as Whiteley Business Park which can be reached via Swanwick station. This will enable city residents, including those in deprived areas, to access employment opportunities and better paid jobs in the Solent area. Residents within the station catchment areas in particular will benefit from this improved connectivity and access to employment opportunities, which will be likely to raise income levels.

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

The rail industry will monitor usage of the trains.

The rail industry will monitor usage of the trains The Census data compiled by the Office for National Statistics will monitor where people work and how they reach their workplaces, every 10 years.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The improve rail connectivity will increase the accessibility of the city from its travel to work area and from the wider Solent area. This will increase its attractiveness to businesses for location and investment.

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

PCC monitors the numbers of businesses and employment opportunities in the city.

Q8 - Who was involved in the Integrated impact assessment?

James Nevell
Gina Perryman

This IIA has been approved by:

Contact number:

Date:



Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	29 October 2020
Subject:	TRO 51/2020: Proposed parking restrictions and amendments
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Charles Dickens, Central Southsea, Copnor, Drayton & Farlington, Eastney & Craneswater, Paulsgrove
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the consultation responses to proposals under TRO 51/2020 relating to parking restrictions, and to decide whether to implement the proposals. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 51/2020

Appendix B: Public response to the proposals

2. Recommendations

It is recommended that, under TRO 51/2020:

- 2.1. **April Square:** the proposed 66 metres of double yellow lines within the northern arm (alongside No.41 and outside Nos.42-52) are reduced to 26 metres on the west side, alongside No.41 only;
- 2.2 **Bransbury Road:** the double yellow lines are extended by 6 metres in front of the dropped kerb as proposed;
- 2.3 **Althorpe Drive / Holcot Lane:** the double yellow lines are installed at the junction of these roads as proposed;
- 2.4 **Woofferton Road:** the proposed 7 metres of double yellow lines are reduced to 5 metres and installed;
- 2.5 **Haslemere Road:** the proposed extension of the single yellow line by 4 metres is deleted and not implemented;
- 2.6 **The remaining 10 proposals under TRO 51/2020** are implemented as advertised, due to support and/or no objections.

3. Background

- 3.1** Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, and/or to accommodate a change to the highway network. A number of traffic regulation orders are put forward each year in response to such concerns and requests relating to various locations across the city. TRO 51/2020 is formed of 16 such proposals.

4. Consultation and notification

- 4.1** Following an approximate 3-month delay due to the Covid-19 pandemic, the statutory 21-day consultation and notification under Traffic Regulation Order (TRO) 51/2020 took place 30 July - 21 August 2020.
- 4.2** Objections and support are reproduced verbatim at Appendix B:
- 4.2.1** 1 objection was received to the April Square proposal;
- 4.2.2** 1 objection was received to the Bransbury Road proposal;
- 4.2.3** 2 responses were received to the Althorpe Drive / Holcot Lane proposal, indicating support, and also objection in terms of the proposal not going far enough;
- 4.2.4** 1 objection was received to the Woofferton Road proposal;
- 4.2.5** 5 objections were received to the Haslemere Road proposal.
- 4.3** It should be noted that objections to statutory consultations must be made in writing, as stated on the consultation documents, and therefore only written responses from residents are taken into account. Letters were sent to 9 properties in Holcot Lane, advising of the proposed double yellow lines at Althorpe Drive / Holcot Lane junction and providing a further opportunity to comment. This measure was in addition to the yellow notices displayed on-street and the notice published in the *Portsmouth News*. 2 written responses were submitted.
- 4.3.1** Objections made by a third party reportedly on behalf of other residents, and received outside the 21-day consultation period, are not considered as part of the consultation response. Personal details such as names and addresses, and other information received from a third party cannot be accepted, nor can the information be used by local authorities under data protection laws, specifically GDPR (General Data Protection Regulations).

5. Reasons for the recommendations

5.1 April Square: A local councillor requested double yellow lines on behalf of residents experiencing difficulty accessing their properties, and driveways, due to parking congestion.

5.1.1 A proposal was put forward to restrict parking within the northern arm (dead-end) on both sides. A phone call from one resident, and an email from another, explained that issues arise when vehicles park on the grass verge adjacent to No.41. There was some consternation about the proposal to prevent parking directly in front of driveways. It was also suggested that the local housing association was looking to provide white entrance markings for residents' driveways. Therefore, recommendation 2.1 is made to restrict the west side adjacent to No.41 only, instead of the whole northern arm.

5.1.2 As objections to statutory consultations must be made in writing, only the email response reproduced at Appendix B can be taken into account in this report.

Plan showing the extent of the double yellow lines recommended for April Square:

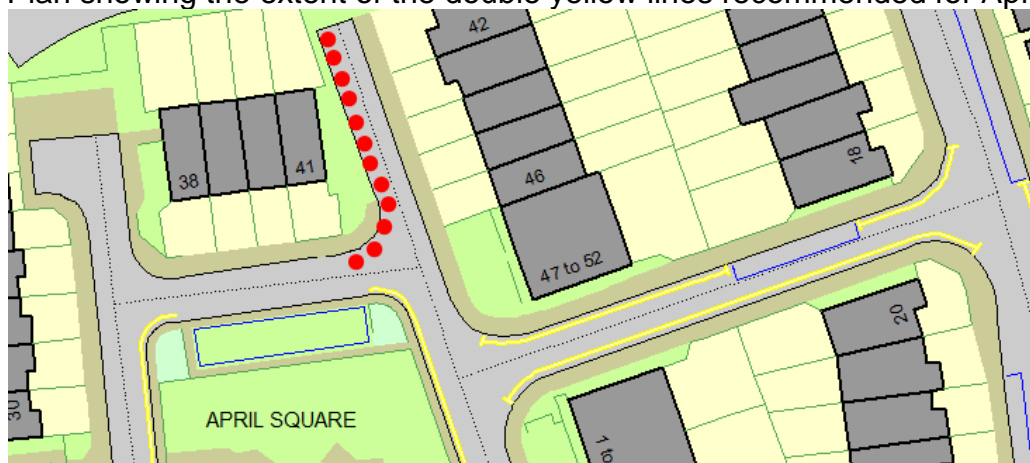


Image of the location:



5.2 Bransbury Road: An anomaly was identified in Bransbury Road just by the car park entrance, created when the dropped kerb was installed for cyclists. The dropped kerb is approximately 2.5 metres from the end of the existing double yellow lines. The proposal closes that gap, protects the dropped kerb and prevents confusion about whether or not obstruction of the dropped kerb can be enforced in this location.

5.2.1 There are no plans to remove the dropped kerb, which forms part of the cycle network, regardless of how many cyclists use it. Therefore the extension to the double yellow lines is required to close up the gap and remove any confusion as to whether vehicles can legitimately park in front of the dropped kerb. One parking space will remain, east of the dropped kerb. Image of the location below:



5.3 Althorpe Drive / Holcot Lane junction: A resident of Holcot Lane requested double yellow lines on both sides of the 50-metre section of Holcot Lane, between the junctions of Althorpe Drive and Tiffield Close, removing all street parking to improve visibility of traffic and keep footways clear. For the reasons described in paragraphs 5.3.2 - 5.3.7, a proposal was drawn up to protect the junction of Althorpe Drive and Holcot Lane, which currently has no restrictions. The proposal is intended to manage parking, thus improving visibility of vehicles and pedestrians at the junction, and is recommended for installation under paragraph 2.3.

5.3.1 The Council did not change its mind on this proposal as suggested in a representation; it was delayed due to the Covid-19 pandemic, along with all other public consultations for approximately 3 months. The proposal was included in TRO 51/2020 and progressed when lockdown restrictions were eased sufficiently.

5.3.2 Anchorage Park has some of the lowest recorded traffic speeds and traffic volumes in the city due to its structural layout, the on-street parking arrangements and due to being separate from the main highway network (i.e. used for access only, not as a through-route). On-street parking can reduce traffic speeds, whereas lengths of unrestricted road can encourage vehicles to drive faster and the overall speeds to increase.

5.3.3 Therefore, additional double yellow lines are considered in Anchorage Park when an exceptional road safety or traffic management issue is highlighted by a number of residents, the emergency, public and delivery services and/or accident data, or in relation to unrestricted junctions. The number of vehicles that residents own or use outweighs the original off-road parking provision: this has been particularly apparent

across the city during the Covid-19 lockdown measures, whereby the majority of residents stayed at home and used their vehicles far less frequently.

- 5.3.4** Essentially, there is nothing exceptional about the stretch of road between 1-8 Holcot Lane compared to the rest of Anchorage Park and therefore no reason to propose the removal of on-street parking further east of the junction. There needs to be some on-street parking to accommodate residents needs and visitors like estate agents, meter-readers, engineers, maintenance vehicles etc. It can be frustrating and inconvenient when one household appears to use more than its "fair share" of on-street parking, but removing that parking and displacing vehicles elsewhere is not a viable option.
- 5.3.5** Residents are encouraged to reverse vehicles onto driveways, so as to approach the highway in a forward manner, as per the Highway Code (rule 201); not to reverse out into approaching traffic, however light that may be.
- 5.4** Woofferton Road: There is a recurring problem for the waste collection crews to access the bins serving Ullswater House (9 dwellings), meaning that refuse collections sometimes occur fortnightly. The Waste Management team and the Housing & Property Service, are looking to harden a section of the verge and install a dropped kerb for access. Restricting a short length of highway would maintain access to the bin store, both currently and once the physical works are complete.
- 5.4.1** The objector is keen not to lose 3 parking spaces adjacent to Ullswater House, and was unclear on what 7 metres of double yellow lines would mean in reality. The original suggestion from Waste Management was to extend the existing double yellow lines southwards and in front of the proposed dropped kerb location, losing 2 parking spaces. That proposal was amended to allow a parking space to remain both north and south. The recommendation 2.4 to reduce the proposed 7 metres to 5 metres means one space would be affected, which the resident has indicated would be acceptable. This also makes it less likely that part of the double yellow lines would be used to fit 2 smaller vehicles within the space, risking the issue of a Penalty Charge Notice.
- 5.5** Haslemere Road: A local resident felt the road markings adjacent to the rear of the newsagent in Haslemere Road were misleading, as the white line entrance marking extends past the garage entrance and in front of the side gate, to meet up the single yellow line restriction. He was asked on one occasion to keep the entrance clear, and consequently asked the Council if he was in contravention of any parking restrictions in doing so, to which the answer is no, as vehicular access via the dropped kerb is not obstructed. Proposing to extend the single yellow line in place of 4 metres of the entrance marking seemed appropriate, and consultation was undertaken.
- 5.1** The consultation has shown that the extended space created by the entrance marking is used for early morning deliveries to the newsagent (5am), and that accessing the space has not been a problem. However, extending the single yellow line restriction would mean vehicles could park up until 8am as they do currently on that marking. Therefore, recommendation 2.5 is for the current road markings to remain as they

are, in light of the information provided by local people, which is supported by ward councillors.

6. Integrated Impact Assessment

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

7. Legal Implications

- 7.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 7.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

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

8. Director of Finance's comments

- 8.1** The cost for implementing the Traffic Regulation Order through signage and lining works is expected to be approx. £1,500. The cost of which will be met from 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 that have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
12 emails	Parking team, PCC (Engineers inbox)

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

.....

Signed by:

Councillor Lynne Stagg, Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 51/2020

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (RESTRICTIONS ON WAITING, AND AMENDMENTS) (NO.51) ORDER 2020

30 July 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35 and 36 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with parts III and IV of schedule 9 to the 1984 Act, to effect:

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

1. April Square

Both sides within the northern arm outside Nos.42-52 inclusive, to enable traffic to pass; 66m

2. Bransbury Road

North side, extend the existing double yellow lines eastwards by 6m (up to Henderson Road) in front of the dropped kerb between the car park entrance and Bransbury Mews

3. Curtis Mead

North side, a 4m length west of Escur Close and a 5m length east of that junction

4. Escur Close

(a) West side, a 15m length northwards from Curtis Mead opposite Nos 2 & 4

(b) East side, a 2m length northwards from Curtis Mead up to No.2's driveway

5. Fourth Street

East side, extend the existing double yellow lines northwards by 82m outside Nos.1-53, from St Mary's Road to its northern end

6. Holcot Lane

(a) North side, an 8m length eastwards from Althorpe Drive up to No.2's driveway

(b) South side, a 5m length eastwards from Althorpe Drive up to No.1's driveway

7. Kingston Crescent, Southern Spur

(a) North-west side, extend the existing double yellow lines by 8m up to Mile End Road junction

(b) South-east side, extend the existing double yellow lines by 17m up to Mile End Road junction

8. Locksway Road

North side;

(a) 9m on the west corner of Orchard Lane (private road)

(b) 4m on the east corner of Orchard Lane (private road) up to the bus stop clearway

9. Old Farm Way

South side, a 6m length west and 3m length east of Watermead

10. Watermead

(a) West side, an 8m length south from Old Farm Way

(b) East side, a 3m length south from Old Farm Way

11. Woofferton Road

East side, a 7m length at the rear entrance to Ullswater House for bin collection access

**B) CHANGE FROM 1-HOUR LIMITED WAITING MON-SAT 8AM-6PM TO:
LOADING ONLY 9AM-6PM DAILY**

1. Empshott Road

South side, the existing 16m bay adjacent to the Co-op store (No.113 Winter Road)

C) NO WAITING MON-FRI 8AM-5PM

1. Haslemere Road

West side, extend the existing single yellow line south of Pretoria Road by 4m in front of the dropped kerb (no vehicular access)

**D) CHANGE TO PAY & DISPLAY PARKING BAY LAYOUT (ECHELON TO
PARALLEL)**

1. Pembroke Road

South side, extend the parallel parking bay eastwards, replacing 26m of the echelon parking east of Pembroke Close

E) REDUCTION OF PROHIBITION OF WAITING (double yellow lines)

1. Powerscourt Road

South side, a 4m length east of Paulsgrove Road, to the side of No.4 Paulsgrove Road

**F) CHANGE TO RESIDENTS' PARKING BAY FROM MC PERMIT HOLDERS ONLY
5-7PM TO:**

MC AND MD PERMIT HOLDERS ONLY 5-7PM

1. Lorne Road

(a) West side, the 23m bay north of Campbell Rd, adjacent to Campbell Mansions

(b) West side, the 22m bay south of Livingstone Rd, adjacent No.30

G) ADMINISTRATIVE AMENDMENTS

This order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself.

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during current opening hours. Please note library staff are unable to provide additional information on these proposals.

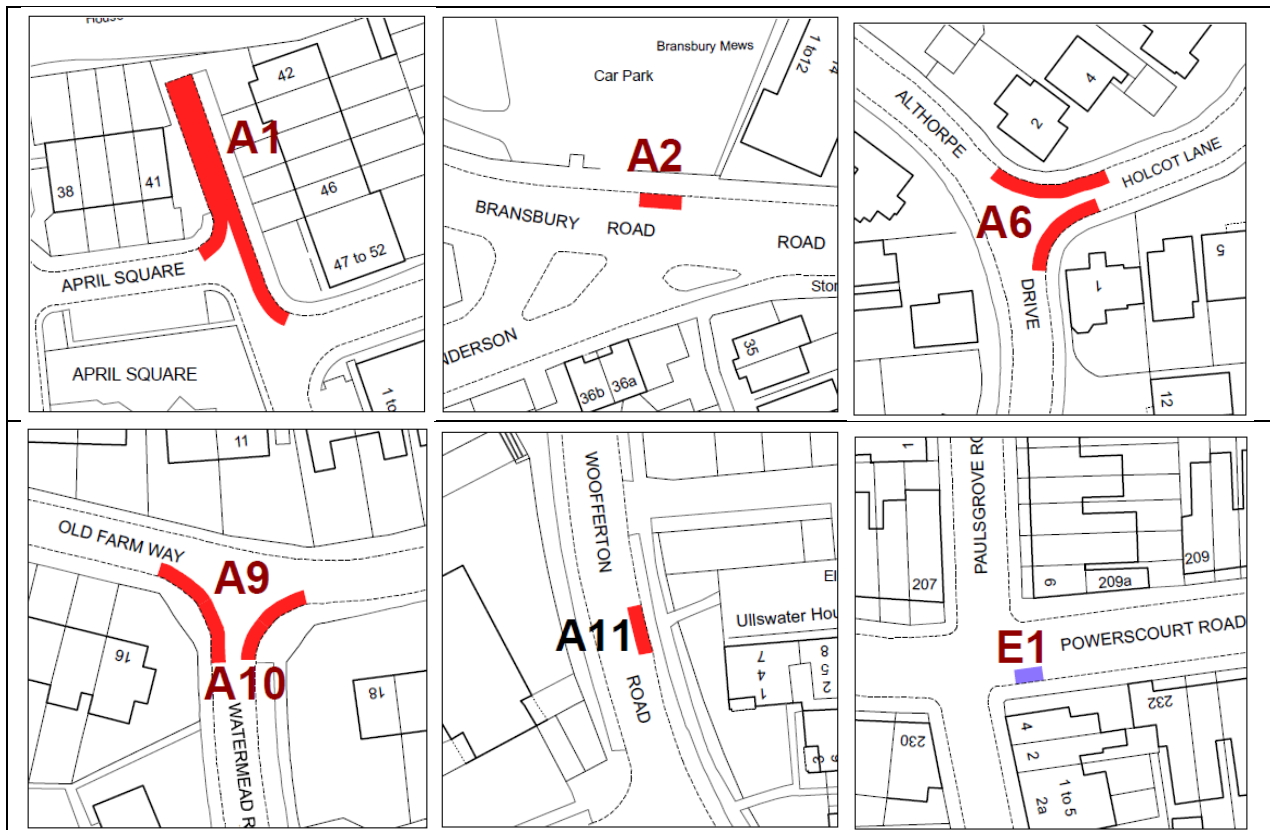


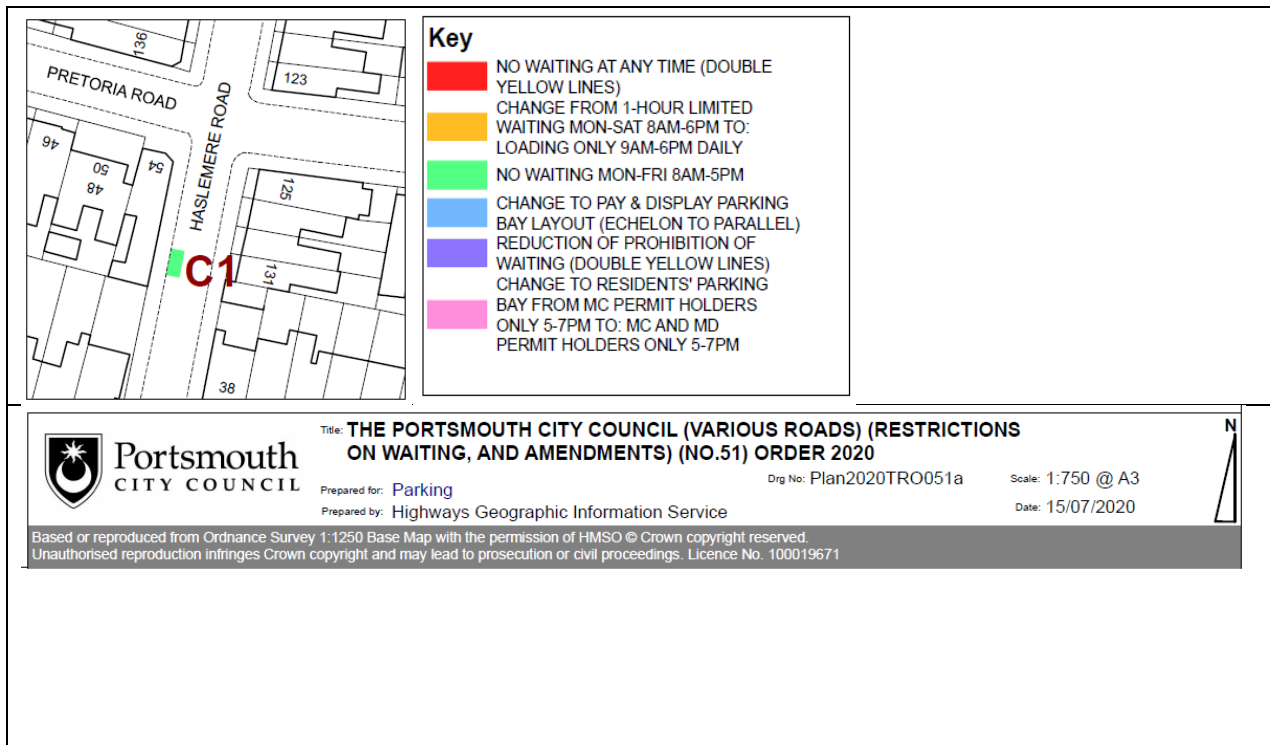
Persons wishing to object to these proposals may do so by sending their representations via email to **engineers@portsmouthcc.gov.uk** or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 51/2020** by **21 August 2020** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require 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

PLANS OF THE PROPOSALS DISCUSSED WITHIN THIS REPORT:





Appendix B: Public views on the proposals

April Square: double yellow lines

1. Resident, April Square

I was told on the phone yesterday to email my concerns about yellow lines hopefully going alongside number 41 April Square the whole length of number 41 has a grass verge running alongside of it, and for years people park on it (completely ruined it) and on the road itself some for days even weeks it can be shopper's visitors to residents people in the Square telling friends of friends etc to park there. it is so frustrating when you can't get on and off of your drive and have to miss hospital and gp appointments and if you are coming home need to find somewhere else to park. I've been approaching my Housing association for years also because of neighbour's and their visitors parking across my driveway (this has improved across my driveway) I was told that lines if they go ahead will go along the side of 41 which is what I'm hoping for, also on the pavement of mine and neighbour's pavement on the edge of our driveway (dropped kerb) I don't want lines outside of my house and I'm sure none of the neighbour's will. One neighbour has in the past put Polite notes on cars not to park on the grass verge to visitors and a resident in the flats next to us. One person who used to park on the grass verge was very abusive and swearing at the neighbour. Please can yellow lines if approved just go along the side of 41 April Square. I've taking hundreds of photos and videos over the year's many now lost and I still am now proving my point.

Bransbury Road: double yellow lines

2. Resident, Henderson Road



Further to your public notice I must object to the extension of the 'No Waiting at any time' Restriction in Bransbury Road. I believe (but not stated) this is for the cycle path that exits the car park. This is not used by any cyclist what so ever as the route is marked out with 90 degree turns and all cyclist exit via the car park and not the marked route. Further the restrictions for 'no waiting at any time' would be better placed on the double bend and further east where commercial vehicles are normally parks.

As cyclist normally ride in or out of the car park by the common entrance, a Cycle marking in the entrance would mitigate with the joint use.

Althorpe Drive / Holcot Lane junction: double yellow lines

3. Resident, Holcot Lane

Looks like your department has changed it's mind about yellow lines at the beginning of Holcot lane.

Unfortunately this does not go far enough as I requested from Tiffield close to the Beginning of Holcot Lane earlier in the year.

I provided photos of the parked cars that shows that traffic is not visible both ways when entering Holcot Lane to my Local Councillor which I believe were passed to you.

The reason you cannot see the traffic both ways is because there is a bend in the road which causes a blind spot making it difficult for No6 and 8 to enter the road from their driveways safely.

The local residents do not need to park on the road except for No8 as they have six cars and only room to park two cars.

I have the support of many residents not only local but those who drive past on a daily basis to go to work

All we are asking for is to be able to exit our driveways safely we are not asking for too much.

The only people that park here live further up the state because they have too many cars.

I would also like to inform you that 2 cars parked just up the road have been parked for 7 and 5 Months since the start of the year and they do not even live on the estate.

If I get majority support from the nine resident not 8 in your letter will this help in my proposal.

I have spoken to 5 residents near me who are not happy with your proposal and would rather have Yellow lines from the beginning of Holcot Lane to number 8. There are therefore five objections and their names are listed below :-

Mr X, No.X Holcot Lane.

Mr X, No.X Holcot Lane.

Mr X, No.X Holcot Lane.

Mr X, No.X Holcot Lane.

Mr & Mrs X, No.X Holcot Lane.

I have also added another two photos showing that the entrance to Holcot Lane is not visible and is a road safety issue. If I cannot see the entrance to Holcot Lane then neither can the drivers from Tiffield Close. I have also taken a photo from the beginning of Holcot Lane and that is still obscure to drivers entering Holcot Lane.

4. Resident, Holcot Lane

Thank you for your letter of 31 July inviting comment regarding the proposal to paint double yellow lines in Holcot Lane and your counter-proposal to reduce the lines only to the junction between Holcot Lane and Althorpe Drive.

I have no idea which neighbour submitted this proposal, but I wholeheartedly support them. This junction is particularly dangerous when vehicles are parked along the section of road specified, namely the length of road between No.1 and No.8.

It has got particularly bad over the last few months. I'm at home most of the time and have witnessed several near misses and two "road rage" incidents in the last two months since lockdown was eased and the parking situation has worsened.

Whilst I completely understand the need to provide safe parking, the emphasis has to be on the word safe. I have attached 4 photographs taken throughout this morning. Although taken within a 3 hour timeframe, this is indicative of the ongoing problem on this stretch of road.

In the file ending 125 - you can see that the maximum number of parking spaces involved is 3, without encroaching on dropped kerbs. It also shows cars being parked on the opposite side of the road, reducing road width considerably. It is a fairly common occurrence to see lorries having to mount the pavement to get past parked cars, with the inevitable damage to kerb and pavement.

In the file ending 140 - you can see that having only 3 spaces hasn't stopped a van from squeezing on at the end of the row, blocking the driveway for the residents at Nos 2 and 4.

In the file ending 557 - I had just returned home in my car to find this almost everyday occurrence. 4 vehicles nose to tail. The issue however is one of safety - you will note that I have no view of the road beyond the parked cars, despite the need to pull out onto the other side of the road to pass.

In the file ending 603 - This is the view when on the wrong side of the road, attempting to overtake the parked cars. Because of the shallow double bend in Holcot Lane, the view forward is totally obscured by the parked cars. When coming from the opposite direction, if cars are parked on the other side of Holcot Lane (outside No.7), the same problem applies, even though there are only two parking spaces on this side. There is an additional hazard at this point for vehicles using the junction between Holcot Lane and Tiffeld Close.

I have seen innumerable instances where cars have met head on and it is only through sheer luck that they haven't collided. One is always forced to reverse to permit the other to proceed and this has caused argument that has nearly come to blows on several occasions. On one occasion, the van driver was so incensed that as he drove past he ripped off the wing mirror from the car on the other side of the road. I have no doubt that there have been many more incidents that have gone unnoticed.



The situation has worsened considerably in recent months, with many vehicles apparently being parked by workers on the nearby trading estate. Furthermore, some local businesses appear to be using the road as over-flow car parking. The existing parking spaces beyond No.7 seem to be monopolised by either Enterprise hire vans, Surrey Council vans or several old vehicles that seem not to move for weeks at a time - presumably awaiting repair. I understand that such parking is legal providing they are taxed, but the fact remains that they are making the parking situation much worse than it needs to be.

As things stand. With such an obstructed view and with so few people observing the 20mph speed limit, this part of the road is at times extremely dangerous and I fear that a serious incident is inevitable.

All of the affected residents have both a garage and at least two spaces for off-road parking, so continuing the yellow lines as originally proposed to the end of the road in front on No.7 and No.8 would not cause inconvenience.

On a personal level, although it might make parking slightly more difficult when I have visitors, I nevertheless strongly support the original request to extend the yellow lines to the end of the road beyond No.7 and No.8 and I request that you revisit the proposal with a view to doing so.

Thank you again for inviting comment and for investigating the proposal. Your efforts to keep the streets of Portsmouth safe are greatly appreciated.

I feel it important to report yet another incident on the stretch of road in question.

I heard shouting and when I looked out I saw that a pushbike had collided with a car. It appears that the car was trying to pull out of Tiffield Close to turn right into Holcot Lane. A cyclist heading down Holcot Lane was obscured by parked cars and as the car pulled out, the cyclist went into the driver's door. Fortunately, no injuries resulted, damage to the car door was light, and aside from some choice language no harm was done.

The potential for serious injury had the cyclist been travelling at speed, or had the incident involved a car or motorcycle is obvious.

There are almost always vehicles parked on the road/pavement at this junction, so may I suggest that when considering the extent of the double yellow lines in this proposal, you also extend them around the corner at this junction.

I have attended far too many accidents in my professional life and now that I'm retired, I have no desire to witness anymore in the vicinity of my house. The stretch of Holcot Lane from it's junction with Althorpe Drive and through until it's junction with Tiffield Close is hazardous. Please could you reconsider your proposal and extend the double yellow lines the full length of the road on both sides as far as, and around, the junction of Holcot Lane and Tiffield Close.

Officer's response:



Many thanks for your email below and your subsequent email in relation to the junction of Tiffield Close.

With regard to the latter it sounds as if the driver exiting Tiffield Close did not fully stop at the junction or look properly before moving forward. With the vehicle parked on the footway instead of the road, visibility of approaching vehicles was unaffected. If double yellow lines were to be proposed on that junction they would be unlikely to continue in front of No.8, as the majority of residential junctions within the city that are restricted, have between 1-3 metres of double yellow lines (excluding adjacent footway width). There have been no concerns raised about the junction of Tiffield Close/Holcot Lane in the last 15 years, or requests for parking restrictions, which is why it remains as is. This is very common for minor internal junctions in residential areas.

Thank you for your support regarding the proposed double yellow lines at the junction of Holcot Lane with Athorpe Drive. It's rare that a proposal is put forward on behalf of one resident, but the junction in question is formed by 2 main roads within the estate. Usually, proposals are the result of concerns raised by a number of residents, often via a petition, the emergency, public and/or delivery services, or where accident data suggests a problem that requires attention.

Anchorage Park is particularly difficult, as many residents have out-grown the private parking available and use the roads, when limited parking is available for visitors anyway (not just residents' visitors, but those maintaining the location's infrastructure and common areas). Increasing the parking restrictions and removing parking causes vehicles to move to more unsuitable locations and increases the parking congestion, as vehicles do not disappear from the estate. However, the roads do not take the volumes of through-traffic seen elsewhere in the city, and have the lowest recorded traffic speeds due to vehicles using the roads for access only. Speeding is acknowledged as a problem within the long, straight roads where vehicles are able to build up significant speeds, particularly within one-way streets. Limited funding means traffic calming measures are focused on roads with a poor road safety record, and there is a long waiting list.

I hope this information and context is useful. Whether or not the proposed double yellow lines are approved will depend on the outcome of the consultation. Your comments will be included in the subsequent report, anonymised. The Council must follow statutory procedures to introduce traffic restrictions, including the 21-day public consultation, and currently little evidence available to insist restrictions are installed in the face of objections, other than the fact the two roads involved form an important junction within the area. Generally speaking, residents do not like double yellow lines in front of their properties where parking has taken place for many years, and was available for use when they purchased the properties.

Very many thanks for your comprehensive reply, I'm very grateful.

I've done my bit! I still don't know which neighbour made the original proposal, but perhaps had they canvassed the rest of us for opinion, they might have had more support.

Over to you, I just hope that I don't have to resurrect these emails in the future and say that I told you so!

Woofferton Road: double yellow lines

5. Resident, Allaway Avenue

We wish to object to the proposed double yellow lines at Woofferton Road for bin collection.

Whilst we acknowledge that bin collections are a necessity, the collections themselves take place once a week for approximately 30 mins. Please note, and we would like you to bear in mind, that collections are at times, once a fortnight due to the providers tight schedules.

Our understanding of double yellow lines means no parking whatsoever. We would like to point out, and are sure you will understand, that existing parking is very limited at best. The proposed double yellow lines will remove 3 most needed parking spaces, restricting residents and visitors alike.

We would also like to point out that in the years that we have resided here there has not been any major problems with the bin collections themselves. However, when the area is clear of parked vehicles, the vehicle used for the bin collections can be found on the pavement backed up to the gates of the entrance to Ullswater House, thus blocking pedestrians from using the pavement and therefore forcing them to use the road. We are also aware that the reason why they make this manoeuvre is because they do not like dragging the bins themselves over the graved area of the pavement as they cannot control them safely.

With all this said we would like to propose for your consideration, that instead of double yellow lines, which as we know would remove 3 parking spaces, that you place/paint 'No Parking' on the road directly in front of the rear entrance to Ullswater House, therefore only removing 1 parking space. This would then give the bin collection providers space to operate and reduce the restrictions to residents regarding our precious parking facilities.

Haslemere Road: extension of single yellow line

6. Business, Haslemere Road

I would like to object to the above order to extend the single yellow line by 4 m across the dropped curb and my side entrance and would like it to be left in its current state

When the pandemic started in March we did not close and stayed open serving the local community and delivering to vulnerable residents and self-isolating customers. As you know stock everywhere was in short supply and cash and carries were restrictive and so we had to rely more and more on delivered goods so we could stay open, so the dropped curb area was a godsend for deliveries and as the parking restrictions were lifted in the area by the council we had cars parked on the single line for days, not moving.

My business relies on daily deliveries and unloading at the back of the shop via the double gates and the single door, 7 days a week, from 5.00 am onwards, restricting access to my delivery area would have an adverse effect to my business and if suppliers



cannot get direct access as at present they might refuse to deliver to me and where would I get my stock then . Since the pandemic suppliers have brought in their own restrictions on how and when they can deliver and we have to conform to these . We are also a parcel hub and can have eight or nine parcel deliveries a day at the side door as we have a restriction on how many people can be in the shop at one time due to social distancing and at this point in time we do not know what other restrictions the government will bring in .

By extending the line you will be cutting down my delivery area by 1 third and adding one extra space and when cars are parked there the delivery vehicles will not be able to park to unload and may have to block Haslemere Road whilst unloading, which is not ideal . A similar example is the Spar shop down the road whose delivery vehicles regularly block Devonshire Avenue and stop the traffic , causing tailbacks in both directions.

The current line is enough for 2 cars and we already have problems with motorists not moving their cars after 8am because they cant be bothered or don't see the sign ,sometimes leaving them there all day ,this can be verified by the Parking Office with the amount of tickets issued . At the moment when this happens we have the leeway of the dropped curb for any deliveries and customer parking but this will be taken away if the lines are extended and parking is allowed across the entrance .

There is also access required to a residents garage behind the shop , the green shutters , when cars are parked opposite the entrance and up to the edge of the garage the turning circle is very tight but with another car added on it will reduce it further .

The resident asked me to mention this in my objection .

The current single yellow line has been here a number of years and there has never been any problems with that or my deliveries and the dropped curb is clearly marked with stop ends and an entrance sign and if one or two residents have queried it since the new permit scheme has come in recently is it fair to disrupt my established business and deliveries on that basis , maybe they are looking to park there and not purchase a permit .

If someone has been asked to move or told they couldn't park there at anytime it would be a delivery was due .

There are also many other properties in the area who have dropped curbs and do not use them for vehicular access.

By leaving as it is, it will save the council the expense of removing old lines and replacing them.

I have attached some pictures of some of our delivery lorries and the space they take up , also remembering they have tail lifts so space has to be allowed for those and enough space to roll off the cages.

Further to my previous objection and the disruption to my business I would also like to add the fact that the single yellow line is only in force on Monday to Friday which means there will be cars ,vans or trucks parked on the dropped curb across my delivery entrance all weekend .

Has thought been given to if and when the football season restarts how parking will be affected.

A lot of large delivery lorries use Haslemere road and the dropped curb provides an excellent passing spot, in the past we have even had emergency vehicles parked there.

My suppliers lorries have taillifts so need an extra 3 metres behind to unload.

Perhaps you can answer

- Where my deliveries, which are seven days a week, from 5 am can be unloaded safely to the delivery entrance, as they cannot come through the shop due to social distancing and supplier restrictions because of Covid 19 which is ongoing
- Disabled customers who at present at weekends and during the week are able to park on the dropped curb will park to shop, if the line is extended.
- We also have parents with children who park there safely, so they do not have to cross the road.

To sum up, to the council it is 4 metres of line, to myself, my business of many years, Customers, Suppliers and local residents it will bring more restrictions to an already very congested area in what continue to be very difficult and unsure times.

7. Business, Haslemere Road

We as a company would like to object to the above application.

There are enough parking spaces in the area and we feel that making one more space outside of Pretoria News will not make a difference at all, but will have a major effect on Pretoria News as a company.

Extending the lines across a regularly used delivery area for Pretoria News, would put more pressure on a small business, its suppliers and its customers, a business that is surviving in these difficult times and has supported the local community throughout. By making a parking space here, could cause major disruption to deliveries, and to passing traffic on a daily basis.

Local businesses have suffered enough due to the pandemic and are subject to many government restrictions inside and outside of the business. We should be supporting our local businesses, not causing problems, when there doesn't need to be.

8. Resident, Rochester Road

I would like to register my objection to the extension of the single yellow line south of Pretoria Road as advised in the notice above. My garage entrance is on Haslemere Road and if cars/vans are entitled to park overnight on both sides of my garage entrance, as well as the garage entrance being positioned in such a narrow road, I will not be able to manoeuvre my car into my garage (especially with plans in the future to purchase a larger vehicle).

Although there is another garage entrance on the other side of Haslemere Road which would make manoeuvring a little easier, the space often has the garage owner's car parked in front of it, so I am often unable to use that space to manoeuvre when cars are illegally parked outside the shop's delivery entrance.

Another point to make is how the shop's deliveries will operate effectively without the extended dropped kerb, the space is used daily for overnight deliveries, plus the shop owner has expressed his anger for this unnecessary change due to purchasing the shop which had the option to convert the back entrance into a garage if he so wishes in the near future, surely you cannot take away this entitlement from the owner?

I very much hope you will reconsider this plan due to the idea only gaining one additional parking space, however making my garage redundant and consequently meaning parking my larger vehicle in the extra space gained. Unfortunately the suggestion to extend the single yellow line does not prove logical sense for the community and I would further appeal your decision if you decide to go against my objection.

I was extremely disappointed to see when the 4.30-6.30pm parking restrictions came into force when your team painted the dotted white lines directly against my entrance road marking, therefore encouraging residents to park close to the garage entrance meaning I am now unable to turn right out of my garage. As well as the annoyance of having to pay for a repaint of the entrance road marking myself every 5-10 years due to the white lettering fading, it is necessary to do this due to the countless times mindless people have decided to park over the entrance.

The shop owner and I have fought so hard to keep our garage entrances clear from illegal parking and this idea from our own council to make an unnecessary change to make the situation worse is very distressing for our families.

9. Local Councillor

Having received representations from residents and having investigated the reasons why the proposed change came forwards, I believe that on balance, the status quo is preferable to this change and therefore wish this to be considered as a formal objection.

10. Local Councillor

Just to say that I concur with the local Cllr's comments and wish to add my objection too.

11. Resident, No address given

A notice board had appeared regarding a single yellow line in front of Pretoria news on Haslemere road.

I would like some more details on this matter please as I frequently use this line to park my car overnight. I understand you are trying to extend the line by 4 meters but have been told you plan to change the restriction from 8-5 to 6-6 this would mean anyone parked there overnight would have to move it at 5:55am or risk getting parking tickets every day. Can you please give me information of your plans for this area.

Officer response: There are no plans to change to the 8am-6pm restriction. This was discussed during the consultation, whereby extending the current marking could mean a change to its times of operation, to cater for the early morning deliveries. The recommendation not to change the road markings makes this unnecessary.

Ok thanks for clearing that up, as long as the timings of the yellow line doesn't change. To make it 6am-6pm as I was first told would make it unsaleable for residents as we'd have to move our vehicles at 5:55am to avoid getting tickets.

Powerscourt Road: reduction of double yellow lines

12. Resident, Powerscourt Road

We have recently had a drop kerb installed at our property however we have had many issues with vehicles blocking our drive due to the distance space left between the existing yellow lines and our driveway. We have been advised by traffic officers to contact you in regards to getting the lines shortened to allow a sufficient parking space between the yellow line and our driveway. Please see photos attached regarding the length of the yellow line and distance space between our driveway.

Officer response: the construction of the dropped kerb left a short gap between it and the double yellow lines from Paulsgrove Road, causing vehicles to either overhang the restriction or new dropped kerb. Further investigation found that the double yellow lines were reduced some years ago as part of a review in North End, but either this length was missed, the bitumen has worn away, or the restriction was replaced incorrectly after resurfacing. Therefore, a new consultation was required to make the necessary changes on the highway.

(End of report)



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

Date of meeting: 29 October 2020

Subject: TRO 49/2020: Proposed MG Festing Grove residents' parking zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

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

Within this report, "RPZ" means Residents' Parking Zone and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 49/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** That the MG Festing Grove area parking zone proposed under TRO 49/2020 is implemented as advertised, with the following caveats:

- (i)** That the double yellow lines proposed in Culver Road are deleted and not introduced (Part D2 of the public proposal notice); instead the residents' parking bays are extended in their place;
- (ii)** That the intention is noted to include the properties listed below in this parking zone (MG Festing Grove area), instead of the adjacent proposed MH Westfield Road area parking zone, for practical reasons and in response to residents' concerns:

- Odd-numbered properties 279-291 Highland Road
- 1-12 Highcourt, 293 Highland Road.

3. Background

3.1 The area identified as "MG" appears on the Residents' Parking Programme of Consultation, and is the next area sequentially on the Programme to be considered. An update to the Residents' Parking Programme of Consultation was approved at the Traffic & Transportation decision meeting held on 20 August 2020, setting out timescales for progress following the 4-month delay caused by the Covid-19 pandemic.

3.2 The informal survey of the MG area closed in March 2020, and 438 of 1887 survey forms were returned (23%). Of the 438 who responded:

- 258 (59%) felt a parking scheme would be helpful
- 170 (39%) felt a parking scheme would not be helpful
- 10 (2%) did not indicate either way

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

Evening 34%	Overnight 31%
Afternoon 18%	Morning 11%
Unanswered 6%	

3.3 There is no minimum response rate required from the informal survey to trigger formal consultation on a proposed parking zone. The Council does not make assumptions regarding the views of those who do not respond to surveys. A simple majority of those who respond to indicate a parking zone would be helpful will cause formal proposals to be drawn up for consultation, as per the information set out on the survey form.

3.4 As shown on the Residents' Parking Programme of Consultation plan, boundaries are indicative and the Programme report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Finalised zone boundaries are included in formal proposals, which in this area has resulted in a proposed extension to the adjacent MF zone and a revised MG zone covering the remaining area initially surveyed.

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

MF Craneswater area zone extension	MG Festing Grove area zone
<ul style="list-style-type: none"> • 28 (68%) in favour of permit parking • 12 (29%) against permit parking • 1 (3%) did not indicate a preference 	<ul style="list-style-type: none"> • 230 (58%) in favour of permit parking • 158 (40%) against permit parking • 9 (2%) did not indicate a preference

3.5.1 Residents of the "rectangle" of 5 roads (Salisbury Road, Helena Road, Bruce Road, Spencer Road and Elizabeth Gardens) felt their parking problems were more aligned

with those of the MF Craneswater parking zone west of Festing Grove, their southern boundary being close to Canoe Lake, and wished to be part of that zone.

- 3.5.2** As it was possible to accommodate this feedback, statutory consultation was undertaken on a formal proposal to extend the MF zone eastwards along Salisbury Road and its side roads, under TRO 50/2020.
- 3.5.3** A separate formal consultation has been undertaken on the remaining area surveyed under "MG", via TRO 49/2020, for restrictions to operate as MG permit holders only between 12 noon-1pm and between 6pm-7pm. The proposal is based on the informal survey data, proximity to Eastern Parade and the seafront Pay & Display that ceases charging at 6pm. Both the MF and proposed MG zones have similar operating times, in that parking is restricted to permit holders only during two 1-hour slots; lunchtime and evening.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 49/2020 took place 17 August - 7 September 2020. Statutory consultation is not the same as a survey; the latter gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.
- 4.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.4), although comments are invited from everyone to enable suitable recommendations to be made. Therefore as well as assessing whether or not people are in favour of the proposal consideration needs to be given to what is said in each representation made. Appendix B contains the representations received.
- 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 (80) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MG zone (1511).
- 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 MG Festing Grove area parking zone is summarised and considered in this section. Full responses are reproduced at Appendix B.
- 5.2** 336 people responded to the proposed MG zone under TRO 49/2020. Their views are broken down as follows:

Respondents	Object	Support	Unclear either way
Residents in zone	115	143	31
Businesses in zone	2	0	1
Residents outside zone	3	1	0
Businesses outside zone	0	0	0
Totals	120	144	32
No address given	15	18	7
Overall totals	135	162	39

5.2.1 When submitting comments in respect of formal TRO proposals, people are required to provide their address. Whilst being a statutory requirement, this also helps to consider the responses in context, and to identify where issues may require specific attention. Therefore, the responses received from people without providing address details are listed separately within the above table.

5.3 The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area of Southsea as listed below. The issues are reportedly worse in the summer months, on sunny days, at weekends and during school holidays:

- Visitors to the beach/seafront
- Visitors to seafront cafes and pubs
- Displacement from nearby parking zones, and concerns over possible displaced parking from new parking zones, particularly increased numbers of commercial and larger vehicles
- Lack of parking provision for buildings that have been converted into flats and HMOs (Housing in Multiple Occupation)
- Inconsiderate parking

5.4 Displacement: Concerns about parking displacement northwards of the proposed MG parking zone have been raised, into the areas identified on the Programme as "MH" and "MI". These areas are included in the Residents' Parking Programme of Consultation, have now been surveyed, and formal consultations will be taking place in September and October respectively. All parking survey results are published on Portsmouth City Council's website: visit and search "parking survey results".

5.5 The most common points raised during the consultation, whether in support or against the proposed MG parking zone, are listed below. "Most common" is defined as mentioned in 10 or more separate representations.

- cost of permits
- operating time of the parking zone
- enforcement concerns.

5.6 Following the response to the formal consultations on previous parking zones proposed to operate for 2 hours a day, the FAQ section of the information letter was

expanded to include details of Visitor permits, the cost of Resident permits and how parking zones work when restricted to permit holders only for 2 hours a day. By doing this, fewer of these queries arose during the statutory consultation on the proposed MG parking zone.

- 5.6.1** Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits within a zone operating for 2 hours only each day. If visitors are likely to be parked within the MG zone during the controlled hours then a Visitor permit would be required - the minimum cost of £1.15 authorises *up to 12 hours'* parking. This means that different types of Visitor permit do not need to be produced for each individual parking zone; they simply include a zone identifier. The 37 RPZs in Portsmouth operate restrictions at various times, including some with free parking periods for non-permit holders (1-3 hours) and others that operate as 'permit holders only' at specified times. 24-hour Visitor permits are less likely to be used in some RPZs, but the product remains available.
- 5.6.2** Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested, but the minimum cost would remain at £1.15 to cover the production and administration costs. Introducing further permit types could increase the potential for residents to purchase insufficient time for visitors, who may stay longer than planned and then further permits would be required at additional cost.
- 5.6.3** Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes (permit and penalty charge notice administration, enforcement and maintenance) are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs.
- 5.6.4** Higher costs for the second and, if applicable, third Resident permit per household aims to encourage residents to consider how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.
- 5.6.5** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones with a two hour restriction are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. This can benefit residents' visitors, tradesmen and those using local businesses and services. All parking bays can be used for dropping off/collecting passengers and loading/unloading in the usual manner, provided the vehicle is not left unattended during the restriction operating times. This is useful for parents collecting pupils from schools, for example.
- 5.6.6** Timings specific to MG zone parking area: A number of people queried why the restrictions do not continue further into the evenings, start earlier or extend for more than 2 hours a day. Under the proposals, parking within the MG zone would be

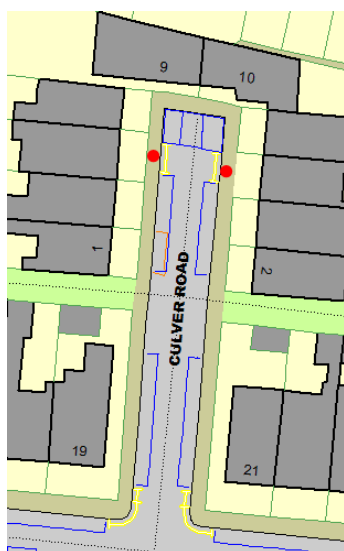
restricted for two 1-hour slots each day, preventing non-permit holders from parking up all day, or parking in the afternoon and into the evening in the residential streets. There is Pay & Display available on the seafront next to Canoe Lake, which stops charging at 6pm, but visitors naturally choose free parking if it is available.

6. Reasons for the recommendations

- 6.1** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed MG Festing Grove area zone aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.
- 6.2** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and contribute to improving air quality.
- 6.4** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.5** The two 1-hour time slots of 12pm-1pm and 6pm-7pm proposed for the MG zone aim to make it easier to find parking spaces throughout the day, by encouraging better use of the Pay & Display facilities available, and encouraging people to think about how they travel to the area for whatever purpose. Visitors, for example, would not be able to park all day, or across lunchtime or mid-afternoon into the evening within the residential streets. They could be more likely to use the Pay & Display bays after 6pm when charging ceases, or pay for a couple of hours prior to 6pm. Local residents travelling independently from other parts of the city could make shared travel arrangements and/or use public transport such as taxis.
- 6.6** Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.
- 6.6.1** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.
- 6.7** 24-hour parking zones are no longer automatically promoted, and many of the older ones have been amended or are due to be reviewed within the current Programme.

Designated time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce.

- 6.8** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.9** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. For example, 12 residents responded to the formal consultation indicating there are no parking problems to be addressed.
- 6.10** Culver Road: 4 metres of double yellow lines were proposed on each side of the cul-de-sac to maintain access to all 3 parking bays at the northern dead end. Residents use cul-de-sacs differently within the city, some park on each side of the road only, and require a short length between them at the dead end. However, in Culver Road, use is made of the dead end, with vehicles parking 3 abreast. In response to the residents' objections, the proposed double yellow lines are not recommended for approval, instead extending the residents' parking bays in their place. This is possible as a lesser restriction will be in place. Had double yellow lines not been proposed, and residents had wanted them, as in other cul-de-sacs, a new consultation via TRO would be required.



- 6.11** Odd Nos.279-293 Highland Road: As documented at the Traffic & Transportation decision meeting held on 20 August 2020 regarding the updated Residents' Parking Programme of Consultation, residents of these few properties have expressed concern at being included in the MH Westfield Road area rather than the MG Festing Grove area. Their response to the TRO 49/2020 (MG zone) consultation reiterates their concerns. The properties have no parking at the front on Highland Road, and no rear access via the MH zone, meaning the nearest MH zone parking is around 200 metres in either direction. By contrast, the nearest MG zone parking is less than 30 metres away opposite.

- 6.12** A proposal to formally amend the permit eligibility for these properties has been included in the MH parking zone proposed under TRO 42/2020.

7. Integrated Impact Assessment

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

8. Legal Implications

- 8.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 8.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 8.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.

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

9. Director of Finance's comments

- 9.1** The cost to set up the scheme will be in the region of £40,000 which includes advertising the Traffic Regulation Order and installing appropriate signage and lining costs. This cost will be met from the On Street Parking budget.
- 9.2** The cost of enforcing and administering the zone will also be met from the On Street Parking Budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending is

governed by the Road Traffic Regulation Act 1984. The amount of income generated by the PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.

- 9.3** It is difficult to estimate the amount of income that could be generated from this new residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not known until the scheme is in operation. Similarly it is difficult to estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within MG zone there are 1511 properties. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1006. The 2011 census also stated that 66.6% of households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 9.5** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £30,180 per annum in first permits alone.
- 9.6** Although we cannot accurately estimate the amount it's anticipated that once you take account of visitor permits and other permits that the income generated will be enough to meet the cost of implementing the scheme.
- 9.7** The pricing structure is not designed to cover the cost of Residents parking zones and as described above it is difficult for the Council to actually predict what the cost and income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

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

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

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

Title of document	Location
336 emails / letters in response to TRO 49/2020 (Proposed MG Festing Grove RPZ)	1. Portsmouth City Council's "Engineers" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation Update Post-Covid-19	PCC website - Traffic and Transportation cabinet meetings - 20 August 2020

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

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



Appendix A: The public proposal notice for TRO 49/2020

THE PORTSMOUTH CITY COUNCIL (MG ZONE: FESTING GROVE AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.49) ORDER 2020

17 August 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, 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 7 September 2020

Please tell us whether you support or object to the proposals

CURRENT PARKING CHARGES

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

£30.00/year for first permit

£120.00/year for second permit

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

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

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

£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.

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

A) MG ZONE BOUNDARY



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Survey Licence
number
100019671.



B) MG PERMIT HOLDERS ONLY 12-1PM AND 6-7PM

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

Whole roads

- | | | |
|-------------------|----------------------|----------------------------------|
| 1. Adair Road | 11. Eastney Street | 21. Owen Street |
| 2. Andover Road | 12. Exeter Road | 22. Priory Road |
| 3. Brading Avenue | 13. Festing Grove | 23. Selsey Avenue |
| 4. Bristol Road | 14. Highland Street | 24. St George's Road,
Eastney |
| 5. Burbidge Grove | 15. Kassassin Street | 25. Tokar Street |
| 6. Chitty Road | 16. Kimberley Road | 26. Wainscott Road |
| 7. Collins Road | 17. Lindley Avenue | 27. Ward Road |
| 8. Cousins Grove | 18. Marine Court | 28. Worsley Street |
| 9. Cromwell Road | 19. Morley Road | |
| 10. Culver Road | 20. Nettlestone Road | |

Part roads

29. **Eastern Parade** (north side between Spencer Road and St George's Road, Eastney)
30. **Highland Road** (south side between Exeter Road and Andover Road)

C) MG PERMIT ELIGIBILITY: All properties within the MG zone boundary shown at Part A

D) NO WAITING AT ANY TIME (double yellow lines) (Measurements exclude footway width)

1. Brading Avenue

- (a) West side, a 7m length southwards from the junction with Festing Grove, on the corner by No.29
(b) East side, a 4m length southwards from the junction with Festing Grove
(c) East side, a 2m length north and south of the junction with Selsey Avenue

2. Culver Road

Both sides, a 4m length outside Nos. 5 and 6 to enable access to the bays at the northern end

3. Nettlestone Road

Both sides, a 2m length northwards from Selsey Avenue junction

4. Selsey Avenue

- (a) Both sides, a 2m length eastwards from Brading Avenue junction
(b) North side, a 1m length west and a 2m length east of Nettlestone Road junction

E) ADMINISTRATIVE AMENDMENTS

This order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself.

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 49/2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during the current opening hours. Please note library staff are unable to provide additional information on residents' parking schemes.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 49/2020** by **7 September 2020** stating the grounds of objection/support, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public, anonymised. If the proposals require 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 (within zone): 1 - 143
Support (outside zone): 144
Support (no address): 145 - 162

Objection (within zone): 163 - 279
Objection (outside zone): 280 - 282
Objection (no address): 283 - 297

Unclear (within zone): 298 - 329
Unclear (no address): 330 - 336

Support for proposed zone (from within the zone)	
1. Resident, Adair Road	<p>I fully support the parking zone being introduced. I personally think we need the zone to cover evenings and weekends as we cant park near our houses on Saturdays and Sundays as everyone parks here to use the beach during the summer.</p> <p>There are some people with 3-4 cars in this area and it means we do really struggle.</p> <p>I look forward to hearing from you with the next steps.</p>
2. Resident, Adair Road	<p>Being a resident with only one vehicle I completely support the proposal.</p>
3. Resident, Adair Road	<p>Being a resident with one vehicle I completely support the proposals.</p>
4. Resident, Adair Road	<p>I would like to register my support for the proposed MG parking zone.</p> <p>The only change I would like to suggest is changing the 6pm-7pm time to 4pm-6pm.</p> <p>This would mean that those of us returning from work, would be more likely to get a space.</p>
5. Resident, Adair Road	<p>I am writing to say that I approve of the forthcoming parking zone to Adair road.</p>
6. Resident, Adair Road	<p>I support the proposed residents parking zone: MG Festing Grove Area</p>
7. Resident, Adair Road	<p>In general, I welcome the permit parking in my local area, and just don't know why it wasn't implemented citywide years ago. I live near Eastney beach and have difficulty parking on sunny beach days. At the moment, where I live is the dustbin parking area for those who don't wish to buy extra permits in adjoining areas which already have the permit parking scheme - especially for vans and RV's. They are parked for long periods of time and just don't move - so the proposed scheme should solve this issue.</p> <p>My one comment I would like to raise is about VISITORS' PERMITS: I notice that they can only be purchased for 12 and 24 hours - I would like 7 day permits. I bought these when I lived in central southsea, and ask why they are discontinued? Please can you explain why these won't be available?</p>
8. Resident, Adair Road	<p>We both DO SUPPORT the above proposed parking scheme but at the same time do feel that we have no choice in the matter.</p> <p>Over the last few weeks due to COVID etc it has been very difficult for us as residents to park in Adair Road or adjacent roads due to the vast volume of beach traffic that have parked up for the day from early morning to late in the evening which has been most</p>

frustrating!! Hopefully, more car parks, park and ride etc will be made available to visitors of Southsea/Eastney to overcome these parking issues.

As mentioned above we feel we have no choice in this matter but to agree with the proposed parking scheme as you cannot partially introduce these resident parking zones as the areas not zoned become dumping grounds for owners of cars that are not prepared to purchase resident permits or have surplus cars.

It has to be all or nothing for these schemes to work - that makes sense.

9. Resident, Adair Road

I confirm that I fully support the parking zone being introduced in Adair road and the surrounding area.

10. Resident, Andover Road

Our household wholeheartedly supports the introduction of the MG Parking Zone. However, what is unfair is that you have allowed only 7 days between the introduction of the adjacent zone on Aug 31st and the closing date for responses to the MG proposal. I do not think this is enough time for the impact of the adjacent zone to be felt, so I do not think people will know the full picture before they have to respond on MG. I believe this will unfairly compromise the vote and therefore request a 3 week extension to the MG response date.

11. Resident, Andover Road

I am writing to support the implementation of this zone. Parking at evenings and weekends has always been difficult in this area with very few empty spaces becoming available. The implementation of RPZs in adjacent areas has made this situation worse a number of large vans/lorries being left in spaces that would usually accommodate 2 normal sized cars overnight and at weekends.

If the programme of further roll out is planned then we need to have continuous joined up RPZs such as this otherwise it simply causes displacement from other areas.

12. Resident, Andover Road

I have received notification of the above proposal and I would like to confirm my approval for such a scheme to be implemented. Parking in my road is already an issue at weekends and holiday times because of its proximity to Canoe Lake & Albert Road amenities. Additionally adjacent resident parking schemes And multi- car households add to The pressure locally.

13. Resident, Andover Road

I am writing in support of the above proposed parking zone MG as set out in your notice August 2020.

I have been significantly affected by the recent parking zone introductions nearby as a result of displacement parking in our road.

Overall, I disagree with the policy and approach that the council is taking to parking zones, which I think is piecemeal and not a long term solution. However I feel I have no choice because of the impact of nearby zones and am therefore supporting this specific proposal.

14. Resident, Andover Road

I wish to inform you that we support the proposals on residents parking zone.

15. Resident, Andover Road

I am in favour of the proposed parking zone

<p>16. Resident, Brading Avenue I fully support the proposal to implement a RPZ in the MG area. Do I need a permit if I park across my drive which has a dropped kerb also when is the Zone going to be implemented ie date</p>
<p>17. Resident, Brading Avenue I support the proposals</p>
<p>18. Resident, Brading Avenue I am writing to acknowledge my full support of a proposed residents parking in Brading Avenue. Over recent weeks parking due to beach goers has become ridiculous and we have been unable to park in our own street.</p> <p>I do find your charges completely unsupported, however, it is a pain I am prepared to swallow to have the ability to park. However, as part of that charge, I would expect to see regular patrol of traffic enforcement officers.</p>
<p>19. Resident, Brading Avenue I am a resident within the proposed MG Zone and hence have been asked to comment as to support for the proposed implementation.</p> <p>I strongly support the implementation of a parking zone, and would emphasise that the implementation should be expedited - traffic management (as a result of the seafront closure largely, but not solely) is the worst I've seen in Southsea and zone implementation would improve the situation significantly.</p> <p>However, I do not think that the proposed timing profiles (12-1 and 6-7pm) are sufficient to deter the 'seafront visitor' traffic and therefore won't achieve the desired aim for. I would encourage review of the timing profile to adopt a more stringent approach - perhaps similar to that adopted in Old Portsmouth (an area which is similar in terms of attracting 'tourist seafront' traffic). Split time profiles work well in residential areas where parking challenges exist at 'coming home' times. In our zone, the parking challenges are throughout the whole or large parts of the day, and are worse at weekends, hence the model doesn't suit us in the same way. With the current proposal, non-residents will be able to park from 1300-1759 for a 'day out' and residents will be detrimented.</p> <p>Also, I would appreciate information as to how parking capacity is calculated to determine whether more than 2 permits could be purchased. Can you confirm whether residents in the road would be given 'first refusal' to purchase additional permits?</p>
<p>20. Resident, Brading Avenue I fully Support the proposed MG RPZ</p>
<p>21. Resident, Brading Avenue I fully support the MG RPZ proposal</p>
<p>22. Resident, Brading Avenue I support these proposals.</p>
<p>23. Resident, Brading Avenue We are writing in support of the proposed resident's parking zone.</p> <p>We would like to suggest a longer no-park period during the day or to bring the two nopark time periods into the day. The evening parking will impact genuine visitors to us and most visitors to the seafront only come during the day.</p>

<p>24. Resident, Bristol Road Wish to log our support as requested for the proposed MG Residents Parking Zone</p>
<p>25. Resident, Bristol Road I support the proposed MG parking zone.</p> <p>Should also consider restricting length and width for vehicles as large camper vans cause issues on the narrow roads.</p> <p>As a resident in a isolated corner of the zone there is a lot less parking within short distance than most other parts of the zone and closer proximity to parking from shoppers. This problem would be better addressed and hence fairer by multi-zone registration (probably on smaller zones).</p> <p>p.s. For future consultations please add more obvious guidance on how to indicate a right to comment and what you do to verify consultation responses are genuinely from residents or not duplicates...</p> <p>p.p.s. I'm not seeing the normal instructions for large print or foreign language support that I expect in council documentation.</p>
<p>26. Resident, Bristol Road I support the proposed residents' parking zone MG Festing Grove area 100%.</p> <p>It's just a shame it has taken so long to implement.</p>
<p>27. Resident, Bristol Road I am writing in response for yet another request for views on parking proposals. Being unable to submit by email - no form being available - may I state once more that my husband and I are totally in favour of residents' parking. In our road we have multiple cars per household, campervans, a car dealership and commercial premises. Controlled parking would help considerably with this ever growing problem.</p>
<p>28. Resident, Bristol Road we are in support of the planned proposals.</p>
<p>29. Resident, Bristol Road We support the proposal for permit parking in the proposed MG Zone as the road has experienced cars being parked from neighbouring zones on the next day the permit area was in force. The 3 hour parking restriction zone opposite the cemetery in Highland Road hasn't helped as well, with part being in the ME zone 4:30 - 6.30 and the other parking restriction being a 3 hour no return in 4 hours between 8am- 6.30pm. With the all the Zones in place, cars will be kept to specified zones which is a very good solution to the parking issues experienced especially when university students are in the city and living in accommodation away from the campus.</p> <p>Just letting you know we never received initial poll letter and would have voted for proposed parking permit.</p>
<p>30. Resident, Bristol Road I am writing in response to the proposed parking permit in the MG Zone and I am in full support of the proposal.</p>

I live in Bristol Road where parking has always been difficult especially around 17:00 - 19:00.

I am especially in support of only issuing two permits per household as there are house holds down Bristol road who own multiple cars (up to four in some circumstances) who take up parking spaces and some vehicles have not moved in years - I would hope that the implementation of the permit scheme would address this problem. I also believe that we should all be trying to reduce our environmental impact and so believe restricting to two permits would help with this.

I appreciate you considering the residents' views and hope that the opinions of individuals who do not own drives are taken into account with a higher weighting.

31. Resident, Bristol Road

We wish to support the above named proposed MG Residents Parking Zone due to the steadily deteriorating problem of parking during the day and impossibility of finding parking space at night. This is due to multi vehicle properties and commercial vehicle /van parking in the area.

32. Resident, Bristol Road

I would like to express my full support for a residents parking permit scheme for the MG zone in Southsea. Being a father to young children means parking outside my house (or at least relatively near) is essential. At the moment I usually have to park on the road outside, put the hazards on and ferry the children inside the house before driving around for another 20 minutes in order to find a space as close by as possible. This is of course, not ideal and potentially quite dangerous.

I believe that permits would deter residents from owning more than two cars as well as make households on the road who have driveways actually use them rather than just park on the street. It would also stop commercial vehicles from being left for days on end such is the problem as it is.

I live on Bristol Road and love my street, local area and the city itself but the one thing that would potentially make me move would be the continued stress caused by trying to park NEAR my own house. So many times when coming back from work (around 5.30pm) we are unable to park anywhere near our home. If a permit scheme was introduced in the area it would certainly mean we would be staying in the city we love.

33. Resident, Bristol Road

I would like to express my full support for a residents parking permit scheme for the MG zone in Southsea. Being a mother to young children means parking outside my house (or at least relatively near) is essential. At the moment I usually have to park in the middle of the road outside my house, put the hazards on and ferry the children inside before driving around for another 20 minutes in order to find a space as close by as possible. This is of course, not ideal and potentially quite dangerous.

I believe that permits would deter residents from owning more than two cars as well as make households on the road who have driveways actually use them rather than just park on the street. It would also stop commercial vehicles from being left for days on end such is the problem as it is.

I live on Bristol Road and love my street, local area and the city itself but the one thing that would potentially make me move would be the continued stress caused by trying to park NEAR my own house. So many times when coming back from work (around 5.30pm) we are unable to park anywhere near our home. If a permit scheme was introduced in the area it would certainly mean we would be staying in the city we love.

34. Resident, Burbidge Grove

we are supportive of the proposal.

35. Resident, Burbidge Grove

Feedback is I support the proposals

36. Resident, Burbidge Grove

I would like to offer my support for this proposed parking zone, as I believe it will assist with the parking issues in and around the sea front area.

Further to my support for the proposed parking zone, I have a couple of suggestions for consideration which I believe will aid the current parking and access issues.

- Additional Parking

A key issue in the Southsea area is the availability of parking for those who wish to visit the seafront. Has there been any consideration to removing of the beach huts positioned just south of Lump's Fort and the Rose Garden in order to provide additional parking?

- Restrictions on large vehicles

(Such as work's vans, Camper Vans, Pickup trucks)

With the narrow roads round Southsea, inappropriate parking of large vehicles can create significant problems for access by delivery vans and the collection of waste. Prohibiting these larger vehicles from parking on narrow roads, near corners or at pinch points would significantly ease current access.

37. Resident, Burbidge Grove

We support the proposal for Parking Zone MG.

We prefer evening parking period to operate between 5-7 pm.

38. Resident, Burbidge Grove

I wish to object to the proposals to introduce an MG parking zone in my area.

39. Resident, Chitty Road

We both approve of the proposed MG residents parking zone.

40. Resident, Chitty Road

We support the proposed parking zone.

41. Resident, Chitty Road

We are absolutely 'FOR' the parking zones to be introduced into the area

42. Resident, Collins Road

I support the proposed Residents Parking Zone: MG Festing Grove Area

43. Resident, Collins Road

I support the introduction of parking permits in our area, i am hoping it will improve the parking here. but i still think that people will park here outside the hours of the restriction on a daily basis

Just some thoughts on this, why don't you just put signs up saying parking permits only, also will the traffic wardens be coming round to take notice of if people have permits or not

44. Resident, Collins Road

I am writing in support of the Proposed Residents' Parking Zone (MG) in the Festing Grove area.

This will be a great benefit to us and the other residents of the area allowing us to park near our homes, something which is frequently difficult and has been for some time now.

We have regularly seen all-day parking for access to the seafront along with commercial vehicles being left for days in the road.

I wholeheartedly support this proposal.

45. Resident, Collins Road

I very much support the introductions of the MG parking zone. Whilst the closure of the seafront and increased home working has exacerbated demand for parking space in our local streets this year, parking had already become increasingly difficult over the last few years (particularly in the evenings and on sunny days). My biggest concern is that once surrounding areas (e.g. the MF zone) come into use, this will push additional vehicles into any areas that do not have parking zones. I think the only approach is to have no parking zones at all, or larger areas covered by parking zones – piecemeal zones seem to create greater inequity in parking. I completely accept there is no perfect solution in densely populated areas that rely on on-street parking, but my previous experience of living in a zoned parking area is that it did improve the likelihood of being able to park at least within a few streets of your house (which is not currently the case if returning home in the evenings)!

46. Resident, Collins Road

I totally support the introduction of parking permits. Trying to park has been horrendous this summer. With the seafront road closed people are using these roads for free car parking on visits to the sea front. In addition to this as one of the few areas that do not have permits we get vans parking from Friday afternoon till Monday morning.

The fact that parking is not openly being monitored this leads to people thinking it is acceptable to park on double yellow lines, making it difficult for vehicles delivering groceries to access, and would be impossible for an emergency vehicle to get access to our road. Swift introduction of permit parking would be greatly appreciated

47. Resident, Collins Road

I fully support the proposed MG zone and look forward to hearing from you in due course.

48. Resident, Collins Road

In response to the subject Traffic Regulation Order, I fully support the proposal, and urge you to implement forthwith.

However, the measures do not go far enough.

I also urge that you amend the period to which the permits would apply. The reason for limiting the permits to 2 hours a day are unclear. The issues with parking across Southsea exist all evening and through the weekends.

There certainly is no capacity for third permits across the whole area.

I have a garage, and some of my neighbours routinely park across it, despite my requests not to do so. I would like to know how it is to be enforced.

Any objections to this TRO will undoubtedly be from neighbours who have more than vehicle and are the root cause of the issue.

49. Resident, Cousins Grove

We write to support the above

50. Resident, Cousins Grove

Thank you for your information letter sent yesterday. We will reluctantly vote for the parking zone as we feel we have no choice all neighbouring areas having zones. We have witnessed the chaos caused recently by closing the seafront and hate to think what will happen when the other new zones are installed. The hours restricted for residents doesn't seem long enough as seafront traffic and cricket club traffic is always bad

51. Resident, Cousins Grove

I totally support this scheme, and would be pleased to know the expected date for implementation.

I assume that the restricted times apply to both weekdays, bank holidays and weekends.

52. Resident, Cousins Grove

In response to the proposed parking scheme in MG Festing Road area, would like to confirm that we fully support a residents parking zone in this area.

53. Resident, Cousins Grove

We (reluctantly) support the proposed MG Parking zone

54. Resident, Cousins Grove

We moved into our property a few years ago and since doing so the parking situation has become progressively worse. The COVID situation making parking extremely difficult. Although I do not expect to park directly outside my house, to park within my street would be extremely helpful, particularly when transporting elderly relatives and when my daughter is visiting with her young children.

55. Resident, Cromwell Road

I support the proposal

56. Resident, Cromwell Road

I support the proposals for resident permits in the MG zone, with the permit times as stated (12-1pm and 6-7pm).

57. Resident, Cromwell Road

I'd like the parking zone to go ahead as parking in the MG area is a nightmare at most times of the day, I'd prefer it be at all times of the day to be honest but I'll take whatever I can at the moment. There are residents round this area with 3 vehicles including work vans which I find unfair to the rest of us.

I'm hoping the zone goes ahead and the sooner the better.

58. Resident, Cromwell Road

we are very happy about new change

Yes, please proceed. I totally agree with this !!!!

59. Resident, Culver Road

Overall, I am very supportive of this scheme - given the parking congestion that we now suffer in the summer months and all evenings throughout the year. As well as summer traffic, we have also had significant parking issues as it appears that residents of other areas of Southsea already subject to parking restrictions "dump" their cars in our area.

So we would be delighted to see this scheme progress as swiftly as possible, and are SUPPORTIVE subject to the comments below.

1. In the summer it would help if there was also a restriction on how long cars without any form of permit can park on our residential roads. Particularly given the amount of parking along the sea front that has been removed in recent years we have a very significant issue during weekends in the summer. In addition to the restrictions proposed, we would favour a 2 hour only parking ability (for those without permits) at the weekend in the summer months. Otherwise, non residents can still park from 1pm to 6pm during a weekend in the summer - which is actually the "peak" time. As this would still offer free parking all afternoon to non residents, which they seek ahead of using car parks, it would continue to fill up very quickly - and mean that we residents will continue to struggle to park in their own roads.

2. We do not see any need for the double yellow lines that you are proposing in Culver Road. The spaces at the north of the road have never, to my knowledge, been blocked - and your proposal suggests that we lose 2 parking spaces to protect these 2. This will present a significant reduction of parking available in the road for no benefit. If you did feel that yellow lines needed to be introduced, these need only be c 1m long to protect a space in front of the north parking spaces. This would then retain the overall parking capacity on the road. 4m is far far too much - and will create bigger parking problems in the road. In my view, and I know that it is a view shared by many of the residents of the road (all of those who are aware of this proposal), there is no need at all for this part of the proposal.

I would be grateful if you could consider the points above - and especially the second point immediately above (as this will remove highly useful parking from our road, whilst not actually helping us in the peak summer months).

However, to reiterate, we are supportive and welcome these steps to improve our overall residents parking position - which has been significantly negatively impacted in recent years.

60. Resident, Eastern Parade

We are writing to strongly support the proposal for a residents parking MG zone. This is desperately needed following other residents parking zones being brought into existence throughout the city as displaced vehicles are now making it impossible for residents in this area to find any parking at all because of long stay vehicles being left for days/ weeks and sometimes months on end in Eastern Parade. Commercial vehicles and camper vans in particular cause a very real problem.

61. Resident, Eastern Parade

I am in support of the proposal to implement the above resident parking zone, with the following reservation.

I am concerned that Visitor permits are to be produced to cover all parking zones on the same permit. This will result in a resident from elsewhere in Portsmouth (or their 'out of Portsmouth' friends and family) using their 12 hour Visitor permits to park all day in the MG zone for £1.15, so that they can use the beach and seafront. This defeats the point of having individual parking zones and there might as well be one big whole of Portsmouth parking zone!

Please let me know that I am understanding correctly the proposed plans.

62. Resident, Eastern Parade

I am in support of the proposal to implement the above resident parking zone, with the following reservation.

I am concerned that Visitor permits are to be produced to cover all parking zones on the same permit. This will result in a resident from elsewhere in Portsmouth (or their 'out of Portsmouth' friends and family) using their 12 hour Visitor permits to park all day in the MG zone for £1.15, so that they can use the beach and seafront. This defeats the point of having individual parking zones and there might as well be one big whole of Portsmouth parking zone!

Please let me know that I am understanding correctly the proposed plans.

63. Resident, Eastern Parade

I am writing to comment that whilst I support the proposed parking zone in principle, I am disappointed that large commercial vehicles will still be able to park along the south side of Eastern Parade for weeks on end without moving.

As you will be well aware, the traffic along Eastern Parade can be heavy especially on sunny weekends and these commercial vehicles not only reduce the amount of parking available for visitors to the beach, they also reduce the width of the road. To give an example there are often 2 large 'Focussed' removal vans parked back to back, almost touching, for weeks without moving.

There are parts of the road that are reduced to a single lane width by the commercial vehicles and this can result in gridlock at times. Last Saturday, two large, articulated lorries ended up nose to nose at the St George's Rd end of Eastern Parade. One lorry had to reverse in this single lane width whilst the traffic backed up queuing right back well beyond the Coffee Cup on the seafront road and way back down Eastern Parade in the other direction. I realise that this might happen anyway on a busy, sunny day but it was definitely exacerbated by the commercial vehicles reducing the width of what is, after all an A category through route.

Would it be possible for a restriction to be included on the south side of Eastern Parade specifically for commercial vehicles, similar to that already in place for caravans please?

I should be most grateful if you would give this serious consideration.

64. Resident, Eastern Parade

I can advise that we support Residents Parking Zones in principle .

In our location it is not uncommon in the summer months for "visitors " (i.e. people from outside the proposed zone) to park all day and overnight and at weekends all weekend .

Whilst this will go some way to dealing with this it still allows "visitors" to park from 7.00pm until 11.00 am the next day .

I would much prefer it to come into operation at 8.00 am the next day the same as parking meters .

65. Resident, Eastern Parade

I fully support the proposed residents parking zone in the MG area.

Parking is difficult in our area and this is caused by a variety of reasons including, Displaced vehicles from other parking zones, Large commercial vehicles which are parked in our area for long durations, Homes having multiple vehicles at the address, Visitors to the seafront area.

The adoption of the parking zone will help manage the above causes and free up parking spaces for residents.

66. Resident, Eastern Parade

We would like to state that we are in favour of the MG Zone which is proposed for our area.

67. Resident, Eastney Street

I absolutely support this plan. Cannot happen soon enough!

68. Resident, Eastney Street

we fully support the proposed parking zone

69. Resident, Exeter Road

I can confirm that I fully support the proposed MG parking zone and the operation times that have been allocated.

The hours proposed will work well in conjunction with the new MF zone which is due to be implemented. These hours should not have any impact on residents and visitors. Local businesses/shops will not be affected as there will be ample time during the day for parking availability for visitors.

70. Resident, Exeter Road

I strongly support a residents' parking zone for the MG Festing Grove area. I live in Exeter Road and find it very difficult to find a parking place in this road. This is partly because there is high car ownership in the area and partly because my street is used for parking by people working and shopping in Albert Road. Normally I end up parking in Craneswater Park, but when MF zone comes into force I am not sure where I will be able to park.

NB I am concerned that the time restrictions proposed may not prevent people parking there who shop in Albert Road so that I will still find it hard to get a parking place.

71. Resident, Exeter Road

Thank you for taking note of the concerns of local residents for the parking problems in Southsea, and responding to displacement parking, and the difficulties of parking in the summer when trippers park in the roads to the north of the seaside.

I live in Exeter Road, and fully support this proposal. I appreciate the restriction on all-day parking, which will help prevent us being a free carpark for day visitors to the seafront, especially If the Prom is kept closed to traffic.

I wouldn't want to delay implementation of the scheme, with the Craneswater one coming on stream shortly, and sure to lead to displacement of second vehicles and day trippers to our area. However, for those people who work full time outside the city, an earlier restricted period (eg 1630 to 1830), time-aligned with the Haslemere zone to the north, and other similar densely packed terraced areas of Southsea, would make parking easier; so please consider this when you review operation of the schemes across Southsea once they are all implemented.

Further to my email below, with the introduction of the Craneswater RPZ, we have already noticed parking is a lot more difficult and our road now seems to be a carpark for long-wheelbase vehicles which I've never seen in the road before. We therefore need the Festing Grove zone to be introduced as soon as possible.

If there is public support for TR049, when will the MG zone be introduced? Hopefully early this autumn.

72. Resident, Exeter Road

I am in favour of the scheme but have one reservation.

Looking at the map it is clear that Exeter, Andover and Bristol Roads are out on a limb. We are physically separated from the rest of the zone by the cemetery.

It would seem to make more sense for these roads to be part of the MF zone which is much closer.

Is it too late to look at this option?

73. Resident, Exeter Road

I fully support the parking zone being installed into Exeter road. Will stop residents who have driveways using the roads and visitors leaving their cars for days on end.
Good job.

74. Resident, Exeter Road

We support the proposal of residents marking (ref TRO 49/3920) Parking has been terrible due to all other roads having the residents parking on surrounding Roads . The sooner the better .

75. Resident, Exeter Road

In response to your letter to residents about the proposed MG parking zone, I would like to support the proposals.

I do feel that having restrictions in the middle of the day as well as early evening in the MF and MG zones will help residents to the detriment of visitors trying to park for the seafront. To encourage visitors to leave cars at home there must be better public transport, for example an extension to the park & ride during the summer.

76. Resident, Exeter Road

With respect to Parking Zone MG Festing Grove TRO 49/2020, I would like to support the proposal.

This is on the basis that is currently hard to park and is necessary since adjacent parking zones have been created.

77. Resident, Exeter Road

I am very much in favour of us having a parking zone. We are bounded by 2 recent zones (most recently the new Craneswater zone) and are already seeing the Double whammy impact. Please expedite the new zone as soon as possible to minimise the detrimental impact we are now suffering.

Having said that I do feel ambivalent at having the residents parking times split into 2 (one morning, one afternoon). This was introduced in Craneswater and has resulted in loads of unused parking space there during the day (with cars now decanting into our roads)! It doesn't sit comfortably with me in a city where parking is so scarce. BUT if you insist on

<p>Craneswater having split residents only times then we should have the same or we will become the permanent dumping ground for those not able to park in Craneswater.</p>
<p>78. Resident, Exeter Road I am writing to support the proposal for the parking zone in MG.</p>
<p>79. Resident, Festing Grove I support this proposal</p>
<p>80. Resident, Festing Grove I wholeheartedly support the introduction of the MG zone. A number of long term vehicles have been parked here taking up residents space. During the warm weather it has been difficult to park due to visitors going to the beach for the day. Even with a drive it has been difficult to park with people parking over the entrance to the extent that manoeuvring into said drive has been impossible.</p>
<p>81. Resident, Festing Grove Reference your request to know our views, I am 100% behind parking zones in my road Festing Grove. I can't wait for it to happen.</p>
<p>82. Resident, Festing Grove I am writing in support of the proposed residents' parking zone MG Festing Grove area (TRO 49/2020).</p> <p>Residents' parking is currently a problem in the proposed zone which I hope will be mitigated by the implementation of permits.</p> <p>It is hard to park in the roads closest to the seafront during the summer season, particularly during weekends, as visitors use these streets for free parking. The parking is also difficult as some households have multiple cars and hopefully the introduction of a zone will cause people to reconsider how many cars they actually need.</p> <p>I hope the zone is approved and implemented as soon as practicable.</p> <p>Thank you for considering my views.</p>
<p>83. Resident, Festing Grove I am writing to give my full support to this. The survey summary is correct on all counts of why parking has become problematic in the area.</p> <p>The parking has become even more difficult since the closure of the seafront road as visitors to the seafront in July and August have instead used residential roads to park in. It has become extremely difficult to park on weekdays and at the weekend. Please can you confirm that the restrictions would apply on Saturday and Sunday too?</p>
<p>84. Resident, Festing Grove I agree with the MG Proposed Zone. Will the designated space outside my garage still be my parking space ? I have white lines delineating the space.</p> <p>I support the closure of the seafront . It should provide us with an opportunity for some imaginative landscaping . These parking permits should help control the number of people driving down to the seafront and force them to provide alternative modes of transport . Has the city considered a road train running continuously on a loop through the city to the sea front and back to the Park and Ride centres ?</p>

85. Resident, Festing Grove

We recently received a letter to let us know that you are proposing residents parking, which is great news.

The letter details the costs for each of the permits but doesn't make mention of any option to add an additional car to a permit. We have a drive-way at our home and two cars in the family. Therefore, we only ever occupy one space on the road at any one time, but this can be either car. I currently have a business permit with PCC for my business elsewhere in the city and for an additional fee I am able to add an additional number plate to my permit, as I alternate between mine and my wife's car but only ever one at a time. Can you please confirm that the resident permits offer the same option to share a permit between two cars, as it wouldn't be fair for us to have to pay for two permits when we will only ever occupy one PCC parking space at any one time.

86. Resident, Festing Grove

I live in Festing Grove and have done so for many years. There was no problem with parking for most of that time until the introduction of parking zones has pushed the cars ,vans ,lorries and campers to the east of the city and my area is inundated With these vehicles. I have no off-road parking for my only car. The problem has been exacerbated by the introduction of a considerable number oh HMO's in the large houses which has added to the chaos. There are also a number of business vehicles parked in the narrow road and also, with the parking closed in sections of the prom road, many holidaymakers leave their cars in our road from early in the morning to quite late in the evening. Some students residing in our area also have cars which are parked up for long periods.

Although the speed limit in Festing Grove is 20 mph, cars often exceed this limit and they now cut through, avoiding the congestion and chaos of Eastern Parade .

As you can see I am very keen on the introduction of Zone MG .The sooner the better.

87. Resident, Festing Grove

I have just received the extremely welcome news that Festing Grove is, at last, being included in a residents parking zone, in my opinion this is long overdue and VERY GOOD NEWS. We have been experiencing problems since parking zones were introduced adjacent to Festing Grove, and this has been exacerbated, by the closure of the sea front, weekends have been chaos. While we are not expecting too much, I do feel this move will help to improve our situation, and put us on a level playing field with other zones in our area.

88. Resident, Festing Grove

I am writing to confirm my whole hearted positive support for the latest plan to include Festing Grove on the restricted parking zone. To be honest the parking situation has always been difficult but has become progressively worse since all the restricted parking has been enforced in other areas, to the point, Festing Grove has become a dumping ground for commercial vehicles.

Every evening, and particularly on Fridays, numerous vans arrive, park up, and the drivers walk away, leaving them for days on end. They are often parked on ends of the road and take up two parking spaces. It means you have to drive around the streets looking for a space and often I have to park up by Cousins Grove or Brading Avenue. It is not just an eyesore and personally inconvenient to park a mile away, especially if its late at night and dark, but the vans are making it unsafe to cross the road for pedestrians as they are blocking visibility of cars coming down the road. There have been car accidents in the past an as it has got worse, myself and other residents have been concerned that a really bad accident was inevitable.

The problem is also exacerbated by the fact we have several HMOs in our road and so have significant multiple cars per household which is much higher than the average household.

I believe if restricted parking zones are a policy that the local council supports, it needs to be for all areas, otherwise the problem is just being moved from one area to another. This is what is happening here in Festing Grove and it is a nightmare. Therefore I am delighted to learn that we will now have this in our road and we can start to see an improvement in ease of parking, road safety and less congestion. I cannot wait for the restricted parking to be enforced and am happy to pay the permit.

89. Resident, Festing Grove

We support the proposal

90. Resident, Festing Grove

As part of the residents consultation i would like to record my full support to the proposed RPZ for my area and its urgent implementation.

Since we live in close proximity to the seafront, cafes, cricket club and canoe lake attractions we have often suffered on weekends and bank holidays with daytripper parking. This often blocks access to driveways and blinds vision on tight sidestreet junctions such as Kimberly Road.

A separate issue but relevant is the seafront closure - it has seen a huge increase in both daytrippers using the sidestreets to park for the day and Festing Grove, Kimberley Road and I am sure other nearby residential roads have seen a huge increase in through traffic as well.

Recent nearby zones have seen an increase in displaced works vans to our road. A camper van was parked near my home for nearly 2 months!

I would like to also register the following suggestions to the scheme:

1. Increase the hours of enforcement those proposed do not deter people from using the street to visit a cafe or a few hours on the beach.
2. Eastern Parade And St Helens should be meter parking with resident permit exemption as is the case in KC zone. As the only free parking on the seafront it attracts an excessive number of visitors. If it was charged in line with the rest of the seafront it would be less congested.

91. Resident, Festing Grove

I give my full support to the proposed RPZ and its implementation ASAP. Since neighbouring zones and the seafront closure were implemented, parking for residents has become very difficult due to displaced vehicles (commercial and residential) from neighbouring areas and day tripper seafront traffic.

My additional suggestion would be to charge for parking for non residents on Eastern parade and enforce the zone for longer periods.

92. Resident, Festing Grove

I'm emailing to inform you of my full support for the proposed resident parking scheme, being introduced in the area of Festing Grove.

I understand the consultation concludes on the 7th of September.

<p>parking is a constant issue along this road especially over the summer and I do believe the scheme will provide reassurance and less stress for residents.</p>
<p>93. Resident, Festing Grove I support the proposals</p>
<p>94. Resident, Festing Grove 1. Although I did not reply to the informal parking survey in March, I have reviewed the Parking Survey Results document on the PCC website. I generally agree with the summary of points made and the issues raised. 2. I confirm that I agree with the need for parking controls in this area and I support the proposal to create the MG zone.</p>
<p>95. Resident, Festing Grove I am all in favour of this proposal which will put us in line the the rest of Southsea, as we have been suffering significantly from displacement from other areas that have come on stream before us. I hope this proposal goes through.</p>
<p>96. Resident, Festing Grove We & support the MG Parking Zone Proposal</p>
<p>97. Resident, Festing Grove I am broadly supportive of the parking proposals for the MG area as they stand. My only question is regarding the reason for the charges on cars. I understand initial set up costs of signage and line painting but would be interested in knowing how much revenue parking zones have been accumulating in fines. I would guess that these fines would offset the requirement to charge so much for a second vehicle (or anything for the first given that one car is a requirement for most families...)</p>
<p>98. Resident, Festing Grove It came as some surprise to hear that PCC had recently consulted residents in Festing Grove on the subject of a Residents Parking Scheme, as we have received no correspondence on this subject. A few years ago we voted against the scheme as there was no problem with finding a space to park our vehicles. However, since nearby neighbourhoods have adopted parking restrictions, it is clear that residents of those areas are parking 2nd or visitors' vehicles in our street, and they do not move for days on end. Also trade vehicles are now being parked here, sometimes encroaching on our driveways. Therefore, we are now in support of setting up a new scheme in our area. We are surprised that physical permits will no longer be on display as we will not know which vehicles are entitled to park here, and We cannot believe that your enforcement officers will be calling every day during the restricted hours. Is this something that can reconsidered? If we have builders working at our house all day will they have to display a visitor's permit, or would a notice In the window saying where they are working suffice? You do not state when you expect this to start, if agreed.</p>
<p>99. Resident, Festing Grove I write to support the introduction of the MG parking zone, in general, but would like to make the following comments: Section (B) MG PERMIT HOLDERS ONLY 12-1 PM AND 6-7 PM</p>

I think it unfair that the Council expects residents to pay for permit holder parking, but only offers permit holder parking for two 1-hour periods daily.

I would prefer for the permit holder parking period to be extended to at least 2 hours each morning and evening.

The Proposal should include every day Monday - Sunday including bank holidays.

Section (D) of Proposal NO WAITING AT ANY TIME

1. Brading Avenue

Double Yellow lines West and East at junction with Festing Grove should extend round the corner onto Festing Grove (the same as yellow lines at junction with Burbidge Grove and Festing Grove). There should also be yellow lines around the corners where Kimberley Road meets Festing Grove. The reason is to protect sightlines at the entrances to these roads.

100. Resident, Highland Road

The proposed plan to relieve the parking during the hours of 12-1pm and 6-7pm would be an effective way of protecting the residents parking spaces.

Given, most (if not all) of Portsmouth South is now enforcing restricted parking it will also manage the overflow of visitors who cannot park in those restricted areas who are parking in the MG area.

I wholly endorse the proposal. When are we likely to see the restrictions enforced?

101. Resident, Highland Road

I am of course in favour of this as parking my car is a nightmare and the bane of life round here as I'm sure we all agree ! Anything that can be done would be greatly appreciated.

102. Resident, Highland Street

My wife and I SUPPORT the proposed residents parking zone

103. Resident, Kassassin Street

With reference to the letter I received dated August 2020 about the proposed residents parking zone, I would like to tell you that I support it.

104. Resident, Kassassin Street

Myself and the other residents of my building have private off road Parking so I wanted to make sure our entrance would be left as it is and parking not put in-front of it.

I also wanted to check if we need to pay for parking when we already have it off of the road? I would like to pay for a guest permit regardless.

I think if the facts have proven it works then we should go ahead and give it a go.

Happy Days

105. Resident, Kimberley Road

I want to express my support for the new parking permit zones proposed.

I feel this will ensure residents can park in the road and it will prevent the numerous work vans that park in our road from neighbouring permitted streets.

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I feel this will ensure residents can park in the road and it will prevent the numerous work vans that park in our road from neighbouring permitted streets.

107. Resident, Kimberley Road

Just wanted to let you know that we all fully support the introduction of parking restrictions.
We live in Kimberley Road and will really appreciate it when vans and cars from other roads are not left in our road!

108. Resident, Kimberley Road

I email you to voice my hearty support for the proposed resident's parking zone (MG Festing Grove).

This initial action should slightly reduce the parking issues in this area but only goes part of the way.

With the weight limit for commercial vehicles (stated at 3501 KG), this allows very large vans to stored in the area.

The significant issue arises at the abundance of commercial vehicles and large personal vehicles consuming a significant amount more of parking area than a normal (national average) car.

The possibility of marked parking spaces would really increase the amount of vehicles able to park in the area.

I apologise at the extra correspondence but due to the beach road closure, we've had a significant amount of beach visitor parking happening in this area now. The Covid-19 issue road closure has merely moved the parking from the beach to the MG area.

109. Resident, Kimberley Road

I support the MG parking zone proposal but reluctantly.

A. Far from "better managing parking congestion", the Council acknowledges there is no guarantee of parking being available - I may therefore be paying for the privilege of driving round the zone looking for somewhere to park which I can currently do for nothing. But, hey, it will doubtless net the Council a tidy sum.

B. How will this be policed? I can't recall ever seeing Parking Wardens in the city, other than in the centre, but unless there is adequate and firm policing the system is open to abuse (in the same way as people cycle on the prom and take dogs on the beach, secure in the knowledge that nothing will happen). Will offending vehicles be removed? How quickly? Without frequent patrols in every zone in the city, how will anyone know if a car is parked without a permit if there is nothing visible?

C. £10 seems a lot of money to make a change to a permit, given how long it would take to amend a computer record. £5 surely is sufficient for what would probably be no more than 2 minutes work.

D. Will builders etc working at a property need a visitors permit if they are not themselves registered in the zone? Or will there be a permit system for businesses to trade across the city - particularly small traders?

You will see I'm not entirely convinced by this proposal and if it weren't for the fact that my local parking is already feeling the burden of other parking zones around plus the lack of seafront parking, I would probably reject it.

110. Resident, Kimberley Road

I'd like to say that I am totally in agreement with having a new parking zone covering our area. However, I would ask for consideration to be given to extending the proposed evening time zones please.

Since other nearby zones have been introduced, we have had considerable difficulties in parking and seen a large increase in Commercial vehicles, in particular, parking in our , and the nearby, streets. I am assuming this is due to them being displaced by their own parking zones which now require a significant cost to park such vehicles.

Myself, family and a number of neighbours work during the day and come home in the evening, often getting back after 7. If the proposed time zones are implemented, this will make little difference to us in terms of being able to park, as all the commercial vehicles will have been moved here by then to avoid the permit payments.

I reiterate that I am wholly in favour of parking permits, however please consider the actual functionality and rationale for them and consider making the time zones longer to allow for local residents to actually make use of it. Why can't the zone be 6pm- 8am, as is the way in a lot of areas in Portsmouth? This would thereby prevent commercial vans from moving to and fro to avoid permit payment requirements, at the time when residents of those streets are coming home.

On another note, but related, if there is to be new road markings for this plan, please could we also request that an extension of double yellow markings are added to the section of road half way up kimberley road, where it crosses Collins road? This would allow some space for people to see up the road and would reduce the speeding and dangerous driving happening , which has increased since the shutting of the seafront which in turn has increased the traffic in the nearby roads. The speeding and damage to vehicles as a result of. It being able to see up and down the road until one has committed to it is an ongoing problem which isn't going to go away.

111. Resident, Lindley Avenue

I live on Lindley Avenue in the proposed MG parking zone area. I wholeheartedly support the proposal to introduce this parking zone - it will help address the great difficulties residents face parking in this area, especially in evenings and summer weekends.

Please introduce the MG zone!

On a related note, can I also suggest the extension of the double yellow line on the west side of Kimberley Road at the junction with Festing Grove to cover the dropped curve (which is often blocked, making it very difficult is pushing prams/pushchairs/wheelchairs).

112. Resident, Lindley Avenue

I fully support the introduction, especially the midday restriction. With the closure of the seafront road this year my road has become a parking hot spot for beach goers, who generally park all day. On busy days it has been very difficult for residents to park. Traffic has increased markedly, as cars crawl around the small roads in the area looking for a parking place. Previously this had only been an issue during Victorious Festival.

Once people find free parking they tend to carry on using it, so even with the re-opening of the seafront road many of these visitors will still come and park here. So I am very happy to support the zone in an effort to deter visitors using my road as a free car park for their leisure activities.

I would support making the lunchtime zone 12pm-2pm too!
113. Resident, Lindley Avenue I AGREE with the intended plans for creating a residents parking zone. If the evening restriction was increased to 2 hours or even half and hour then that would be even better giving a more practical window for residents to get home from work.
114. Resident and Cllr, Lindley Avenue We support the proposal
115. Resident, Lindley Avenue I am writing to let you know that we agree with the proposal to introduce residents parking for our area (MG Festing Grove Area). We agree because we feel it will be easier for us to park in the evenings if the scheme is introduced. We would prefer it to be permit holders only from 5-7pm.
116. Resident, Lindley Avenue I would like to record my full support for the proposed MG parking zone. I very much hope we get it!
117. Resident, Lindley Avenue I wholeheartedly support the proposed Parking Permits for Zone MG.
118. Resident, Lindley Avenue As a resident of this area I fully support this proposed scheme and look forward to its introduction with the anticipated benefit of improving the chance of me be able to park near my house whenever I return from work or shopping. My only wish is that this scheme could be considered as a means to alleviate many of the objections to keeping the saffron roads closed. I understand that it is now proposed to fully reopen the seafront road but I ask you to reconsider this change and keep the saffron adjacent to the pitch and putt and cricket club available to people taking exercise while maintaining a social distance.
119. Resident, Lindley Avenue I am emailing to give my support to the proposal to introduce a parking zone in my area.
120. Resident, Lindley Avenue I fully support the above permit holders' parking proposal.
121. Resident, Lindley Avenue Further to your above parking proposal I would like to affirm that I fully support the proposal. I think it is long overdue and hope for its speedy introduction.
122. Resident, Marine Court To confirm, the proposal has our full support.
123. Resident, Marine Court We confirm we support the proposals. Having said that, we would like to see the overall situation relating to the seafront and Eastern Parade roads, together with the sea front defences resolved.
124. Resident, Marine Court With specific regard to Zone MG and it's applicability within Marine Court, I write in support of the proposal to establish the zone as detailed in your letter dated August 2020.

I am concerned that the level of monitoring of inappropriately parked vehicles is unsatisfactory. I am informed by the traffic wardens that the Council prohibits their stopping at the roadside to issue a penalty notice and that they are forced to continue to an available parking place themselves in order to get out of their own vehicle to perform their function. Parking is so limited in this area of the seafront that they are unable to exit their vehicles to do their job and, consequently, are rarely present at the busiest times, when illegal parking is at its highest. I understand that it is a Council decision as to whether to allow the wardens own vehicles to stop briefly to issue a penalty notice and I ask that the council reconsider this policy.

125. Resident, Nettlestone Road

We in full support re the proposed residents parking zone MG FESTING GROVE AREA. TRO 49/2020 Please enforce this ASAP and OPEN THE SEAFRONT. Eastern parade is now dangerous to cross.

126. Resident, Nettlestone Road

Yes please, fully support the proposals.

127. Resident, Owen Street

I fully support the introduction of residents parking permits for the above area.

However, I feel that the proposed time restrictions do not go far enough to alleviate the parking problems I experience on a daily basis, Being a shift worker, I feel the restrictions should be in place 24/7.

I feel the cost of multiple and business permits are not high enough to deter several vehicles from one household registering. I believe motorcycles should not exempt from purchasing a permit as they take up valuable space too.

It came to my attention that during the initial first weeks of the lockdown, there were virtually no commercial vehicles parked in our street or surrounding area which made a huge difference to parking availability. Can PCC consider alternative arrangements for these vehicles?

Planning for new flats and HMO's should not be granted unless adequate parking is provided in the planning application.

128. Resident, Selsey Avenue

Regarding the MG Festing Grove Area Parking Zone, I'm pleased to confirm we would support parking permits in this area.

129. Resident, Selsey Avenue

I am writing in support of the above proposal to discourage/prevent the overspill of 2nd & 3rd vehicles from neighbouring zones being left in our residential area and also to discourage day trippers from using residential streets for parking rather than the on street parking provided locally

130. Resident, Selsey Avenue

I recent received a letter regarding the proposed MG Parking Zone. I/We fully support the introduction of this zone.

As a resident of this area parking has become a very stressful event, with huge numbers of visitors to the area parking in every centimetre of space. I have regularly being subjected to people parking so close that I cannot move my own vehicle, people frequently blocking the EV bay, and people parking dangerously across street corners.

The introduction of this zone is made more necessary as other parking zones have gone live it has also resulted in the migration of vehicles, in particular this area being used as a parking lot by people who have commercial vehicles (works vans).

I would just like to add that while I fully support the introduction of this zone, a parking zone is only as effective as the enforcement supporting restrictions within that zone. If it is not seen to be overtly enforced then it runs the risk of being highly ineffective street decoration with the only impact being costing residents hundreds of pounds sterling annually.

May I ask what steps are taken to ensure that feed back is from residents in the area as oppose to people who use the area for parking?

I presume more weight is given to the residents. Or is it the case that everyone's opinion is heard regardless of whether they reside in the proposed zone?

My concern is I have personally seen people driving vehicles into our streets, parking them next to their vans and the driving off in their vans, returning later and again switching vehicles. As the council have brought in more and more parking zones these people are most likely doing this to avoid paying additional fees for parking outside their homes.

While what these people are doing is not illegal, to give their comments the same weight as residents, who have been directly affected by these people's avoidance of the permit systems seem grossly unjust.

My concern is these people will oppose this proposal, simply to avoid the permit system, all to the detriment of residents. Additionally if the council fails to implement these zones city wide then it is complicit in supporting avoidance of the parking scheme, along with the stress this causes to residents trying to park in their own streets.

131. Resident, Selsey Avenue

I support the Introductions of a residents parking zone in our area.

132. Resident, Selsey Avenue

With parking zones being implemented in surrounding areas, I am in favour of the proposed MG parking zone covering my road.

133. Resident, Selsey Avenue

both myself and my neighbour wish to support The proposal for zone marking, as we are fed up of beach goers and all and sundry blocking selsey avenue

134. Resident, St George's Road

Speaking as a resident of many years within the designated MG zone, I wholly support the introduction of the order to help mitigate the parking issues which currently affect us. Parking for residents within near vicinity of their property continues to be challenging due to the volume of parked vehicles from either persons visiting the seafront area or the area being used for long term parking. In addition the introduction of the zone will help minimise the number of households having multiple car ownership and also reduce the number of commercial vehicles being parked in the area which are not registered to the local residents which use them.

<p>The issue has been exacerbated by the rolling introduction of neighbouring parking zones which has led to numerous private and commercial vehicles now parking in this area short and long term basis to avoid the purchase of a permit.</p> <p>Whilst the scheme is uncomfortable for some, this is a necessity for the area and will help support the changes needed to improve our environment.</p>
<p>135. Resident, St George's Road</p> <p>I live close enough to the beach that we experience problems parking near our house at weekends and whenever the weather is nice, as well as in the evenings when everyone is home.</p> <p>We also experience a large number of work vehicles and vans parking near us because of the displacement from other zones, and this definitely contributes to the residents' difficulties parking.</p> <p>I am supportive of having residents' parking here, particularly with the forthcoming metre parking for Eastern Parade which will also cause more visitors to park in residential streets. With this in mind, I would be interested to know why having timed restrictions is preferable to a "no return in 2 hours" style of residents' parking?</p>
<p>136. Resident, St George's Road</p> <p>I write to confirm that we at this property are pleased to hear about the proposals regarding the above parking zone plans for this area.</p> <p>We fully support the proposal.</p> <p>I personally think that the evening times of 6-7pm should in fact start from 5pm.</p>
<p>137. Resident, Tokar Street</p> <p>We SUPPORT the proposal of a parking zone</p>
<p>138. Resident, Tokar Street</p> <p>I would very much welcome a parking permit</p> <p>Thank you for considering us in the discussion</p>
<p>139. Resident, Ward Road</p> <p>This area receives an increased rate of vehicles left for days/weeks without being moved, including the regular use of large work vans which take up a large majority of parking spaces.</p> <p>I personally support the zone parking, however, I believe the proposed times of permit parking are too short (11am - 12pm & 6pm - 7pm). Based on a regular working week, most of the streets are bombarded with large unwanted work vans etc. by 5:30pm. I would like to suggest increasing the permit length to the following:</p> <p>10:00am - 12:00pm 5:00pm - 7:00pm</p>
<p>140. Resident, Ward Road</p> <p>I would like to lodge my whole hearted support for the proposed MG parking zone.</p>
<p>141. Resident, Ward Road</p> <p>I support the proposed MG parking zone because I arrive home in the evening I have to park illegally until a space is available.</p>
<p>142. Resident, Worsley Street</p>

<p>We are totally behind having the residents parking in this area and the surrounding areas. We also feel that having the sea front road closed to motor vehicles is amazing. So much space for families to run, cycle and walk.</p>
<p>143. Resident, Worsley Street Myself and my neighbours would like to show support for parking permits . We are in the proposed MG zone Worsley street and very much welcome having permits in this area.</p>
<p>Support for proposed zone (from outside of the zone)</p>
<p>144. Resident, Bembridge Crescent I would like to confirm my approval of this new or proposed zone.</p>
<p>Support for proposed zone (no address given)</p>
<p>145. Resident Hope this finds you well. Just to let you know I am very happy to support the proposal for a residents parking zone in the Festing Grove area.</p>
<p>146. Resident Thank you for the proposed residents parking zone notice which we support, especially due to commercial and large vehicles being left to stand in our road overnight / weekends .</p>
<p>147. Resident Just to confirm we are very much in favour of this proposal. Please can you indicate when you are planning to introduce, approximate date?</p>
<p>148. Resident I fully support the new parking permit zones but do have some concerns. This will definitely support residents, which should be important to the council, especially with the recent closure of the seafront road. That particular decision seems to have initially been good but there has to be an acceptance that there has been misery produced to many local residents. Nothing like winding up people that live here and often means we might up and leave what is a lovely city for a more community feel. Whilst I think its important to encourage use of our beautiful seafront the council and traffic planning department needs to be realistic about us having cars. I do 10 hour shifts and can never park after long and exhausting shifts. It would be impossible to get to work without any own transport adding additional hours and cost. I do cycle as often as I can socially and many residents do but most families do wish to have cars. I have a hard working family and adult children of which one has to live at home and also works. He also needs transport. The fact that we have a house restricts us to 2 permits automatically when similar ones are divided into 3-4 flats and would be allowed 8 permits in total seems unfair. The cost of the third permit is very steep. If there is capacity in the area the cost should be same as others. The councils administration of this permit system doesn't cost more to the third car. Lastly there are too many over sized vehicles on the streets including many campervan and drinkable caravan. These should be enforced to be stored off city roads when not being used often for many months. They can also produce hazards for emergency vehicles getting down our roads alongside badly parked Van's that are slightly bigger. If these issues were also addressed the residents would be alot happier and support the decisions taken by PCC</p>
<p>149. Resident I support the proposal for the proposed residents' parking zone MG.</p>

<p>Parking for residents is currently extremely difficult due to the volume of visitors/non residents mostly visiting the seafront area.</p> <p>I encourage any scheme which will improve the availability of parking for residents. I would like to see the hours of the restrictions extended as the proposal will still allow for visitors/non residents to parking for the entire afternoon from 1pm - 6pm. I would prefer a proposal of 12-2pm and 5-7pm.</p>
<p>150. Resident I fully support the establishment of this parking zone and look forward to receiving further information in due course.</p>
<p>151. Resident I support the proposal</p>
<p>152. Resident I am a resident within the area and approve of the scheme. My reticence would come from your enforcement policy - enforced by the council's civil enforcement officers. There is a lot of illegal parking around me in the first place, this isn't particularly well enforced - I don't want to pay for a scheme that then isn't enforced. Will there be an increase in civil enforcement?</p> <p>Thank you for your response- whilst I now have a greater understanding of how enforcement is carried out, that does not answer my concerns as to how this will parking system will be better enforced than current regulations already are.</p>
<p>153. Resident We would like to pledge our support to the proposed parking zone, something is better than nothing at all in the current state of affairs. Hopefully it will go through.</p>
<p>154. Resident I am writing to express my support for the introduction of this proposed new Residents' Parking Zone.</p> <p>However, I have three concerns:</p> <ol style="list-style-type: none"> 1. Will the proposed new residents' parking zone be enforced rigorously? I've no problem paying an annual fee of £30; but enforcement must be effective otherwise what's the point? 2. If the proposal is to have electronic permits (i.e. presumably no physical permit displayed in the car), how can effective enforcement be undertaken efficiently? 3. I can see the logic in the proposal to restrict the operation of the parking zone to two one-hour periods each day. However, I feel that the duration of the second period is too short, and would suggest increasing the duration of the second daily period, perhaps from 6pm - 8pm, or even 9pm.
<p>155. Resident Great. Can't wait for it to take effect! Parking has been a nightmare.</p> <p>Is it possible to consider having the evening time start a little earlier, to allow those returning from work to park more easily. Perhaps 5:00-6:30?</p>
<p>156. Resident</p>

I am writing to inform you that I wholeheartedly approve of the proposed MG parking zone. Parking in this zone has become much more challenging over the past 18 months, particularly after 6pm.

Please could you advise when the zone would become operational should it be approved?

157. Resident

I am fully in support of the proposed zone however I would like to raise a concern about its limited hours of operation.

The all day parking by beach goes is not a primary concern for parking in this area and whilst it no doubt has an impact I would like to see the parking scheme hours extended so they operate at least from 6pm - 8am as well as 11am - 12 noon.

Ticket inspectors operate on occasion in the area before 8am - I've received a ticket previously, so there would be no additional cost to implement but it would protect the zone from displaced drivers which effectively ripples down from streets on the opposite side of highland road contributing to parking after 6pm being difficult on my road.

158. Resident

I support the residence parking proposal for MG, but have two questions:

-Extending the window to 5-7pm will help free up spaces for residence returning from work, 6pm is too late to start, can this be extended?

-I am fortunate enough to have a driveway, if I park one car in the drive way, can I park the other across the entrance and do I need a permit for this as it is not a "space"?

159. Resident

I would like to comment on the parking zone.

I am in favour of permit parking in this area. However I think the timings could be extended as at weekends it is very difficult to park near our house as so many people park on the free parking streets rather than the paid parking on the sea-front. Improving the paid car parking near the old radar station may help reduce parking in the residential streets.

160. Resident

Hi, I fully support tro50-49 as it has become impossible to park after work and being parents we find it very hard to be able to take stuff in and out of our cars to and from the house as we have to park in the middle of the road and cause traffic jam as we have a young child and need to get to our house ASAP. Then we have to find parking it's very hard for us as we both work long hours and don't finish till later in the evening 9 times out of 10 we have to park 5-6 minutes walk away. And on weekends is just impossible and we get taxi's or friends to give us a lift as we will more then certain not find a space anywhere near our house on return.

I also think that this area is majority elderly people and don't have the technology or accessibility to be able to give there support for TRO49-50 being close to our neighbourhood during COVID-19 we have kept in touch via WhatsApp and the elderly we had to knock on there doors to keep in touch. But knowing the neighbourhood 100% of the people we have spoke to about the situation are all FOR the parking permit and I hope you take in to consideration that if you don't get a lot of response from this is because a lot of the neighbourhood are unable to give there view on this

161. Resident

I whole heartedly agree with these proposals for resident permits in this area and would also support higher charges for larger cars, campervans and work vehicles which get left on the roads and cause problems for delivery vans and could also potentially restrict access for emergency vehicles too.

162. Resident

strongly in favour as we can't park at the moment because of the overflow from other zones.

Objection to proposed zone (from within the zone)

163. Resident, Adair Road

Regarding the parking areas on the MG Festing Grove area, I do not agree that there should be parking areas on Adair Road.

It seems abnormal to me that the council charges 30/120/300 pounds a year for parking, the council doing nothing but apply taxes.

this is not the role of the council you can do better.

164. Resident, Adair Road

We do not support the proposal.

This is for a number of reasons, the first of which being that as we both work, returning after a work day between 5pm and 7pm, and these single hour restrictions that you propose will mean we have to purchase two permits for the sake of one hour a day - which is a lot of money to spend over the year for such a short amount per day.

We also believe that considering the large area covered by these restrictions, that they will not in any way help us to find a parking space, as the road is already littered with people residing in surrounding roads, making this difficult anyway - if those people then have permits also, it will still be the same people fighting for a space - just paying for a permit as well.

The other reason we do not support it is that we do not think this will help the volume of cars parking in our street for those visiting the sea front/surrounding areas; we see beach traffic coming into our road all morning and all afternoon; putting restrictions in place from 12pm up to 1pm will not ease this at all.

Finally, we do not feel that there are even enough enforcement officers to cover such a vast area at a single hour of the day (twice a day) and therefore we do not feel this will be effectively enforced.

The reason we believe this is that there are consistently cars parked on yellow lines/over entrances for whole days and evenings, without PCNs issued.

We are a two car household like many others on our street and we know that in itself causes congestion, however, for such a small amount of time of relief from parking congestion caused by commuters we do not think this will aid and that the cost this will add to our yearly living expenses is therefore not justified.

165. Resident, Adair Road

I object to the parking permit.

166. Resident, Adair Road

I am OBJECT to the proposed parking zone.

I have lived here for years and worst case scenario is I park a 4 minute walk from my house in another street - Eastern Parade.

I don't agree that you should ever have to pay to park near/outside your property and if this is the case, the first permit should be free - like it used to be. Admin/other fees could be covered in the additional permit purchases.

It's just another money spinner for the Council!

How 1 hour, 12-1.00 pm and 6-7 pm is going to help with the parking situation, I will never quite understand.

I would like to understand why these times were chosen - 5-11 pm would be more sensible! People generally go for walks along the beach of an evening so 6-7 pm is not a sensible time.

Zones in other areas of Portsmouth have a longer restrictions but these times are just stupid!

A lot of people will now be working from home due to Covid and changes to working environments so I feel that this is totally ridiculous idea.

However, moving forward it will be impossible to park (for people like me) if some streets are zoned and some are not.

So, times should be reflected to suit workers arriving home from 5 pm onwards and the first permit should be free if this ridiculous idea does go ahead.

It's just an additional cost and huge inconvenience to everyone - and you'll also have to pay for visitors to park.

What is Portsmouth becoming!

167. Resident, Adair Road

We wish to inform you that we object to the proposals on the following grounds:-

1) At the start of the proposal document received, you use the term 'positive feedback' and we're not sure how you have arrived at that assumption from a survey, to which 77% of properties did not reply and of those that did 258 were for, 170 against and 10 undecided, which means that for 1887 properties in the proposed zone, only 78 are in favour equating to 4%, hardly a positive response! On the basis of the residents from 4% of the properties surveyed during an informal survey you're now putting some 'positive spin' that this is what people in the area would like and no doubt, will impose come what may. It appears that it is the Council's agenda to introduce parking zones across the City and instead of doing this piecemeal (adjoining areas to existing zones get overspill which makes matters worse when surveyed) why not just do it in one go; it would be more honest! Perhaps at the start of the document you should have stated that you had a poor response which would have been more accurate and this appears to be a case of 'occupier apathy' that will result in the imposition of a parking zone.

2) Having to pay for parking without any perceived benefits. We have always been able to park in Adair Road or adjacent roads and it would appear that the proposals will not necessarily lead to any improvement. The main problem experienced is parking at night, which these proposals do not address as the Zone is not in operation after 7.00pm, so it is dubious that there will be any additional parking after this time.

3) Whilst the 12pm to 1pm might deter visitors to the sea front from all day parking it does nothing to stop people from all afternoon parking for the 5 hours between 1pm and 6pm and does not take into account that the majority of car users in Adair Road and adjacent ones tend to generally park their vehicles before 6pm.

4) Whilst objecting to having to pay for something that we haven't previously, but understanding that the £30 cost of the permit is to cover your costs, it's not clear how you have arrived at the costs for the subsequent permits and there is no information on what this additional revenue stream is for? Also, there are no details of a formula for any future increases in costs. This would appear to be a punitive stealth tax on people with vehicles, living in terraced houses, usually the least well off and generally needing their vehicles for work.

5) Don't understand why motor cycles are exempt as they still restrict space for other vehicles to park.

6) We believe that Portsmouth City Council are contributing to the parking problem by the granting of planning permission for the conversion of non-residential premises into flats with no off-street parking provisions and perhaps the Council need to look at their own actions, although from their perspective, this will obviously generate more income by additional permits!

168. Resident, Adair Road

I'm not sure if I'm the only one, but thanks to a leaflet put through my door yesterday by a local Councillor I ONLY JUST FOUND OUT ABOUT the Council's consultation about introducing parking zones where I live.

WHY have I only just found out about this, thanks to my local Councillor?

It really troubles me that no proper consultation has taken place.

Also, I'm worried that the recent closure of the Seafront Road may skew the vote. I say this because I know first-hand the closure of the Seafront Road has caused an over-spill of cars to nearby streets, including where I live. The Council has said the Seafront Road closure is "temporary" but it's gone on for months, and I fear the fact it has been closed for so long risks skewing the vote in favour of parking zones.

Parking zones might or might not work where I live, (I'm not sure), but they cost money for residents and they do not guarantee a parking space.

From past experience, I also know that after they are introduced the Council (and indeed any Council) tends to increase the cost of permits and add to the restricted hours of parking, seeing it as a relatively easy way of making money.

Although in this case the lack of proper consultation with residents can be forgiven due to problems caused by the COVID-19 pandemic, I ask the Council to extend the deadline for residents to have their say, before making any decision.

If the Council does not do this, I think it will be very unfair and unreasonable.

As things stand today, (7 September 2020), until a proper consultation with residents has taken place, and a proper democratic debate can then take place, I don't think I have any choice other than to vote NO to introducing any more parking zones.

As I see it, as things stand, voting NO is vote for democracy.

I hope many others feel the same way.

169. Resident, Adair Road

I feel the idea is ridiculous because:-

1 I am elderly, I do not drive but my children and grandchildren visit regularly to check on me and support me. They usually can only do this in the week at exactly the time of the proposed restrictions.

2 Any weekend visitors bring in my shopping which will usually clash with the proposed restriction times.

3 My children take out my bins- when? At exactly the time of the proposed restrictions.

4 I believe people need to park somewhere so by introducing restrictions you are just making bigger problems elsewhere. Is this deliberate, to force the whole city to bring these restrictions In everywhere and so make more money for the council at the expense of elderly pensioners?

5 At my age, it is a very difficult task now to get out, but I'll now need to somehow get to a post office with identification, household bills etc to prove who I am, then to hand over my hard earned pension money to get permits for essential visitors.

170. Resident, Andover Road

I wish to advise of my opposition to the imposition of above parking zone that will adversely effect my ability to park in my road without having to pay PCC even more money than I already have to pay. Please drop these proposals.

171. Resident, Andover Road

With regard to your consultation of August 2020 on the proposed residents' parking zone "MG Festing Grove Area", as residents of Andover Road we wish to register our *objection* to the proposal.

While roads further south within the proposed MG area adjoining Eastern Parade undoubtedly suffer parking problems due to visitors parking to access the seafront, this is not a noticeable problem on Andover Road. The evening and overnight parking problems that do occur appear to be largely due to local residents' own vehicles which will not be alleviated by the proposed scheme.

On the contrary, Andover Road has a high density of properties with driveways, resulting in large stretches of dropped pavement kerbs for access. The amount of road space suitable for marked parking bays is therefore limited and the proposed scheme is likely, if anything, to reduce the total amount of parking space available exacerbating parking difficulties.

From observation of existing residents' parking zones we would also question the degree of enforcement that actually takes place. For instance, bicycle lanes on Albert Road and the contraflow bicycle access lane at the junction of Haslemere Road with Goldsmith Avenue within the ME scheme area are often blocked by parked vehicles suggesting there is little meaningful deterrence. Hence an important potential benefit of residents paying for additional parking enforcement – improved safety for cyclists – is not actually being realised.

With regard to the present consultation exercise, we would thus be grateful if you would take account of our concerns and objection to the proposed MG scheme.

172. Resident, Brading Avenue

I object to the proposal to implement Parking Zone MG.

In the interests of brevity I will not give my reasons here.

173. Resident, Brading Avenue

Old Portsmouth parking restriction only allows one hour parking at any time. Why do they have special arrangements that no-one else can have?

Yes This area desperately needs a parking zone for many reasons. The nearby zones have a knock on effect and our proximity to the seafront and Tenth Hole Cafe means we have free all day parking for visitors. This is especially relevant from Easter to September and worsened by the temporary pedestrian crossing at the corner of Brading Avenue and Eastern Parade and the closure of the seafront. Doesn't Portsmouth CC require any income from visitor parking? Every other town does.

However the proposed hours are simply unacceptable. Free parking to still be allowed between 12 noon and 6pm means in term time women coming home from school will still have nowhere to park and people home from work before 6pm the same. We need a one hour zone (like the whole of Old Portsmouth) or at least two hours.

174. Resident, Brading Avenue

I am not in favour of the proposed resident's parking zone MG area because of the 18.00-19.00 slot, I agree with the 12.00-13.00 slot but the evening one is pointless, why not make it 12.00-14.00 as it's beach parking on the weekend which is problematic.

175. Resident, Brading Avenue

I am just writing to let you know that I do not support the proposed parking zone MG. The main reason is that I live in Brading Avenue and most of the time have no problem parking on the road in front of my house, so would rather not have to pay £30 to do so.

176. Resident, Brading Avenue

I have just been notified of this proposal. I wondered if you could confirm that i do not need a permit to park across my own driveway. I have paid for white lines to painted across this.

Thanks for clarifying that.

My concern about the proposal as it stands, with restrictions between 12-1pm and 6-7 pm, is that parking problems for local residents manifest themselves between 8-6 pm each day of the week, less so at 6-7pm as may be the case in other parts of Southsea.

I do have other questions before I can indicate my support or objection to the proposal.

I understand from your previous reply that I am able to park across my driveway without requiring a permit however I do need to understand if permits are car specific or for the household.

We have 2 cars which often alternate in their use of our driveway, as do other residents. We should therefore only need one permit. Please can you confirm proposals to account for this.

Can I also confirm that the proposed parking restrictions are 7 days per week as the weekend is the most problematical for local residents.

Finally 6-7pm is not a particular problem in this area, 12-1pm and 4-5pm would make more sense.

I am not sure that the restrictions will have an impact regarding commuting as there is little to commute to in Brading Avenue and there is no local bus route in Eastern Parade.

In theory then we would not require a permit however how will our parked across our driveway be recognised as one not requiring a permit.

Also I would just say that the problem with car specific is that there is a frequent problem with non- residents encroaching or parking across driveways, making it impossible to park across our own driveway.

It would not be fair to penalise a resident when this happens.

As a resident of Brading Avenue i would like to register my objection to the proposals as they stand.

If a household has a driveway which is shared by 2 cars in an alternate basis then only one parking permit should be required. However as the permits are not related to the address and only to the car then we are penalised by requiring 2 permits whilst only having one car parked on the road.

I also disagree with the proposed times of 12-1 and 6-7.

Parking is most problematical during the day and at weekends and so any restriction needs to be longer across those times e.g. 12-2 and 4-6pm.

I trust these comments will be taken account of by the relevant cabinet member.

177. Resident, Burbidge Grove

objects to the proposal

178. Resident, Burbidge Grove

I OBJECT TO THE PROPOSED PARKING ZONE

179. Resident, Burbidge Grove

I OBJECT TO THIS PROPOSAL !

Your results are minimal.

Survey Return Rate: 438 out of 1887 (23%) of which only 3/4 (328 people) said yes there was a parking problem. Of which 59% (193 people) said a parking permit would be helpful to them.

Therefore only 10% of people surveyed think that a parking permit would benefit them.

Looking at the results per road, it really only indicates Festing Grove with 31 for and 15 against, and some roads North of here.

My road is Burbidge Grove and we do not want parking permits. 5 for 9 against.

I pay my road tax, I have an entrance to my driveway, I do not need another expense, I do not want more parking restrictions.

You have closed the Seafront causing mayhem to all residents in this area, road rag, accidents , congestion and then send out this survey!

Please be mindful of the eastney and craneswater area and remove this proposal.

180. Resident, Burbidge Grove

I am AGAINST the proposed parking scheme.

I can not believe the council has the audacity to raise this issue yet again especially when you have caused so much of a problem by closing the seafront road.

181. Resident, Burbidge Grove

I object to the imposition of any residents parking restrictions in Burbidge Grove. Partial time limits will not deter non residents and all you will get is people coming back looking to move their vehicles to another location giving rise to further air pollution which is already at excessive limits because of the partial closure of the seafront

We have lived here for some time now and parking has been managed ok, so having to pay additional fees for this is unacceptable.

182. Resident, Burbidge Grove

I object to the proposed parking zone of MG Festing Grove area

183. Resident, Burbidge Grove

I currently object to the proposed parking zone, due to the hours that the scheme will operate. During the summer months residents returning from work around 5pm will still have difficulty parking if the scheme doesn't operate until 6pm. Infact, it will be virtually impossible to park at all for the 5 hours between 1pm-6pm. I understand the scheme in Old Portsmouth allows for parking up to one hour, is it not possible to adopt the same scheme here? If that is not possible, then if the hours that the proposed scheme operates were increased to 5pm-7pm, then I would consider supporting the scheme.

184. Resident, Chitty Road

Whilst I support the concept of parking zones for residents, I am utterly baffled by the times applied for residents only parking.

Currently the proposal is for residents only parking between 12-1pm and 6-7pm, what is the thinking behind this as clearly it makes no sense to anyone that actually lives in this area.

The cause of the lack of parking is generally because of people visiting the beach at Eastney and the proposed hours will simply mean people parking in the roads from 1, enjoying a full afternoon at the beach and leaving at 6. How does this help the residents returning from work in the evening, are we expected to park 3 streets away as we currently do and then at 6pm when people leave the beach then go and move our vehicles closer to home? In essence we have no discernible benefit but now have to pay an additional fee for this new privilege of a parking zone.

Do the council actually understand the local area and the reasons behind the parking issues, it appears to most actual residents that they clearly do not, I would suggest a parking restriction time of 4-6pm much like the zone near Fratton Station would be far more beneficial to the residents of this area, I know I personally do not get home from work after 6pm as I am certain no-one within the council does either!

185. Resident, Chitty Road

Please accept this email as my formal OBJECTION to the proposed MG parking zone, for the following reasons:

1. The proposed parking zone will adversely increase the movement of vehicles twice a day within the zone.

2. There will be an associated adverse safety hazard with increased risk to life from the increased vehicular movement into, out of and around the zone.
3. There will be a resultant increase to the levels of pollution in the air within the zone.
4. The local enforcement of existing traffic regulations is woeful with a blatant disregard for the existing "Double Yellow lines" and "20 MPH zones", made worse by the enforcement teams increased workload.

186. Resident, Chitty Road

Please accept this e-mail, as my formal OBJECTION to the proposed MG parking zone, for the following reasons:

- (1) The proposed parking zone will adversely increase the movement of vehicles twice a day within the zone. Effectively ensuring a two shift beach visiting system. Morning /afternoon.
- (2) There will be an associated adverse safety hazard with increased risk to life from the increased vehicular movement into, out of and around the zone.
- (3) There will be a resultant increase to the levels of pollution in the air within the zone.
- (4) The local enforcement of existing traffic regulations is woefully inadequate, (non existent) with a blatant disregard for the existing "Double Yellow lines" and "20 MPH speed limit zones". This will obviously be made worse by an increased workload.
- (5) I completed the survey for this area and found its questions to be biased. With the exception of one question, any response would give a positive in favour of a Residential Zone.
- (6) Only 1887 residents in the area were surveyed, from which less than 24% made a return. I feel this is insufficient on which to base a residential parking zone.
- (7) The first question "Do you have parking problems in the road/area where you live?" The whole of Portsmouth has a parking problem, so naturally people are going to be positive to this question.
- (8) The second question "Do you think a residents' parking scheme would be helpful to you and/or your visitors?" only got a 59% positive. That 258 positives from an initial survey looking at 1887 responses. So your proposing a parking zone on 14% of the total residents surveyed. This I feel is totally unjust.
- (9) The remaining questions, actually relevant to parking survey were views on the type of issues and were irrelevant to whether you wanted a zone or not.
- (10) The council has an agenda to bring in Parking Zones across the whole of the city that were rejected. I feel this is the council's way of bringing in Zones by stealth. Parking Zones have proven not to work in the many areas that they have been introduced into. The council needs to rethink this proposal with a survey that is inclusive to the area and questions that are not biased to give a positive outcome.

(11) Why should a visitors permit be valued/costed for 12/24hrs period when restrictions are only 2 hr periods?

(12) Why is provision for yearly increases deemed necessary?

187. Resident, Chitty Road

I'm writing to OPPOSE and OBJECT to the proposed and intended residents parking scheme in our area.

I don't believe there to be a regular or massive parking issue in our vicinity, rare problems have only been amplified by your ridiculous decision to close the seafront to parking, and your stubbornness and unwillingness to re-open again. This scheme is nothing more than a deliberate plan to generate more income for the local council and PM's who are already creaming expenses at the taxpayers cost. If you perceive there to be a problem locally why close off the additional seafront parking to visiting traffic exaggerating any issues?

In response I'd like you to answer the below questions –

- Why would I wish to pay for something that is currently free to residents? I already pay road tax.
- Why would we wish to pay for full prices permits that only actually cover 2 hours of the day?
- The price of permits will not increase during the next 5 years – And when they do, any rise will not be above the rate of inflation?
- If permits are put in place you can guarantee the seafront will be closed to traffic permanently?
- Can you produce a case study into the impacts, positive and negative to a resident parking scheme? (not some localised survey to suit your agenda)

If you really want to improve city parking issues why not reduce the multiple occupancies, HMO's and new builds authorised within the area.

Could you please provide receipt of this email. I also anticipate an efficient and acceptable response to the above question, not some generic return email

188. Resident, Chitty Road

please note my objection to the proposed parking zone as we do not need this, it is a stealth tax on the normal residents whole have no choice but have cars on the road and the rich in the area who can afford driveways yet again get off scott free, we do not want this at all

189. Resident, Chitty Road

I would like to express my opposition to the implementation of the MG parking zone as described in TRO 49/2020.

At present I feel such a scheme is not needed. I feel the continued closure of the seafront is a cynical strategy by the council to create a parking problem in this area to encourage local residents to support the scheme. When the seafront is open there are little or no parking issues in this area. Many houses have small drives where cars are parked or that owners can park across entrances leaving plenty of space for other residents. The proposed

scheme will not aid parking but rather creates an income stream for the council as we the residents will have to pay for permits to park as we have always done.

190. Resident, Collins Road

I would like to register my objection to the proposal of a parking zone which includes my road.

I am thoroughly disgusted at this suggestion on many levels. Firstly it is clearly a stealth tax for the council, I understand that money is tight but don't encourage people to move out of the city in order to line the councils coffers.

Secondly after so many people have been furloughed/suffered financially as a result as Covid-19, it seems prosperous to penalise families further. Financially it is hard enough to run two cars if work/family life needs this (and public transport is inadequate to get people to work). Do you actually think lots of families have a spare £150 kicking around?

Thirdly, whilst I can see how this would benefit those on streets protesting about the closure of the seafront, give them the stealth tax and spaces and leave the rest of us alone. I rarely struggle to park on my street and can see no benefit to this scheme at all. Are you going to protect my car more for this cost? I doubt it! I can park and will consider moving if this silly proposal continues to be suggested.

Thank you for your responses to my concerns, although if we didn't have a parking scheme we wouldn't have to pay to park for the maintenance of it (therefore it is a waste of money in my opinion).

I still feel the council are blind to the severe hardship many families are suffering due to the current circumstances and a parking permit would only make Southsea less attractive to visit/spend money in or live in.

I am not sure how you expect local people to support the local economy when you will effectively be removing money from each household. At this present time I feel the council has lost sight of what it's priorities should be.

191. Resident, Collins Road

I would like to lodge my objection to the proposed MG residents' parking zone.

Firstly I would like to query the timing and results of the survey undertaken in March. I did not receive any information about an independent Council survey being undertaken and if one was issued via political material then this should not be valid especially if it was issued just as the COVID 19 crisis was coming to a head in the form of the lockdown. The results of this apparent survey also indicate that less than 15% of residents in this area were in favour of a parking zone.

Secondly the annual cost of £150 For a two car household penalises those residents who are of working age and are already paying their income tax to support the Local Authority to provide the services that they do and so this will be a double tax on the hard working people of Southsea to support those older residents who only have one car. This proposal also follows nearly 6 months where households have been under extreme financial difficulties due to the lockdown and is now asking people who may have lost their job to pay an additional tax when they may be struggling to feed their family. It will also remove the opportunity of households spending over £100,000 in the local economy which we are being encouraged to do in order to save jobs in Southssa.

Parking is never really a problem at any time of the day in and around Collins Road and the disadvantages of this additional tax such as further job losses far outweigh any inconvenience of not being able to park outside my house.

I trust that these points will be considered when this proposal is put before the planning committee and that the sensible decision to put a halt to these parking zones is recognised during these unprecedented times and that everyone's focus can be put into far more important things rather than where people can park their car.

192. Resident, Collins Road

I OBJECT to the new zone being put in place, i dont believe it will make much difference unless it was restricted to weekends only. Also owning one car i feel its disgusting to have to pay for a permit to park in my own area.

193. Resident, Collins Road

I write to object to the proposed parking scheme.

In a recent letter I received, you call the feedback from the informal survey of the area, "Positive" and aim to introduce this scheme on the back of it.

However only a 23% survey response was achieved during this exercise. Out of 1887 possible responses, 23% is, 434 responses.

Of these, 75% thought there was a parking problem, mainly during the evening and overnight. Citing commercial vehicles, some households having too many cars and other reasons not made clear. That is only 326 respondents from a possible 1887; just over 17% of the possible respondents.

My response was not one of them.

Households who have too many cars probably do so due to their own needs and requirements. In my opinion they should not be further penalised financially for parking where they live when they can, as they already pay their council tax for the privilege of living in Portsmouth.

Charging residents or business's for their visitors during the hours of 12pm to 1pm is unnecessary as there is not a parking problem during those hours in most of the roads the scheme is attempting to serve.

Overnight and evening parking of commercial vehicles seems to be the main manageable problem but should be dealt with in a different way. These vehicles often park from 3.30pm onwards vacating before 8am the following morning. The vehicles are often not owned by the resident but used by the resident in relation to their employment. Many of these residents will also own a private vehicle registered to their home address. Banning parking of commercial vehicles in residential streets during the evening and overnight should be implemented in the first instance. Forcing business's to find alternative arrangements for the overnight parking of their vehicles instead. This could possibly free up enough parking for residents and address the problem without imposing any additional financial burden upon them.

This scheme does not seem well researched and it is difficult to see how it serves anyone who lives or works in this zone well.

I think as things stand this scheme can only be considered to be nothing but a revenue gathering exercise on the part of Portsmouth City council, sadly missing its mark completely.

194. Resident, Collins Road

DO NOT SUPPORT

Our household in Collins road oppose the parking restrictions. I think it's a massive hassle and financial inconvenience. I hope this does not go ahead.

195. Resident, Collins Road

I am emailing to express my concerns regarding the proposed changes to resident parking zone in MG Festing Grove area. I object to these changes taking place and feel that they will cause many issues in the near future.

I am happy with the current situation, we enjoy our extended family visiting at weekends as there are no parking restrictions here.

196. Resident, Collins Road

I object to the proposed parking zone (Ref. TRO 49/2020), as I am happy with the existing situation in my road, and in the immediate area, and am not inconvenienced by it.

197. Resident, Collins Road

I vote NO to proposal of MG Parking Zone.

198. Resident, Collins Road

As a resident within the proposed MG Zone. I am opposed to the parking zone. The time zone restrictions will have very little impact on the vehicles that chose to park in my area. The 7pm limit is of no use whatsoever. If it were up to 7.30pm/8pm that would be more effective. The zone should be out of bounds for at least 2 hours (6-8pm). Many people work longer days and the 6pm-7pm slot is not of any use for someone like myself who commutes for work. The zones in the city have led to displacement parking. I previously paid for a business parking permit for another zone (5-7pm) and it was appalling to observe that there was hardly anyone on patrol to monitor the parking. Also this zone was exempt for 2 hours in the evening? why the difference with our zone?

I oppose to the current proposal.

199. Resident, Cousins Grove

I object most strongly to the introduction of residents parking in my street. The Council has effectively tried to force us into this by declaring parking zones in the whole of Portsmouth thus meaning everyone else comes down to this area to park. Having spoken to many people in this area, who do not favour this move and its associated expense (as if we didn't pay enough Council Tax anyway) the council then close the seafront and cause even more congestion and seeking car parking spaces than we ever had before. Perhaps if this was re-opened the weight of traffic would be lessened and the number of parking slots available on the sea front (charged to the visitor) would increase. The amount of traffic on Eastern Parade is currently horrific and causes huge amounts of traffic jams, all emitting Carbon monoxide in ever increasing amounts as vehicle numbers increase all looking for car parking spaces....they are available on the seafront. This seems to me like a scare tactic to extract ever more money from residents in this area. There are no commuters taking up the parking slots in this area, just visitors to the seafront, for which there are already existing and suitable numbers of parking places on the seafront. This has always worked in the past and has only got worse owing to this council's ludicrous parking/roads policy. I suppose they

have achieved what they wanted in the end....what's the chances of once they have secured this income stream, the seafront is opened and they reinvigorate that income stream too....very clever, but very obvious.

I do not support the residents parking scheme in the MG area.

200. Resident, Cromwell Road

I object to the parking zones in the MG Festing grove area.

We are on Cromwell Road and parking is already bad in the area, it's only local residents that park near our roads and it's already a problem.

I strongly feel that bringing in parking zones in this area will not improve parking. Nearer to the seafront this will obviously help, but not as far back on the map as the area coming off of Highland road.

201. Resident, Cromwell Road

Parking permits in this area will have no benefit to residents or the local community in the short or long term.

OBJECT

202. Resident, Cromwell Road

I am strongly against the proposed parking zones for MG zone. These zones are purely a cash cow for the council. When the whole city is zoned there will still be the same or more vehicles wanting to park and nothing will have been resolved. No zones.

203. Resident, Cromwell Road

While in general I think a parking zone is needed in our area, I don't think this proposed implementation is going to help.

I do not see why the restriction windows are so narrow. It just appears pointless. I do not think it will be much of deterrent considering the small likelihood of an illegally parked car being found within such a large zone in just an hour. Then I doubt your wardens will be patrolling very often further reducing the deterrent. People will just leave them like they often do on yellows anyway. These windows should be wider if not just 24hr.

There are a few new developments in our area and it would help if you can add more parking space as well as a properly thought out Zone. Yellow line could be reviewed. Many are too restrictive and could be loosened without causing accidents. The Tokar street junction with Cromwell road for instance has lines left in place from use of the now closed pubs etc. Please free up some space.

Lastly, could you please clarify whether the south side of Eastney parade can still be used by zone MG holders even if not included in the MG zone? We often have to park there even from Cromwell road so losing half of that street would make things worse for us.

204. Business, Cromwell Road

I am writing to object to the proposed parking zone. As a small business the extra parking permit fees/costs will have a negative impact especially during the current and past climate of covid19.

i am writing to OBJECT to the proposed parking zone MG ZONE. I object on grounds that Cromwell Rd does not have any parking at all & neither does the eastney end of Highland Rd.

205. Resident, Culver Road

We would prefer not to have the parking zone.
More importantly the bonkers idea of double yellow lines outside No.6 & No.5 Culver Road because of "access to the bays" . We all park happily into the corners (bays) We would have 2 less parking spaces....
Why would we pay £30 a year to have double yellows near our house.
Closing the seafront has led to visitors using our road to park in. Air quality will not improve because visitors will be driving round & round looking for a space.

206. Resident, Culver Road

I most strongly object to the proposal for double yellow 'No Parking At Any Time' lines to be placed near my property. This will reduce the already limited parking capacity of the cul-de-sac by two . The proposal states that the lines are necessary to allow access to the two 'northern bays'. I have lived in Culver Road for many years, and there has never been a problem over accessing those properties. Indeed, there are three parking spaces in front of those properties. So, in effect, the proposal means that both No5 and No6 vehicles will now be forced to park outside a neighbour's house thereby displacing their vehicle to another parking area.

The proposal is a retrograde step to take, is completely without gain and results in a net loss to what is evident at the current time.

207. Resident, Culver Road

I am in favour of the MG parking zone proposal overall, however I am NOT in favour of the additional proposal (section D,2) to add two sets of double yellow lines within Culver road to "enable access to the bays at the northern end" - which seems to be a case of trying to solve a problem which simply does not exist. In the years I have lived on the street there have been no issues with parking in the northern end bay, furthermore no one is aware of any individuals on the street ever raising issues/concerns with parking within that area.

Currently, there are 8 spaces for 9 houses outside of our properties (discounting the disabled space) - which does not factor in Selsey Avenue cars which often need to park within the street. The proposal would therefore leave just 6 spaces for 9 houses. On the assumption that the council are trying to improve parking issues within the city streets, I really don't understand the logic of how removing 20% of the parking spaces overnight (to solve a problem which no one was aware of) will improve the situation - and will almost certainly instead cause more problems with less spaces for which we now need to pay. I would strongly urge you to reconsider this specific proposal or at least speak directly with the residents of Culver Road before making a final decision.

208. Resident, Culver Road

I am generally in support of the proposals.

However, in D) NO WAITING AT ANY TIMES, it is proposed to introduce two 4m lengths outside houses 5 and 6 of Culver Road. This is not required. There are 10 houses in Culver Road with currently only 9 available spaces. This proposal would reduce this number to 7. I have lived here for many years and not once in that time has there been a problem with the parking spaces at the Northern end of the road

209. Resident, Culver Road

I object strongly to the proposed scheme, for the following reasons:

1. We rarely have difficulty parking in our road. This is because it is a cul-de-sac with just ten houses, which also has shared driveways the residents occasionally use (mutually agreed) for short periods if ever we are unable to park in the road or close by. This was one of the main reasons we bought the house; the purchase price obviously reflected this

parking factor. It is therefore unpalatable for us that we would need to pay £150 each year to park our two cars in the road (plus visitor permits on top) when we can almost always do so anyway. This would simply be money paid out with no value in return.

2. In our road and surrounding streets, the only time we have difficulty parking is on summer weekends when visitors use the area to park at no charge, rather than using the seafront parking zones. I do not anticipate the proposed hours for the scheme to apply, 11am-12pm and 6-7pm, would make much difference in this respect, as the majority of visitors park in our streets from early to late afternoons when visiting the beach.

210. Resident, Eastern Parade

I do not support the proposed resident's parking zone, and strongly object to the proposed parking zone.

I completed the survey and found its questions to be biased. With the exception of one question, any response would give a positive in favour of a Residential Zone.

Only 1887 residents in the area were surveyed, from which less than 24% made a return. I feel this is insufficient on which to base a residential parking zone.

The first question "Do you have parking problems in the road/area where you live?" The whole of Portsmouth has a parking problem, so naturally people are going to be positive to this question.

The second question "Do you think a residents' parking scheme would be helpful to you and/or your visitors?" only got a 59% positive. That 258 positives from an initial survey looking at 1887 responses. So your proposing a parking zone on 14% of the total residents surveyed. This I feel is unjust.

The remaining questions, actually relevant to parking survey were views on the type of issues and were irrelevant to whether you wanted a zone or not.

The council has an agenda to bring in Parking Zones across the whole of the city that were rejected.

I feel this is the council's way of bringing in Zones by stealth. Parking Zones have proven not to work in the many areas that they have been introduced into.

The council needs to rethink this proposal with a survey that is inclusive to the area and questions that are not biased to give a positive outcome.

211. Resident, Eastern Parade

I am a resident of Eastern Parade and am against any parking zones being which are currently being proposed under the MG or extension of MF zone.

Our road is currently a nightmare as the seafront road has been closed during Covid-19 which has meant a huge increase in volume of traffic on Eastern Parade and introducing this parking zone is not going to resolve any parking issues as such.

212. Resident, Exeter Road

I object to the imposition of paid-for residents parking permits for this for the following reasons:

- 1) The main cause of parking issues in my area is the Council's policy of restricting parking in adjacent areas. You are just attempting to solve a problem of your own making.
- 2) Imposition of parking restrictions adds costs to vehicle owners and that with the associated administration detracts from the quality of life.

- 3) Imposition of parking restrictions makes it difficult for essential workers such as care workers, health visitors, nurses etc. as well as tradesmen, to carry out their duties and business without risk of penalty.
- 4) My friends and family can no longer visit without it being an expensive parking experience.
- 5) Parking restrictions adds to pollution in the city by the continual shuffling of vehicles from one zone to the next.
- 6) If you want a vibrant and prosperous town centre, shopping areas, and economy, you need to make it easy and cheap for people and trades-people to park and move around the city otherwise you just choke off business and commerce and will then wonder why your shops are empty and you aren't collecting any rates. This applies to other areas where parking restrictions have been introduced; you are killing the economy.

213. Resident, Festing Grove

We object to this scheme.

214. Resident, Festing Grove

I OBJECT to the proposed Residents Parking Zone covering the MG area. I live in Festing Grove and agree there are times when it is difficult to park close to my home. However I consider this a cynical attempt by Portsmouth CC to squeeze further revenue from Council Tax payers for a two hour parking spot. Particularly worrying is the statement "Permit prices can increase annually".

On checking Portsmouth CC website I note there was only a 23% response to the survey and just over half of these said a parking zone maybe of help. This is hardly an overwhelming positive response to your informal survey.

215. Resident, Festing Grove

We are completely opposed to this. We already pay a high amount of council tax and should not be expected to also pay an added £120 a year to park our car and to not even be guaranteed a parking space. I understand there are people on this road that can afford this as they have lived here a long time and do not have mortgages to pay or children to pay for however this will make life more difficult for us financially. There is no real issue with parking on this road if people park sensibly.

216. Resident, Festing Grove

I write to OBJECT to a parking zone in this area.

217. Resident, Festing Grove

We object to permit parking in Festing Grove for the following reasons:

1. Me and my family have lived here for many years. Not once have we had an issue with parking down our road until the Portsmouth City Council have decided to close the beach road and not reopen it. Meaning everybody had to park down our roads.
2. I'm sure you are aware that each house down this road owns more than one car making it very expensive for the householders.
3. It is actually a hindrance for all rather than a service that we will all be paying each year for.
4. The timings you have chosen for the permit parking zones don't make any sense at all. I can't see how this is going to be a "service" to us.

5. Now winter will be on it's way...all summer we have had people constantly taking our spaces because you wouldn't open the seafront. However, we dealt with it fine..honestly no need for this at all.

6. There is more than enough room for people to park if you would just open the seafront again.

It is an erroneous decision to place permits in this area. I can assure you, we and many others are very distressed about this. Hope to hear from you soon.

218. Resident, Festing Grove

I'd like to object the proposed parking zone.

Personally, I never had an issue finding a spot to park our car in and I don't mind visitors using on street parking.

I feel the proposed parking zone will be more hassle than it's worth. Firstly, more expense on the resident's behalf (even if it's not a lot per year). We think that one car per household should be free of charge. Secondly when we have visitors, we would have to get permits in advance.

I have no problem with the current situation and don't feel anything needs changing.

I expect I'm part of a minority though and that your proposed parking zone will go ahead. What is the estimated time frame on the project? When is the zone expected to be operating?

219. Resident, Festing Grove

We already voted against this proposal so I assume the council is going to go ahead and introduce permit parking irrespective of my views. If this is the case I consider this action to be undemocratic. My main objection is that not only will I be charged for parking when the government already imposes a road tax but also I will be charged extra if my family visits me. Also when the scheme was originally introduced the first car was free and this is no longer the case. It is clear that this is a council money raising scheme and for most of the year is not in the interest of residents. I also think that more cars will spend there time driving around Portsmouth's narrow streets looking for a place to park and cause increased air pollution.

220. Resident, Festing Grove

I wish to register my objections to the introduction of this scheme for Festing Grove. I live at the eastern end of the road and have never had a problem with parking in the years I have lived here. Like many houses in this part of the road we are a two car household, and this has not caused us any problems. If the scheme goes ahead, it will mean I will have to pay £150 per year for something that I currently get for free, with no guarantees that I will be able to park. Unless I am missing something, if the scheme is introduced, I am handing over this money to the council without getting any service in return. Usually if you fork out money you can expect to get something in return, but I cannot see what I am getting in return for the fees I will be charged.

As you will have gathered I am very strongly against any introduction of residents parking in this area.

221. Resident, Festing Grove

I was concerned to receive the letter and read the rules outlining the Residents Parking permits should the proposal go forward.

To explain my circumstances; I do not have a car myself but my children are frequent visitors to my house from outside the city. Their visits have increased considerably this year. One child stays with me for 2 weeks each month and my other child visits every weekend and on his holidays. I rely on them greatly for my care and indeed their cars for hospital and doctors appointments as well as general shopping requirements. I have several medical conditions but needless to say contribute and illustrate the level of care I need from them and am dependent on during their visits.

I do hope that should the parking zone go forward that my situation is considered so that my children may both be allowed to have an annual residents permit each even though their cars are not registered at this address. It is still within the quota of cars for the household. The cost of daily visitors permits as outlined in your letter would have a marked effect on the frequency and duration that they would be able to visit and take care of me. We have worked out that daily visitor permit costs for them would amount to approximately £700 per annum which is just not feasible for us and very concerning.

222. Resident, Festing Grove

As a recent resident of Festing Grove, I would not like my road to become an MG permit parking road. I realise that the roads in the local area are becoming busier, with more parked cars and I understand that this may lead to a lot of the roads becoming more congested with parked cars.

However, while I appreciate that you are trying to fix a problem, I know that this would not be a good solution; 95% of the cars on these roads are there because they are owned by residents rather than being visitors (I know this, having come back home in the late evening and having struggled to find a space even though the visitors had all left). As parking permits for visitors are only £1.15 for a day, this is considerably cheaper than paying for a carpark- so may actually prove ineffective to visitors parking on these roads during the sunny weekends. Furthermore, I live in a house of multiple occupancy for professional workers where multiple people live (due to increase). As most of us use and need cars to travel to work, I am uncertain how we would be able to deal with, not only the staggered costings of additional permits, but also the limit of three cars. I acknowledge the fact that this problem is very specific to me and the people I live with- so not everyone on the street would experience this- but it is still very pertinent to me and would affect our living situation quite dramatically.

In conclusion, I very much oppose to Festing Grove and the roads surrounding it becoming permit parking areas. You have probably already thought of this- but have you tried investing in pavement maintenance to encourage walking or introducing more cycle lanes?

223. Resident, Festing Grove

I object to the proposed TRO 49/2020 (MG ZONE: FESTING GROVE AREA).

The grounds for my objection is that I believe the TRO is unnecessary as I have never had any problem parking in Festing Grove or the surrounding area in the past years since I have owned the property. In fact 9 times out of ten, regardless of time of day, I am able to park within a five car length distance from my front gate.

I hope this objection can be taken into consideration and would be happy to provide any further information if required.

224. Resident, Festing Grove

Regarding the proposed MG Festing Grove Area residents' parking zone, my view is that I am opposed in principle to resident parking zones.

I regard the scheme as a self-perpetuating revenue-raising opportunity for the city council which does nothing to address the core problem: Too many cars on Portsmouth's roads. I would prefer the current free-for-all to having to pay for myself and visitors to park in my own street.

A better solution would be a national campaign to deter multi-car ownership.

Private car parks - for example at retail sites or tourist destinations - could also be opened up to residents free of charge after hours.

If I am forced to pay for permits it would be under the strongest possible protest.

225. Resident, Festing Grove

There are diverse neighbourhoods within MG, and by Portsmouth standards a substantial amount of off-road parking which is actually used as such by most residents who have it. Sure, the Kimberley Road to Kassassin Street area has narrow frontages and high vehicle ownership, but the overspill southwards is negligible, so even in this tightest section the benefits of a zone are not at all obvious. This is one of the better areas in Portsmouth for parking availability; having lived in this road for many years and the Eastney area for a further many years, we accept the summer inconvenience of day visitors, with the reassurance that at all other times there is not really a problem. If there is, it is finding a space late in the evening, and well outside the proposed operating times for MG. These times will not improve the lot of residents in summer one iota, so it is difficult to see how we will actually benefit for the cash we are being asked to part with, and reinforces the probable truth that we are just the next domino to fall.

The Eastern Parade area has comfortably handled overspill parking requirements within living memory, at least until the COVID summer, but that has been exceptional. The northern side of Eastern Parade will form part of the proposed zone; the southern side is subject to persistent rumours that parking metres will be installed, operation times unknown. This would have considerable impact on whether a zone was needed at all, and until the full picture is revealed, the public cannot make an informed decision. It should also be pointed out that the Craneswater zone only came into effect on 29 August - which means residents in Zone MG have had no opportunity to see whether 'displacement' is a reality, or merely scare-mongering. Both issues suggest a decision on this zone should at least be delayed, and residents re-surveyed once they have the information they need. Whilst we have all suffered from increased traffic and pollution this summer, the residents of Eastern Parade itself surely deserve honest discourse on long-term plans for the area, including the options related to sea-defence upgrades.

Confidence that the stated times of operation will be enforced is very low. A freedom of information request to reveal the number of vehicle scans completed by officers in each zone during embargo periods will soon be made, and is expected to reveal underwhelming totals, if they are even available.

Some general points about your consultation methods. I did not actually complete the informal survey due to a lengthy illness at that time, but I remember it as a most leading course of questioning, almost impossible to say 'no' to - who doesn't think there are too

many cars? As was raised at PCC Transport & Traffic Committee meeting in August, we don't even know if the alleged 59% of supporters amounted to a worthwhile and representative total of residents. So we have a situation where an easy-to-complete but biased informal survey usually leads to numerical support, totals unknown, but for the formal survey residents are asked to compose written reasons in writing why they object. No wonder so few bother.

As I write August has turned to September, the temperatures have dipped, and the visitors have gone. Normality has returned, and even in the 'tighter' areas spaces can be found. This zone is really not needed, at least in this form.

226. Resident, Festing Grove

I object to the parking permit system you have proposed.

I object to the extra double yellow lines you also propose.

I have lived in Festing Grove for many years and why all of a sudden we now need extra yellow lines at the same time as you are trying to enforce parking permits is disgusting. How many parking positions are you actually taking away?. Your ambition is to turn the whole of Portsmouth into a paid carperk. It is just something else we now need to be concerned about. The only time parking has been a problem is since you closed the sea front.

227. Business, Festing Grove

I write this email to you in regards to the proposed parking permits that you wish to impose around Festing Grove and surrounding areas.

I feel this would have a negative impact to all that use our business- including residents, staff, family, and other professionals.

Staff, relatives, and other professionals visiting our business would not have sufficient or effective or even available parking near the home causing problems, and unnecessary stress.

Previously there has never been any problems with parking near or around the home, and it has never proven to be a problem,

Since the COVID-19 pandemic began, and with the UK national lockdown more people have been residing at our business, and working from home- this causing increased usage in parking- but prior to this there has never been any issue.

I feel that at this time, we can not agree to the proposed, and feel the opposite.

228. Resident, Highland Road

I object to the parking proposal as it is a money making scheme for the authority.

If visitors come to me it means a 'run around' for myself to different outlets to get them a 'pass' to enable them to park, and internet is not easy to access for myself.

I do not want this scheme to take control over my parking; at a cost to me. I want to continue to find my own parking place at any time of the day, and my visitors to do the same without interference and control from authority.

229. Resident, Highland Road

I would like to raise my objections to the proposed changes to the park in this zone. The issues regarding this zone and parking are in the evenings only and applying these restrictions effect the parking all day.

230. Resident, Highland Road

We have received a notice of a proposed parking zone for our area (MG Permit - southside Highland Road).

Firstly, we do not agree with this, I do not see how this will improve parking in our area, plus why should we have pay even more money just to be able to park in radius of our house.

The times proposed make absolutely no sense also (12-1pm + 6-7pm). These are not hard times to park in our area so why have these been selected? If you are going to go ahead with the scheme at least make it benefit the residents in the area and make it apply to times when parking can be a struggle i.e. finishing work times 4:30 to 7pm or for longer periods at weekends when everyone parks in our area to walk down to the beach.

If we are now going to be forced to pay to park outside of our own homes at least make it worthwhile.

Why only the southside of highland road, if we are going to be permitted, shouldn't this apply to both sides of the road?

I note Salisbury road are being included in the MF zone - are any considerations being taken for the doctors surgery down this road?

Lastly, it mentions that further permits (over 2) are allowed if the zone permits - how is this determined? On our street only 3 of the houses are owned/rented as one home/flat. The rest of the houses are either shared houses or student houses meaning 3 bedroom houses have been turned into mostly 5 bedroom houses, or 6 bedrooms in our next-door neighbours' case. Say everyone residing in these houses applies for a permit how would it be determined how many are received?

231. Resident, Highland Road

Personally I am not in favour of the scheme, whilst parking is an issue in the city I am currently able to find a parking space a reasonable distance from my home. The scheme does not create any further parking so I feel I will be paying a lot of money for no guaranteed gain.

I run a charity and also visit an elderly relative out of the city so I am not convinced I will be better off with the proposed scheme with the hours I keep. Also I have a van I use for the charity, and with all the current restrictions we are not able to do any fundraising events so I am understandably having to insure, tax and MOT the vehicle but then having to pay to park it will now and in the future be an added burden.

232. Resident, Highland Road

I wish to let you know that I am against the proposed parking zone in the MG zone

233. Resident, Highland Road

I have received the letter about the new proposed parking times and permit. I firmly believe this will have an adverse affect on the local businesses especially the timings chosen.

This seems to be a money making scheme and doesn't benefit me as a resident on highland road. We are still no guaranteed a space on the road because of how many people live in each house. I am 1 flat in 4. It is not a necessary, everyone gets spaces and have been coping before and do not need this.

Please do not go ahead with this plan. I do not feel it will benefit those of us living in southsea. I also firmly believe the closing of the seafront has had no affect on this area either. I completely agree with the council decision to shut the area.

234. Resident, Highland Road

I am writing to you to with regards to the objection of the proposed residents parking zone: MG Festing Grove Area. We are a family with three adults living on Highland Road and have three vehicles in the household, all of which are used for work commutes. Under the proposed introduction of a parking zone in our area we will be paying £450 per year as a household.

Frankly the fees for three vehicle permits is disproportionate to the fees of that of a household with one vehicle, and feels unjust considering in our case each vehicle is used to commute to work that is otherwise unreachable. Having a vehicle per adult is out of necessity rather than luxury and as a direct consequence of the proposals work and livelihood becomes a bigger strain. With a lack of local off road parking and an abundance of terrace houses, parking on the road is also a necessity, especially when finishing work and arriving home between 18:00 and 19:00, the suggested permit parking times. We understand that should proposals go ahead, some fee for a permit is necessary, however the cost should be reviewed for households with working adults.

The proposed changes that have gone ahead in the nearby areas of Winter Road have already had negative affects and caused further congestion and 'battles for parking' in non-permit areas. This shows that the proposals do not deal with the problem of residential parking but push the problem along, road by road. Introducing permit parking seems inevitable however this does not offer a satisfactory solution for parking. To introduce permit parking with such high fees for working households seems purely regressive.

Ultimately there is no solution to parking however other measures should be introduced or explored prior to the introduction of hefty and unjust fees that are to the detriment of working class families. We ask you to reconsider the proposals, specifically the impact that high fees will have on working class household, with multiple vehicles used for work.

235. Resident, Highland Street

I strongly oppose the restrictions and having looked at the survey it's not fit for purpose. The survey is deliberately swinging towards a way of the council justifying robbing their own citizens. It doesn't even have a question about the cost or the price just horrendously leading questions about parking problems, it's shameful really but also a really bad attempt at trying to pull the wool over the eyes of the resident.

There is a parking problem in every area of Portsmouth, however this area is no where near as bad as all the other areas so the parking problem question on the survey is obsolete. Having looked at the charges, it would appear that we would need to pay full price for something that is only valid for 3 hours, this can't be correct? Or is it scaled down because of this? How can someone who lives in another area pay the same for a permit where the restrictions are for 24 hrs per day? This does not make sense to me at all and I feel like you're just trying to get money out of me for essentially nothing in return. I finish work at 9pm on 3 shifts a week too so I will be paying for a permit and not being able to find a space, there has been no consideration of this situation at all and I'm not hopeful anyone will do anything about it or even listen to this concern but I felt the need to make you aware that I

think your survey is utterly terrible and very misleading and I oppose to the new parking restrictions in my area.

236. Resident, Highland Street

Am in proposed parking zone MG and am not in favour of this proposal.
Parking will just be harder for people in areas that have no parking zones.
The council should either make all areas permit holders only or none at all.

237. Resident, Highland Street

As a resident in MG zone, I do not support the parking zone strategy.
It is deeply flawed, piecemeal parking does not work on the ground, it only causes confusion and displacement.
What is required is an all encompassing city wide strategy that meets all the complex transport issues for Portsmouth.

Thankyou for your comprehensive reply.

I now understand the problem of implementing a city wide parking zone.

238. Resident, Highland Street

I would like to raise my concern about the proposed permitting of streets in Eastney. I live in Highland Street and I am strongly against it for the following reasons.

1. I have never had an issue parking within a few minutes walk of my house and the only time it ever is remotely difficult is in the evenings after about 5pm suggesting that the vast majority of the cars are from residents rather than anyone visiting the beach. The proposed times make very little sense based on what the parking situation is like. Firstly there is no need for one in the middle of the day, there is always substantial parking during that time even in school holidays. If the permit areas are to go ahead having 5-7pm on weekdays would be most important and possibly the majority of weekends to put off beachgoers.

2. The scheme is deeply biased in favour of wealthier households. People who live in smaller houses without driveways will have to pay £30 for a car and £120 for a second car whereas those lucky enough to be able to afford large houses with driveways will not have to pay a penny. Some houses within the proposed area can fit 2 or 3 cars on their driveway and could park another across the front without paying. It doesn't seem particularly fair that one household may have to fork out £150 for 2 cars while a much wealthier household could have 4 cars and not pay anything at all.

3. It is claimed that the money goes towards putting up signs, painting lines and paying for parking attendants... Surely lines and signs are one initial cost which will not be needed to be repeated so where does the money go in subsequent years? I realised lines need repainting sometimes but not very regularly and signs don't need replacing for years. I can't see how the same money would be needed year on year.

Also it's not clear where the parking fine money goes. If residents are paying for the attendants and the fines are going to pay for other things that does not seem right.

4. As it is proposed there seems no clear reason why a second car would have to cost 4 times the first car. It seems unlikely that this will put people off having more cars as people usually have two cars for a reason (eg both beyond a reasonable cycle). I believe if it goes ahead it should be based on car emissions rather than number of cars. Everywhere I have

lived previously has worked on this basis and with Portsmouth's campaign for cleaner air (cough cough engine off etc) it would make a lot of sense.

5. To be perfectly honest if we end up with 2 cars (likely if we ever go back to working at offices as we both need cars for work) we will probably pay for one and park the other over the other side of Highland Road and I'm sure other will do the same. I would say this will just move the parking issue north but I don't really believe there is a parking issue in the first place.

6. From talking to neighbours I don't get the feeling anyone is for this plan so I am curious who, if anyone, has asked for it. If it has been requested by people living on roads closest to the seafront, as they would be most affected by beachgoers parking on their roads, that seems fairly moot as most parking issues down those roads would be hugely eased if those with driveways used them.

If it has been requested by roads just off Highland Road, like ours, then it seems like that would be purely down to laziness as I have never had to park more than a 3 minute walk from our house even at the busiest times.

If it has not been requested then I see no reason to bring in permits except a way to make money from the residents. If permits are introduced due to proximity to other permit areas then eventually you end up permitting the entire island. I used to live another city which is vastly permitted and the parking situation for visitors puts me off going to visit friends.

239. Resident, Kimberley Road

I would like to register my objection to the proposals for the residents' parking zone MG. This based on the disproportionate cost for permits for residents vehicles.

Whilst I acknowledge that parking can at times be frustrating, I am fairly confident that the majority of cars parked in our road belong to residents and that introducing a charge to those residents to park in their own road is unfair.

I am fully supportive of Portsmouth City Council in most actions; for example: the management of the seafront during lock-down has been extremely effective. However, I cannot support this proposal and would urge you to reconsider alternative solutions to residents' parking grumbles.

The element of the proposal I do support is the restriction on goods vehicles and would like to see this enforced throughout Portsmouth.

240. Resident, Kimberley Road

I am writing to object to the proposed TRO49. We live in Kimberley Road and don't have any issues with parking. Can you please advise what is the logic for the proposed order? If to ease parking, we don't have an issues as stated, so the only other reason we can assume is that this is another way of raising revenue, so in effect a stealth tax. I look forward to your response and please lodge my objection on the ledger.

241. Resident, Kimberley Road

I would like to vote AGAINST the proposal on the grounds that it discriminates against residents who have no car.

I would have been prepared to support it if either:

Those residents who have no car could nominate one, specified, visiting vehicle to be treated as if registered at their address, or

Visitors parking permits could be purchased, for one specific vehicle, for a period of a month (or 3, 6 or 12 months) instead of daily

I have a friend who visits me frequently. But, under the proposed system, he will not, now be able to visit me during the restricted times, unless I purchase a one day ticket each time. If I had a car of my own, this could be resolved by me going and fetching him, as other, car-owning residents can.

I therefore submit, that the proposal is discriminatory against non drivers, who will not be able to have visitors round in the same way as their car-owning neighbours can.

242. Resident, Kimberley Road

we object to the resident parking permit proposals as we do not think they are necessary. What would be far more helpful to parking and traffic in this area is the introduction of a one way system.

243. Resident, Kimberley Road

I am just writing to register my opinion about the proposed parking zones in the MG Festing Rd area.

As a resident of Kimberley Rd in a household with one car we definitely oppose the plans as we do not feel it will benefit us and strongly resent paying for it.

I can understand the intention of reducing non residents and commercial vehicles occupying the spaces during busy times but don't understand why each house doesn't get one free space. What is this £30 paying for? We still won't be guaranteed a parking space and it doesn't cover the hours we actually struggle to park. It just feels like a tax.

Additionally, I am very unhappy about the idea of my visitors having to pay to park to visit us. We manage just fine as we are.

Please register our objection to the proposals

244. Resident, Lindley Avenue

I strongly OBJECT to the proposed implementation of the parking zone

245. Resident, Lindley Avenue

Having read your printed literature, online material and viewed the comments of other residents online I feel I have to oppose the introduction of the MG parking zone.

The initial survey was conducted prior to the full lockdown and general understanding of the Covid-19 pandemic. Since then the working patterns of the majority of UK citizens has changed in a manner none of us could ever have anticipated. More people than ever are working from home therefore not moving cars on such a regular basis as they once did. With more people now at home, this has provided them the opportunity to engage contractors to work on their properties (especially as the ability to spend any free income has been curtailed by retail and travel restrictions). These key changes have simply added to the whole parking issue but I feel to use a survey before the impact of Covid-19 is fundamentally wrong.

At worst there should be another survey of residents to understand their change in lifestyle and how the requirements have changed since March of this year. To simply force this change through looks like a poor excuse to raise city funds without really providing a sustainable solution.

246. Resident, Lindley Avenue

I wanted to oppose the adding the parking restrictions to my area, we do not need it.

The restrictions TRO 2020 is the number I've read on your website. There doesn't seem to be a link on the webpage so hence the email.

247. Resident, Lindley Avenue

I object to the proposal I received on the basis that the proposed restricted hours (12:00-13:00 and 18:00-19:00) will not address the parking issues faced where I live on Lindley Avenue.

Typically parking becomes more of an issue after 19:00, when residents return home. There is ample space to park during the day in this street and rarely do we face issues of non-residents parking all day. I previously lived on another road within this proposed zone, and it was the same.

However, if parking restrictions were proposed that helped address the issue of lack of parking in the evening, I would support it.

248. Resident, Lindley Avenue

I write concerning the proposed MG parking zone and state I do not want one introduced as it will hit those with low incomes more than anyone else.

there is also no logical need for them as our area coped traffic wise even when the beaches were packed so there does not appear to be a need for any scheme and the only pressure for one may come from the Council itself planning parking metres in the area.

Covid 19 will bring its own long term problems to our community over un-employment and I feel it is simply disgraceful to consider adding an extra financial burden onto people at this moment in time and with no train station nearby there is no day to day issue over getting a parking space.

Of course there is an over spill from roads with narrow houses in our area but we are here to help each other and as stated we cope and are tolerant to those needing somewhere to park.

Many have dropped their mileage due to working from home and that will not change in the near future and with the ever increasing impact of electric vehicles the air should be getting cleaner.

The council should be ashamed of itself for trying to bleed more money from people facing unemployment on a scale unknown of for many decades and should only charge for services to the public and this is simply a money grabbing exercise that flies in the face of claims that no profit will be made from these fees.

I think a long hard look in the mirror is required from many councillors proposing this scheme in our area at this moment in time.

249. Resident, Lindley Avenue

I would like to submit my disapproval of the scheme.

I would prefer:

1. that an electronic scheme were in place much like the London Congestion Charging whereby vehicles not registered in Portsmouth are charged per day upon entry to the city - I understand there are 4 entrances / exits including the ferry port?

2. Portsmouth residents should be allowed to park anywhere in the Portsmouth CC administered area

3. City visitors - including non-resident Students as per point 1 above, should have to pay for the scheme - if it has to exist at all.

4. why does a resident have to upload vehicle ownership/registration details when this information can be looked accessed automatically using DVLA's systems?

250. Resident, Marine Court

We are residents of Marine Court, Southsea and one of the few respondents to the initial parking survey. We object to having a residents parking zone in Marine Court because it is a cul de sac and as such we would have a problem with cars coming into the close looking for parking and constantly having to turn around in a restricted space. This puts the residents in danger particularly children when cars start backing and filling in what we as residents have always considered a safe place for families. This would cause increased traffic pollution in the close as well as noise and disruption. As Marine Court is close to the seafront, beach huts and Coffee Cup Cafe we would be inundated with a constant stream of cars looking to park here.

As it is we have just enough parking spaces for the residents who live in Marine Court without any additional cars from elsewhere in the zone. The residents look after and maintain the common areas of Marine Court with plantings, shrubs and trees. We collectively keep the area tidy and litter pick in our community and having a parking Zone here would not be beneficial to the residents. We are a close community and look out for each other.

We already pay high council tax rates to live here and we don't see why we are expected to pay more to park our cars in the nine allotted parking bays that we look after.

251. Resident, Marine Court

Please note that I do NOT want resident parking permits for Marine Court

252. Resident, Marine Court

We are writing to express our objection to the proposed parking zone particularly relating to Marine Court.

It is our understanding that the upper section of this development (numbers 10-35) is a private road and as such is for the use of those who live within this area.

Any parking restrictions will make Marine Court a legitimate parking zone for all other areas included in this permit zone.

We are therefore vehemently opposed to this and as a community will seek to look at how we can adopt and maintain our privacy in this area.

253. Resident, Marine Court

I am writing to object to the above proposed residents parking scheme, particularly in Marine Court.

My understanding is that this area is a private road and is for the use of the residents only, particularly the parking bays between houses 10 and 35. Under the original plans, the parking bays were for the sole use of the houses and their visitors. Can you confirm this?

We, as a development will be looking into this further now this has been raised and may well seek to officially adopt the road. Please can you advise who at the council we would need to speak to regarding this?

254. Resident, Morley Road

I would like to register my objections to proposed parking zones in my area Morley Road Southsea.

The 12:00-13:00 would be irrelevant as there are no problems parking at this time of day, I am not convinced that the 18:00-19:00 would have any significant impact.

I do not think that this idea has worked very well in other areas.

It seems to me that it is more of a fund raising scheme for the council than being of any benefit to residents

255. Resident, Owen Street

I am against this as it is simply an additional tax and a way of raising funds.

If the charges were less i.e. first car free 2nd car £30 then fair but an additional £200 for most residents is daylight robbery.

I expect this will eventually spread to every area in Portsmouth. Its a stealth tax full stop and will not improve parking enough to make a difference.

256. Resident, Owen Street

I am writing to object to the proposed introduction of the parking restrictions being imposed for this area. I park regularly daily in Owen Street as I'm a local resident and there is no need to introduce this restriction as there is already plenty of local resident parking and I think is just another money making scheme for the Council.

This will just move parking further out of East Southsea to the next area that doesn't have these silly restrictions.

Please register my objection to this proposal

257. Resident, Owen Street

Please take this feedback as confirmation that I do not support the proposed resident parking scheme which will affect me as a resident.

I am happy to be contacted to discuss my views however I want it to be recorded that I feel this is unnecessary and offers no benefit but purely inconvenience.

For visitors permits how would i purchase these as I work long hours and do not want to have attend somewhere to collect these - could these be bought online and delivered?

258. Resident, Owen Street

My relative is upset at the fact he is now going to be forced to pay to park his car in the street. He is elderly and feels it's just another way of ripping of the elderly?

He is upset that this has all been done on line or letter and there has been no opportunity to express his concerns. He does not own a computer or a smart phone so he feels excluded from these decisions. The elderly people living on pensions can afford these Payments and he feels that he is being punished for owning a car.

259. Resident, Owen Street

I am writing to register my opposition to the proposed introduction of the MG residents parking zone.

The parking situation in this area functions reasonably well and I do not see that the associated cost to residents will deliver any particular benefit.

As a use case for your consultation exercise, I work outside the Portsmouth area and commute each way to and from work, leaving early in the morning and usually returning after 7:00 pm the evening.

There are other residents in the same situation for whom the proposed scheme will provide no clear benefit while they will have to meet the cost during a challenging economic period for many people due to the COVID-19 pandemic.

260. Resident, Priory Road

Why will the charges so high?

£30 a year to cover the cost I understand, but £120 for 2 and £300 for the 3rd? how can you justify that?

I have teenage children, so we could be looking at £450 a year to park in OUR AREA....

Why cant you just make it £50 a year per car???

Why introduce it in the first place?? I have lived in southsea for years and the problem hasn't been any better or worse at any stage... its just something you get on with. And the fact that people can still park in my street and live 5 roads away doesn't solve the problem. That just means I need to park elsewhere and the problem continues.

Why aren't you looking at a park and ride system for the seafront /beach goers you talk about that runs during the summer and during the winter can be used to keep vans of the streets freeing up space?

And having lived on priory road , with the health centre and the pharmacy at the top of the road, this wont stop people parking in the surrounding area daily at all hours.... So actually this isn't solving anything for these streets Why are people driving to pick up a prescription or going to the doctor, can they not walk or is it because they aren't local??? Maybe introduce charges around such areas that is between 8am and 8pm and this will stop these people just nipping to the chemist etc and they may switch to the choice of walking, public transport which can only be better for the area

261. Resident, Priory Road

I object to the parking zone for the following reasons

- 1) the time zones will not stop parking and will make no difference to me parking after I Finnish work.
- 2) the council should increase council tax if it wish's to increase revenue.

In order to have a fare system any parking restrictions should be 24 hours.

262. Resident, Selsey Avenue

We WOULD NOT want the council to introduce a Residents Parking Zone in our areq.

<p>263. Resident, Selsey Avenue I would like to record the fact that I am opposed to the introduction of the above zone.</p>
<p>264. Resident, Selsey Avenue I object to this parking zone because</p> <p>1 It is not needed and nobody has asked for it.</p> <p>2 We were asked previously if we wanted this zone - keep asking the same question until you get the answer you want?</p> <p>3 Cost to residents is more than necessary and is punitive and revenue raising.</p> <p>4 I am happy to share the parking with visitors.</p>
<p>265. Resident, Selsey Avenue I object to this parking zone because:-</p> <p>1 It is not needed and nobody has asked for it.</p> <p>2 We were asked previously if we wanted this zone and we replied in the negative. Is it your intention to keep asking the same question until you get the answer you want?</p> <p>3 The cost to residents is more than necessary and it is punitive. I feel it revenue raising exercise designed to benefit the local council and not the community.</p> <p>4 I am happy to share the parking with visitors. I have lived here for years and it has never been an insurmountable problem at any time of the year.</p>
<p>266. Resident, Selsey Avenue I object to the Proposed MG Zone – Festing Grove Area – Residents Parking Places and Waiting Restrictions.</p> <p>This to me is a money making exercise as it is for the whole of the city – the proposal will not benefit myself or my household – 4 Vehicles in this house hold – just not viable! With the current pandemic in the world, we should be making it easier for every household to survive without added and unnecessary expenses and stress. If you claim it not to be a money making exercise how do you explain the differences in first, second and third vehicle? Why is it not just £30 per car? I understand pollution etc however, people have to work and do not all work within walking distance or have the funds to use public transport! Again, with the current pandemic, who would want to use public transport!</p> <p>Unnecessary stress: Not all self-employed will be able to park their works vehicle as it will be registered to their place of work! 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.</p> <p>How is this going to be policed?</p>

AGAIN with the current Pandemic the seafront being closed – put stress on parking in the area – Car's parked on pavements, as well as unauthorised areas.
Permits would not alleviate this issue, not once did I see a parking warden or the area being policed – An extremely Dangerous situation!

Temporary Road Crossings – Espanade Road – DANGEROUSE

MG PERMIT HOLDERS ONLY 12-1PM AND 6-7PM – WILL NOT BENEFIT THE AREA AT ALL!

This would mean I would need to wait till 6pm to be able to get a parking space in the summer months!

The only way to benefit this area is for permit holders 24/7!

267. Resident, Selsey Avenue

Although the parking zones have been a long term plan of the council, It's something I'm not a fan of, especially when it's enforceable for only two (1 hour) periods a day. Who and how are you planning to police this?

Secondly the proposed double yellow lines outside of numbers 5 & 6 Culver Road are totally unnecessary. I've lived here for many years and there has never been a parking issue in the road as the residents respect each other's parking so is self managed quite successfully. Obviously in the height of summer it does become busy but it is still manageable in the evenings.

The old adage "if it ain't broke don't mend it" would work in this instance.

Always willing to discuss other options and we look forward to receiving your comments and any updates on your future plans.

268. Resident, Selsey Avenue

I am totally against the proposal.

Having lived in Selsey Avenue for many years I can see no benefit for this scheme.

Portsmouth City Council are using this as a money-making scheme, how can they justify charging more than £30 -£60-£300for multiple permits!

Visitor permits again nothing more than gaining revenue.

Parking generally in this road causes no immediate issues.

The summer months of course are more busier, this is to be expected though, living so close to the seafront.

This was always going to cause parking issues, we have learnt to not use our vehicles when the traffic is going to be heavier. Therefore another reason we don't need permit parking.

I require to be able to park my work vehicle, I lease the vehicle from the company I work for which is registered to them.

Why am I being targeted and penalised as apparently I would be unable to obtain a permit for this vehicle. Where would I be able to park within these hours?

This current and subsequent vehicles has been parked for many years with no issues. The vehicle does not exceed any weight restrictions.

This will have an adverse effect on my business.

With the proposed time limits being suggested how will this be effectively policed?

My request is that this proposed parking permit scheme should not be implemented .

269. Resident, Selsey Avenue

I feel the decision to impose parking restrictions on our area has already been made so any comment will have little effect.

One area of particular concern is the proposed double yellow lines outside no.5 and 6 Culver road. The parking in this little road works quite adequately throughout the year, it does not require a further reduction in parking spaces. It would be detrimental to the householders in the area. Further Consultation with the residents may be required.

270. Resident, St George's Road

The implementation of two 1 hour slots daily is ludicrous. If there is going to be a RPZ in my neighbourhood I want it to be the same as Fratton for instance, where 2 hours limited parking all day is in place. The rapid build up of RPZs are unenforceable unless you are doubling the number of CEOs.

271. Resident, St George's Road

As a resident that will be effected by the forthcoming parking zone proposals, I would like to state that I am - not - in favour of the proposal.

As a household with two vehicles necessary for work we will be hit by the 300% increase in cost from the single permit cost of £30. A flat rate of £30 per vehicle would be a fairer charge and one that I would more likely support.

272. Resident, St George's Road

I have lived in the area for the few years and have been happy to find a parking place usually within 50 to 100 metres from where I live, if not directly opposite the house.

Admittedly during the holiday season, at times, it can take a bit more walking to get to the car but I do not find that to be a major inconvenience.

I therefore would like to express my opposition to the introduction of an all year round restriction to parking in our area, as proposed.

273. Resident, St George's Road

Please be advised that I am a resident of St George's Road, Southea and am against the current proposed parking permit plan in my local area. MG TRO/49/2020.

Whilst I appreciate that by having a permit in place to ensure local residents can park near their homes could possibly work, I feel the timings proposed are not correct.

As a worker who has been working through the whole of lockdown/Covid 19, I use the main seafront roads daily to get to and from work in my car. I am usually back home between 3.30 and 4.00 pm and throughout the last months have struggled to park anywhere near my home. Closing the main seafront road caused much more traffic to pass and park down my road and the amount of cars/bikes crawling through the roads near the tenth hole and canoe lake at that time of day was ridiculous. Everyone made the most of the beautiful weather of course but it meant us locals had no chance to park after a long day at work. A parking permit should have been bought in months ago to ease the strain on local residents.

Although many children are back to school, many adults with the cars are not back to work and on sunny days the roads are still hectic. The evening time of 6-7pm is too late to make a difference to the locals. By this time, the majority of beach goers have left for the day so parking in the evening is not an issue, its coming home late afternoon/early evening that is

the issue. It needs to be something like 4-5pm/5-6pm. This will encourage beach users to leave earlier by 4 or 5, freeing up spaces for residents who just want to park by their homes.

274. Resident, Tokar Street

I am writing to object and oppose this planned parking proposal (although I feel it is already a done deal, where these objections will not be considered and taken into account)

I have a number of issues with the introduction of the MG permanent parking zone.

Firstly, why? Is there really a need or a call for this zone? You stated in your mail out that that there was positive feedback from the informal survey. Will these be published? From many neighbour conversations I have had about the proposal, I wouldn't say it was positive. Where is the evidence for this.....is it published.....can it be accessed? I feel it is the council's desire to zone the whole island specifically to raise funds is probably its defining factor in parking zone inception. We are to become cash cows for the council coffers yet again! (Tax the Rich!!)

We are not located near the busy city centre (as is the case and need for some zones) or close to a public transport terminus/station (where day parking is absolutely issue) or a particularly busy area of the city. Yes, we are close to the seafront which can present parking challenges, but only in the summer (Particularly this year perhaps because of the Covid closure of the seafront esplanade - which I remain in favour of)

It is without doubt that at times, it can be difficult to park in and around Tokar Street when returning from home from work in the evening. But this is a factor of some households having more than one car and many with large (therefore taking up space)) commercial vehicles parked in in my and our surrounding streets.

As a single vehicle owner who uses their car to drive to work out of town, I object to paying for a first vehicle permit. I know many neighbours feel this too. To the south of the zone, there are wealthy property owners/renters who if they do not have driveways, may be able to afford the zones tariffs. But for families and individuals in the north eastern sector of the proposed zone, many are working families, many single parents who would find the £30 first permit financially prohibitive and worrying in light of the enormous financial worries and potential difficulties that the coronavirus that brought. . I feel the council should reconsider and issue free one car first permits for residents introducing a charge for secondary and above vehicles per household. Free one car first permits could be offset and levied, in my view against households with (multiple) vans, commercial vehicles and in some cases, very large suv's (Chelsea tractors) that take up inordinate space in our tiny streets.

I would also welcome and suggest the introduction of safe and secure on-road cycle stations that could be used to safely store our bikes overnight instead of through our tiny houses.

It seems unfair to me that those richer households as stated before, many with driveways/garages to park their large vehicles wont baulk at these charges or proposals which for many like me oppose because of the cost levied against a first one car permit.

We have to stop penalising less well-off community residents and start to tax the wealthy residents amongst us, those who so often have larger vehicles, and in many cases more than one care per household.

I look forward to your reply and perhaps a reconsideration of first permit charges. Tax the Rich!

275. Resident, Tokar Street

I object to the proposal in the current form, which has been set out under reference TRO 49/2020.

Although parking restrictions are very much needed in the area, the current proposal is not sufficient to rectify the ongoing parking situation. Only two hours of restricted parking throughout the day will still enable non-residents to freely park their vehicles whilst visiting the seafront.

From personal experience, working from home for the last few months, with my desk facing the front window, I have witnessed a constant stream of seafront visitors, parking on my street (Tokar Street) and staying anything from one hour to five hours. Much to my disgust, and on more than one occasion, I have had to resort to paid parking on the seafront, whilst non-residents enjoyed free parking outside my house. As I am due to return to my place of work soon, upon my finish time I will be arriving back home around 17:00 and I still will not be able to find a parking space near my home - even though I will then be expected to pay an annual residential parking fee.

If the resident parking scheme is to be effective in this area, the hours of restricted parking need to be extended to match the hours of paid parking on the seafront.

276. Resident, Tokar Street

Please note, I am a resident of Tokar Street and very much against the proposed zones.

Financial pressures are my biggest concern (constantly) and anything that adds to this is increasing stress levels, not reducing them. My relative was able to buy his first car. He saved hard for this and needed it for work. With these proposals, he would have to pay £120 in order to park near our home. Ridiculous and unfair.

I am used to not being able to park near my home. Able bodied people shouldn't be so afraid to walk for a few minutes to get to their house. You are meant to be improving people's health, not finding even more ways to reduce their reasons to walk!

277. Resident and business, Tokar Street

I work from home, and feel that having parking restrictions on this road would have a detrimental effect on my small business and could deter potential clients. My husband's business also requires him to have his own van and by placing these restrictions would also add to the expense of being self-employed.

I feel that this proposal is not for the benefit of the current residence but for the financial benefit of Portsmouth City Council. I feel that if there is an issue regarding traffic, then there are plenty of other means to control current through traffic such as; perhaps adding speed bumps along St George's road as people drive increasingly fast around both corners towards the seafront (many accidents have occurred on the bend by the Eastney Tavern). Opening the seafront back up would also help the flow of traffic. Placing parking restrictions is not the answer, and I know that these proposals have been rejected by residents before. If the proposal was really for the benefit of the residents, then the current building of flats with

their own personal parking spaces would not have been accepted, blocking out several FREE spaces for current residents on Tokar Street.

I believe that this proposal is a bad idea and do not support it at all.

278. Resident, Wainscott Road

I would like to register my strong objections to Residents Parking in my area.

I am a senior citizen, and have resided in Portsmouth all my life, paying rates and Council Tax.

I am in receipt of a State Pension and no way can I afford the sum of £30 to park my car OUTSIDE of my own house! It's absolutely ludicrous in my opinion.

Am I supposed, now, to get rid of my car?

You asked for views, and these are mine.

279. Resident, Worsley Street

Please be advised that I object to the parking permit proposal.

I would be in favour of a scheme similar to our neighboring Eastney district. Whereupon the first resident's car is free, followed by 60GBP for a second car and 90 free parking passes for visitors.

Objection to proposed zone (from outside of the zone)

280. Resident, Highland Road (north side)

The closest available parking for us is Kassassin Street and the adjoining roads. We have always been able to park in one of these roads regardless of the time we return home - we return home at various times and have no difficulty parking. In addition, I walk around these roads at all times of the day, especially during the school holidays and there are always parking spaces available down one of these side roads (Kassassin, Eastney, Adair, Tokar...).

The lack of policing on these roads and traffic wardens means that some people do park illegally, going over double yellow lines and parking on the corners of junctions, but this is not due to lack of space, but due to laziness on the part of the drivers unwilling to walk a few yards to their houses.

As we live on the North side of Highland Road, we will be excluded from the opportunity to buy permits for this extended zone, as will our immediate neighbours. We will be forced to find parking either in Methuen Road which is far more densely packed in the evenings than any of the roads around here, or to the south side of Eastern Parade which is bizarrely not included in your extension of this zone. Either way, it will have a negative impact on the wellbeing and stress levels of my partner and myself who can see very little logic in your choice to extend these parking restrictions.

I can only presume that the choice to introduce these parking restrictions is an opportunity to raise cash for the local council. The parking charges will raise tens of thousands of pounds for the council, but how much of that will be put back into improving the local area?

Ultimately, I do have a question: if you introduce this parking zone, which precludes us from parking in our local area, where would you suggest that we park? Methuen Road is vastly over-subscribed and the other roads in the area are already under parking permit. You seem to have ignored the houses on the North side of Highland Road? I would appreciate a

response to this email as soon as possible, as I would like to take this appeal further if necessary, to challenge it and request the opportunity to extend the MG zone to include us so that we are able to park within a mile of our house. This matter is causing considerable worry and concern to us and we would appreciate a response.

The fact is that if this parking zone goes ahead, the closest likely parking is at least half a mile away from my house on Eastern Parade. By the time I return from teaching each day, roads such as Methuen Road and Landguard Road are completely packed and should more vehicles be restricted from parking in the roads in question, these roads will be even busier.

I would like to ask if it is possible to simply include the North side of Highland Road within the parking zone as it does appear arbitrary that the South side is included when they have no parking either. My question remains from my earlier email: where would you suggest we park should these new restrictions come into effect?

If our houses were included in the MG scheme, that would be a huge relief and avoid the excessive distance to walk to park.

281. Resident, Highland Road (north side)

Having looked at the proposals, I'm not minded to support a new residents parking zone....I don't feel that it's needed as there are nearly always spaces, even on busy days at the beach. I feel there is no magic wand and this will just create new problems. It's Portsmouth and there's the expectation that parking spaces will be limited...you just have to find a space and most drivers have the willpower and creativity to do this!

However, IF it is to be introduced then the council must consider the impact on those homes along Highland Road that this will seriously negatively impact. Eastney Street, Kassassin Street and Adair Road are literally within yards of my front door. It seems bizarre that I would not be able to park in these roads purely because of a fabricated administrative boundary. To have no option of parking within a reasonable distance of my home is going to have a really negative impact on my life on a day-to-day basis. Both myself and my partner are workers and often commute every day each way and I don't think it's at all fair we won't be able to park within a reasonable distance of our home. Not meaning to sound like an entitled nimby, but these kind of decisions can have a real impact on everyday quality of life and the council must be mindful of this.

The council must consider a common-sense approach to this scheme if it is to be implemented and include those houses north of Highland Road around the Sir Loin of Beef pub that have been parking near their homes for decades, without complaint from anyone.

Please, please do the research. Ultimately I don't feel this scheme is needed... especially as car use is generally going down across the population and streets will need many more electric charging points in future. I feel residents' parking schemes have to be very carefully targeted...and have particular use around busy areas where people work, attractions or retail areas. However, having lived across the city, this fairly quiet area of Eastney is the wrong place to be introducing a residential parking scheme and will simply cause an unnecessary headache for most residents.

282. Resident, St Andrew's Road

I wish to register an objection to the proposals contained within the following TRO :-

THE PORTSMOUTH CITY COUNCIL (MG ZONE: FESTING GROVE AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.49) ORDER 2020

The bases of my objection are :-

- 1) The lack of necessity for the scheme,
- 2) the means by which surveys are conducted
- 3) ... the way in which the results therefrom are compiled and interpreted
- 4) The council's agenda in progressing these schemes without proper regard to (1-3).
- 5) The inevitable installation of Pay & Display Parking Charges in both Albert Road and Highland Road, once all streets north and south thereof are incorporated within the various Residents' Parking Zones.

Objection to proposed zone (no address given)

283. Resident

I strongly object to this proposed parking zone, it is not needed. I never have a problem with parking unless there's an event on or I come home in the middle of the the day and the weather is amazing.

It would be a waste of time and resources for the council. Our council tax is already high enough as it is without this extra cost.

284. Resident

I objected when I had the informal survey and still object now. In particular; 1. How does an informal survey result in an order under the Road Traffic Act. Surely informal surveys should inform a decision as to whether to go to a formal survey on which to base a decision.

By calling it an informal survey you are inviting apathy from those surveyed.

2. On what grounds have you based a decision on an informal survey being the basis for an order to be made?

3. Have you ever been challenged by a resident in another area on using an informal survey as a basis of making an order. What was the result?

4. 76% of the people surveyed either voted against or did not I reply. Given the fundamental change to people's habits brought about by your proposal what is your democratic justification for proceeding.

5. Have you ever been challenged on the clarity of the informal survey and the likely implications on people's habits. What was the result of these challenges, if any?

6. If you are legally able to proceed then:

A. Can the restrictions be seasonal.

B. Why is the evening time period the same as other nearby Zones? Can it be for longer or even later, say 8-10pm?

C. If I am away when the zone is introduced and my car is parked on the street will I be fined?

Please reply before you proceed to enable me to consider your position and take it further if I see fit.

I have a white line across my drive. If I or my visitors park on this will a permit still be required.

In this response you specifically mention a formal public consultation. The documents despatched by post make no mention of a formal public proposal. Indeed they read as a declaration of intent.

Please justify the positioning of your documents and the words used.

You appear to be creating an ambiguous situation open to misinterpretation.

285. Resident

Thanks for the opportunity to provide feedback on proposed resident's parking zone - MG Festing Grove area (TRO 49 / 2020)

- overall I am not sure I see the point, besides a way to collect more taxes on top of a council tax which increases every year and has done so for the years we have lived at this address
- what is the purpose of the scheme ? It has never been an issue to park on our streets. And that comment is based on the fact that we come and go, at all hours of the day
- we are not guaranteed a parking space, like before, but now we need to pay for this - adds no benefit to us as residents
- you mention a charge for the services provided - what services ? There is no need for this, so seems a self generate service, which again adds no value to those who live here
- how does it work when one need to have service companies around, like a plumber, carpenter etc - do we need to register that ? Assuming there is no cost ?
- the second permit payment - £ 120.....really ?? Why isn't there at least one permit free??? When we bought the house, it was sold to us with on the street parking..at no cost.
-

I cannot find a single positive thing to say about this initiative, or find a single reason besides another scheme for the council to get tax money.

286. Resident

I would like to advise that I would be AGAINST Residential Parking Permits For the MG Area (Festing Grove Area TRO 49/2020).

The reason for this is that generally parking is not too bad it has been exacerbated due to the Seafront being closed due to Covid-19. All it will do is move any unpermitted vehicles to the surrounding roads, which will actually be less able to cope with extra vehicles.

The council should be looking at ways to reduce vehicles in portsmouth. Such as work vans for instance being parked in certain places and park and ride buses used to help people get to their vehicles.

287. Resident

please do not implement a parking zone for zone MG my personal opinion is it will make little difference & I see it as another tax that once introduced we have no control of increasing prices.

288. Resident

Please count this email as a vote against the proposed MG parking zone in Portsmouth. I don't believe this will help and it'll just cost too much for residents

289. Resident

I would like to register my strong objection to the proposed residents parking scheme. The proposed time zones will make no difference to parking as the key times of usage are 6pm to 9pm and weekends and bank holidays when it is sunny. The council needs to open up the seafront and keep the area along eastern parade as a free parking area to stop people coming to seafront from parking in neighbouring roads

290. Resident

I wish to register a very strong objection to the planned introduction of parking fees for the Southsea area on the following grounds:

- (a) This is the third occasion you have tried to introduce such a scheme and having failed to get agreements on the two previous occasions, you are not taking no for an answer and like an Irish referendum, you appear to be persisting until you get the answer you want. Which bit of NO do you not get?
- (b) We have managed perfectly well without such a scheme for decades.
- (c) Closing the seafront Road has served to compound any parking issues. That is a self inflicted problem by the council or the planners. You are trying to solve a problem that didn't need solving.
- (c) Just because you have managed to get a similar scheme adopted in other parts of the city does not mean you have to inflict it on all other residents.
- (d) Being a university city and students, none of whom used to be able to afford a car, appear to be bringing their vehicles with them during term times. Why not simply ban all students from bringing another car into the city ; or would that impose on their rights and give them mental health issues if they could not have their car or might they suffer feelings of victimisation (while doing exactly the same on the city's permanent residents by inflicting a punitive scheme for living in this great city).
- (e) This is simply another job creation scheme. It will take a number of staff to administer such a scheme.
- (f) This is equivalent to a tax on having a car. This is a long-standing socialist agenda under the guise of climate change or some environmental issue. The congestion charge in London did not stop any traffic entering the city and only served to move the problem elsewhere. The same will be the case with this scheme.
- (g) This will prevent visits by relatives to those who live in the zone; many of whom are vulnerable and elderly. This would have social as well as inequality implications.
- (h) The elderly rely on their vehicles to get around, do their shopping, visiting their friends etc., all part of maintaining their mental health well-being. Introducing such a scheme may well make them feel they have to sell their vehicles, thereby creating more social isolation. This is definitely not an objective of the council or its members.
- (I) Such a scheme does not guarantee residents a parking space at or near their home.
- (j) Southsea is a holiday destination for many visitors, particularly in the summer months. We understand that and have coped with this for decades. What is new? Trying to introduce a scheme to preserve some parking when at the same time the council has introduced parking meters on the seafront (they used to be free), redesigning the seafront parking, so there were less parking spaces; closing the seafront in the area in question; you shove hundreds of cars an hour down Eastern Parade, which makes parking down there more difficult and increasingly dangerous, then you wonder why people as a rational act start parking in what are primarily resident areas. If you restrict one area, then you invariably get a consequential impact elsewhere. This is basic. Why is it that councils try to solve what they believe is a problem; often highlighted by a vociferous minority or because someone has made the effort to get together a petition, driven by their own personal experience or a beliefs, that everyone else has to suffer a restriction or be micro managed? Every perceived problem does not always have to have a solution imposed, particularly one which is costly on the residents, many who may not be able to afford the financial or social consequences (maybe you don't care about them).

(k) I think your notices for the proposed scheme should say just that. This is a consultation only and the wording used on the notices posted suggest that it is all very official - with all the necessary traffic regulations etc mentioned - serving to suggest this is an inevitability. Read it again as if you were a resident reading this for the first time. There should be more emphasis (in the interest of balance and democracy) that this is a PROPOSAL not a certainty. Why is there no statement as to why this is being proposed. There is no context, no evidence base put forward to suggest why the proposal is being made, simply that if you don't object in sufficient numbers, you will get this idea imposed.

In summary, this is an unwanted scheme - for the third time; this is socially and financially an impact on the vulnerable and elderly, not just them in isolation but because it would serve to create more isolation as families, friends and visitors would visit them less to maintain familial links and ensure they were OK; thirdly because the changes the council has implemented on the seafront has compounded the problem the council is now seeking to resolve this by introducing another restrictive scheme. Ridiculous!

With all best wishes and the hope that you will see sense in not imposing the unwanted scheme on residents in the proposed area.

291. Resident

I have read the information previously provided and although I did in the past think it might be a good idea, I have subsequently reversed my thoughts based on what I have read and the recent continued seafront debacle.

I do not see how you will effectively police this scheme and the charge you are expecting residents to pay, for what is basically managing a database of vehicles and addresses is not good and it's only for two one hour periods.

If I thought this might be good value and it would actually deter non zone residents parking then I might change my view.

Portsmouth's problem as is the UK's is that the car/van has been for many generations been publicised by vehicle manufacturers as everyone's 'right' to use and own. Therefore there are too many divers on the roads, subsequent governments have decimated public transport such as buses and train, so these alternatives are not the first choice. What is more worrying to me is that all the talk of electric or hybrid cars is still being promoted by vehicle manufacturers and supported by government will still increase the numbers of vehicles. The opposite should be happening - Portsmouth has too many vehicles and people already.

292. Resident

There seems to be a problem accessing this page from the link in the original letter, or is it me?

Anyway, I am NOT in favour of this parking zone, as I do not think it solves the "parking problem" in the area. Also a piece meal approach to parking in Portsmouth only leads to the "problem" being moved to the next free area. Or is that part of the plan?

If we are to have the zone would it perhaps be better to have the evening time run from 5 - 6 or 5.30 - 6.30 as this is when most people appear to be returning from work.

How many extra wardens are you employing to police this additional parking zone?

293. Resident

I am writing to express my opposition to the proposed Controlled Parking Zone scheme in my area. The reasons for my opposition are:

1. Controlled Parking Zones do not address the issue of the number of vehicles in the city, many of which are commercial vehicles which take up more space.
2. The Planning Dept in PCC are adding greater pressure to the city parking by not insisting and enforcing that new building developments provide adequate off road parking.
3. The Engineers or Planners; don't know which, are extending the 'double yellow lines' on many roads reducing the number of available parking spaces. All of the above points are evidence that PCC doesn't have a single 'traffic management' strategy or policy for the city being followed by all departments. The only benefit for these schemes is to raise revenue for the council from the residence to help other underfunded services. These funding gaps should be raised through council taxes, which of course is not politically desirable for the councillors. So deceptive schemes such as 'Controlled Zones' are an underhanded way of raising revenue. This is nothing short of legalised theft.
4. From the survey only 23% of residence polled responded and not all of those were in favour of a zone being introduced, therefore there is not a consensus to support the introduction of any scheme making it undemocratic to do so.
5. Vehicles are already permitted through vehicle taxation to use the Queens highways so why would I pay more for no additional benefit, unless you are going to guarantee that the space immediately outside my property is for my sole use.

Clearly there is no real effort to resolve the parking issues as it requires some tough and unpopular decisions to be made and proposing to introduce 'Controlled Parking Schemes' is not fooling many residence who have not engaged with the survey as local government like national government has no credibility and there is certainly no faith in government to act in favour of the people. It is interesting to see there is no evidence from other cities showing the successes achieved by the introduction of such schemes.

294. Resident

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

I do not believe there is a problem getting parked in this area.

As a household we depend on having two cars for our work and this scheme is proposing that we will need to pay £150 each year. I note this charge has increased compared to previous charges for parking schemes introduced locally.

A previously estimate of cost for setting up such a scheme is £60,000. There will clearly be ongoing administrative costs and I suspect those costs will filter down to the people paying for permits. It can't be predicted how many people will need to buy permits and there is no transparency as to whether this will end up being a profit making business.

I feel upset that businesses, particularly with covid 19, need all the help they can get to attract customers. Why would you extend parking schemes to make it even more difficult for people to park that are visiting. I don't actually feel that I have any particular right to park outside my house, I think everyone should have options to park where they want to.

I also feel that the areas just outside the proposed scheme, in particular Eastern parade are going to become more congested and this provides more difficulties pulling out of roads safely whilst driving and crossing roads safely.

295. Resident

I am writing to formally lodge my objection to the planned Introduction of permit parking zones.

Firstly having lived in this area for many years I do not feel there is any specific parking problem even in the height of summer. Indeed the only thing that has caused a parking problem in this region is the recent ridiculous decision to close the seafront road which caused extreme congestion and dangerous levels of traffic, particularly worrying for those of us with young children.

Secondly I do not feel that the proposed scheme with controlled parking for two hours a day in separate slots (12-1 and 6-7) could have any possible benefit to the residents paying for it. This will do nothing to deter people from parking for a morning or afternoon at the beach and will cause considerable inconvenience for residents with friends and family visiting not to mention that they will have to purchase a 12 hour parking permit for a one hour restriction. There is simply no evidence that schemes with these sort of timings have any benefits to local residents. I could understand and possibly support a scheme that provided genuine protection for residents parking particularly in a high traffic area en route to the beach, such as our street, however these hours seem to be merely a cost saving device to allow fewer traffic enforcement wardens to patrol a larger area and the scheme itself one designed purely to generate income.

296. Resident

My views on the proposed parking zone are not very positive because we do not think that the benefits suggested will be really evident and the result come with an additional price tag. This is because we think the number of cars already in the zone and who would be eligible under the new parking arrangements is already too many. So even at quiet times it is very difficult to find a parking space. Then when we have visitors when the permits apply we will have additional costs.

Also we notice that disabled car badge holders are exempt from the restrictions at all times if the badge is displayed. It is evident that there are still many badge holders who are misusing their badge, using them when they are not transporting a disabled person or even when that person has died. The scheme seems to be very lightly enforced (understandably in view of staff costs and on-going budget limitations) and the ability to park anywhere without checking will mean the value of the badges to drivers will increase steadily as the parking zones come into force. Can you please, please refer this issue to the political committee or responsible executive member for consideration. It seems to me that arrangements for enforcement could be self-funding and reduce the impact of cars being parked in popular areas near the seafront like the MG one. In any case there is a great deal of double yellow line parking around the city which could be alleviated, much improving safety. Funding would be via fines.

297. Resident

I strongly disagree with price we have to pay for the " 2 hours" a day parking in the area in which we live. We do not want parking zones in this area. Also, I disagree with having to pay for a second car, we already pay Road tax which is fine but to pay to park is ridiculous.

If we could have permits for 24 hours that would be better, as we always have problems parking after 8 pm, often parking which in future could be out of our Zone !!

Unclear if support or objection (from within the zone)

298. Resident, Adair Road

With regards to the above proposed residents parking zone.

Could you please let us know how this will be policed, as during the latest influx of persons to the seafront, there was a substantial shortage of traffic wardens, at a time when they would have been appreciated by the locals.

Also introducing the zone will only move the poor parking situation into another area and not actually resolve it. Can I ask what will happen when the whole of Portsmouth is put into zones, where will the excess residents then be able to park!!!!!!.

299. Visitor, Adair Road

Every week on my way home from work I park and visit to put my relative's rubbish out for collection. I'm happy to pay for a parking that evening but I will not be able to do so according to the rules .my relative can buy a ticket if she can get to the post office , they have mobility issues so is unable to do this. My relative is elderly. Is there a solution to this problem?

I currently visit my relative's at six o clock pm to put out her rubbish for collection. She is disabled and elderly .the proposal prohibits me from parking between 6+7 pm .I cannot visit later in the day as my son who lives with me and is also disabled relies on me to cook his dinner .If the proposal s are implemented I Will have to get a taxi to my relative's and back .I estimate this will cost 8 pounds each visit I shall keep the receipt s and send them to you for reimbursement

I have just read the parking proposal s that has just been delivered to my relative's house .much easier to understand as I understand it I can park in Adair road between 6+7 pm provided I have a visitor's permit my understanding up to this point was that only residents with permits could park at this time . This is the issue I was trying to resolve

300. Resident, Brading Avenue

I fully support the idea of a parking zone in the MG area. By the time it is brought in all the extra cars, camper vans and work vans surplus in Southsea will be squeezed in here, so it can't come soon enough.

However I question the research that has gone into the chosen hours. 12-1 and 6-7pm will do nothing to help the residents and our parking issues. We are in Brading Avenue. It's the widest side road off Eastern Parade and the go to zone for anyone wanting the seafront, the beach the coffee cup and the 10th hole. The majority are not locals they are visitors. Old Portsmouth has a one hour zone because locals complained that the already present 2 hour zone caused them issues as " people parked free for gunwharf". You can't even visit the cathedral now to worship without paying to park. The system thee has had a very negative impact on local businesses at Hotwalls Studios.

Here it's regular that beach goers park at 8 am and stay all day. Ok in principle they won't do it now and will leave at 12. Others can come at 1 pm and have 5 hours free at the beach. I've hardly ever seen an actual warden so I would expect most will just risk the ticket to avoid normal charges.

I am fortunate I don't have small children but it's impossible here for families. They take the kids to school and wham someone parks. On sunny days my neighbour has had to park as far as Festing grove and walk with tired children... I nip out for 15 minutes and then can't park for the rest of the day. We can't use the drive on many occasions as we need access to the door for my family member. Cars park across drives or partially over them. Exiting the drive is very dangerous due to the cars cutting down here.

I've taken part in some of the surveys monitoring the impact off sea front closure. On a sunny day Brading Avenue is a jam of irate drivers searching for free parking. I've watched spaces become free and invariably another driver is waiting to replace them. Something along the lines of what's in place in Old Portsmouth would be more realistic and fair. What power do Old Portsmouth residents or those in central Southsea with a 3 hour zone weald. I would appreciate an actual answer to this last question rather than the standard reply.

Do you plan to employ more wardens? During this whole period of sea front closure, cars parked on corners, over accessible pavements general mayhem, bin lorries doing 10 point turns.....we've not seen one.

301. Resident, Chitty Road

The plans for residents parking is a good idea, and should have been implemented long ago.

The issue I have with it is the time restriction, they are absolutely pointless and it is as good as a chocolate coffee mug, this will not stop people parking in the summer, who spend all day at the beach, or for people who work shifts who sometimes gets home at 2am or 10pm

It should have been made too 2 hour zones.

302. Resident, Collins Road

Basically I have no major objections to the introduction of a residents' parking zone here, particularly if it will deter the commercial vans and trucks belonging to non-residents which make parking for genuine residents so difficult overnight and especially at weekends.

However I do find the proposed operation times (12 to 1pm and 6 to 7pm) rather puzzling:

1) I don't understand the point of the 12-1pm restriction, which I would have thought would be more of an inconvenience to residents than a deterrent to long-term parking by outsiders, particularly on weekdays. During the day many residents will be at work. Those who are not may be receiving visitors or carers, or perhaps having work done on their property, or receiving deliveries of shopping. The 12 to 1pm restriction would mean residents having to timetable such activities outside that hour or go to the expense of providing Visitor permits, the cost of which would mount up over a year. For people who are visited regularly by carers during the day that could be really problematic, as the carer may not be able to schedule their visit outside the 12 to 1pm slot.

2) You say that the 12-1pm restriction in the MG area (and, presumably, the 11am to 12 noon restriction in the MF area?) aims to deter non-residents visiting the seafront from parking all day. However I suspect once people realise the situation they will adjust their visits and avoid the restriction hour. They will arrive after 1pm and stay until 6pm.

3) That means the 6 to 7pm restriction starts too late and is too short, and should cover at least 5 to 7pm. I have noticed that during the week many residents round here return home from work from 4pm onwards, so might find they have to park a long way from their house or wait till 6pm to find a space. Similarly at weekends residents who've been out somewhere in their car are likely to want to return home before 6pm. I know that in the Norman Road area

of Southsea there is no parking restriction during the day but the evening restriction is 5 to 7pm, so why should it be different in the Festing Grove area?

4) Also, how much time is allowed for non-residents to park in the MG area outside the restricted periods without having to have a Visitor permit? Will it be 2 or 3 hours or something different?

303. Resident, Eastern Parade

Under the Freedom of Information Act I request you provide answers to the queries below. I cannot see how answers to your request can be provided in the timescale you offer unless all the criteria below are met.

I cannot support or object to anything until;

The issue regarding the re-opening of the seafront (Eastney Esplanade , St George's Road west to the Canoe Lake Car Park) is properly resolved once all true debate regarding its continued closure is made public. This has a severe disproportionate effect on any scheme and its timing.

The safety issues regarding Eastern Parade and environs, pathways and pavements are properly resolved under full consultation (not " under emergency legislation") and with full documentation of all Council debate made public.

All Proposals are made public for the south side of Eastern Parade parking are provided and democratically considered.

It appears legitimate visitors to residents, sport facilities and businesses are being completely overlooked.

Planning approvals which must have been provided prior to COVID Emergency legislation for car parking (not just access for service vehicles or deliveries) on all Eastern Road sports facilities are provided.

Full disclosure of the rationale and the operating statistics of the " alleged temporary" traffic controls installed on Eastern Parade under emergency legislation and the precise costs to ratepayers is provided.

The full legal terminology used for A , B and C roads and other paths and pavements in this area, subject to the Highway Code or local existing law is supplied

The legal, insurance and moral position of the Council toward all other sanctioned road users on Electric scooters and other non- Highway Code authorised modes on public roads, and also on public footpaths, cycle ways and the Promenade in the local area is provided

A full comparison survey for noise and noxious pollutants is completed in Eastern Parade against what levels were prior to the Eastney Esplanade section above closure. Also, What effect this pollution is having on residents? How does this support reducing pollution in our city now and later?

I would also like to know why a political party sent out email advisement of this scheme to selected addressees two weeks before rate paying residents were formally informed?

304. Resident, Eastern Parade

Further to your letter re the proposed Parking Zone (MG Zone: Festing Grove Area) i'm writing to say I broadly AGREE with the proposal HOWEVER feel very strongly that the south side of Eastern Parade needs to be included.

As has been seen across the city, as new parking zones are enacted, the overflow of vans, commercial vehicles, taxi's etc move to the adjacent non-parking zone areas. The south side of Eastern Parade already suffers from vehicle 'dumping' and this proposal will make it much worse.

In your proposal letter (Section: Why is the parking zone proposed only to operate for short periods during the day?) you state 'The restriction of 'MG Permit Holders Only' between 12pm-1pm and 6pm-7pm' aims to deter visitors from using residential streets from all day parking , particularly when visiting the seafront area'. Excluding the south side of Eastern Parade will create this exact problem, with dumped vehicles severely restricting the parking available to seafront visitors, but also removing parking for people using the services such as pitch'n'putt, cricket, tennis etc. It will also restrict trade visitors for the Tenth Hole, Fresco's, Model Village etc.

I STRONGLY advise that the south side of Eastern Parade be included in the proposal, hence giving residents and visitors a fair access to parking for the seafront and it's facilities. Again, leaving a seafront road open to parking abuse, when at this time more local people than ever need access to the seafront and it's facilities, does to not seem to have the cities peoples welfare in mind.

As a side note, maybe the council have a different proposal for the south side of Eastern Parade, which may include limited waiting parking (60/120 minutes) as per other seafront areas, or maybe even paid parking. If so i'm sure the local residents would like to also see those proposals.

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306. Resident, Exeter Road

I do have a few more questions regarding the impact of this scheme on my street parking availability:

- 1) What is the specified length of the parking space available in each zone? Are these figures roughly the same?
- 2) Are zones sized to approximately the same area? [e.g. in m²]
- 3) Do the above metrics take account of any access into off-road residents parking? i.e. We can't park there, but off-road residents can!

307. Resident, Exeter Road

We are already subject to vans and the like being left over weekends and potentially the problems will exacerbate.

The other option is to have one larger MF zone incorporating MF and MG as a possibility? That also solves the Salisbury road disjoint. The proposal as you lay it out is poor for anyone at the western end of MG.

Further to that, could you or someone else provide the background correspondence relating to why Salisbury Road was allowed to move zones. This effectively caused a bottleneck across three of the busier roads in MG above it, namely Andover, Exeter Road(my Road) and Bristol Road. I think you would agree, looking at the map, that this is fairly clear.

The change probably works quite well for Salisbury Road as it allows that area an outlet onto Festing Road, being part of MF. However, it increases the potential of a problem to the north of it. It would be useful to understand what drove this change and caused it to be allowed because of the effect it may have here.

I asked that we would be able to use Festing Road as the parking density there is slightly less. It is a solution that has, in effect, been given to Salisbury Road.

You may also recall that I floated the idea that MF and MG be launched at the same time or merged. There wasn't really a response on this and I really only want to communicate that the impact of the introduction of MF this week has already started to cause issues in this area. For the first time I have been unable to park in my street for the weekend or the next street. Ironically, I was asked by drivers if we are part of the parking zone ahead of them parking and leaving their vehicles for the rest of the weekend – they are still there. Students are now parking up and then wheeling their belongings north as clearly they are unable to

park in their own zones. Similarly, several vans that haven't been seen before have been left all weekend. As the students return this will possibly worsen quickly.

I note that the consultation period is in process which is welcomed. There is a feeling among a few residents that the council will do what they want to do and never listen and that the agenda is set in stone for political reasons. Additionally, there is a view that the piecemeal roll-out is designed to cause short-term pain so that when the zone is launched the residents are more grateful!

I'd rather take a little more of a pro-active approach and hope that MG is rolled out very quickly and/or merged with MF, which I still think is a more appropriate solution. Secondly, the use of Festing Road for MG would be beneficial, especially since the car density is higher this side. I appreciate that reducing overall car density is a parallel aim in relation to that last point.

I'd be grateful for your representation and asking for them move quickly on the implementation and to consider the other points. I'm sure you understand the issues but happy to walk you round if that helps.

308. Resident, Exeter Road

Whilst we broadly agree with the proposed residents MG parking area being introduced we will have more difficulty parking than we do at presently do. At most hours of the day Exeter Rd is all most impossible to park in, we suffer from people working in Albert & Highland roads parking during the day, overspill from adjacent parking zones also during the evenings. In fact 95% of the times if we have been out the only place we can find a parking place is in the Craneswater area or on the rare occasion Festing road, once you bring in permit zone there it is going to be impossible for us to find anywhere. I look forward to your reply as to what we do or where we should park in the mean time!

Thank for your reply, whilst the information is useful it does not address my question. You have brought in permit parking in Craneswater area but that stops us parking there, we live in Exeter Rd which was before very difficult to park in but is now almost impossible. My question is what are we supposed to do in the mean time until you bring in permits in our area !!! Having walked through Craneswater the last few days I see it almost empty of cars, great for them, seeing a lot of houses have drives any way! Maybe you should have done our area first as many houses do not have drives !!

309. Resident, Festing Grove

We are interested in this scheme but would like to know how it fits with the current arrangements for the closure of the sea front road. Would this continue once the parking restrictions came into force? I hope this is to be the case. Please let us know about any alternative plans such as to restrict access to Eastern Parade for cyclists and pedestrians and residents only if the sea front was reopened.

How will you enforce the restrictions with the current level of staffing? There are no wardens working in this area as you can see from the terrible state of the parking every time the weather is good. It seems likely we would pay for permits but others who are now used to parking here would continue to do so without permits and no sanctions.

310. Resident, Festing Grove

I broadly support the introduction of the MG parking zone. I have lived in several zones in Southsea over the years & displacement parking has been a huge issue when new

restrictions are introduced. The whole area should have been made residents' parking simultaneously to avoid this.

I feel however that the proposed time restrictions will not be sufficient to relieve the residents' parking issues in the MG area.

The issue with a lack of available parking for residents here is chiefly due to visitors to the seafront area.

The current proposal for time restrictions allows anybody to park before 12 pm and between 1 to 6 pm. Again, no restrictions after 7 pm.

The rationale "to deter visitors from using residential streets for all day parking" isn't really applicable here - it is not near a station for instance, it is not near significant places of work, neither is it a shopping area.

Visitors to the seafront will either arrive at 1 to park for 5 hours free or move the car in & out of paid parking or other zones to avoid this. This doesn't seem particularly onerous for them & won't really impede their day.

This practice of moving the car between zones/ paid parking is commonplace in the City.

I feel the only real way of residents having an improved parking situation - for which they will be paying - is to have 'MG permit holders only' for the whole day - or certainly with only very short periods of "free" parking for non-residents to deter visitors moving their cars about (though I don't really follow the justification for having certain times free for all)

Visitors to the seafront can be persuaded to use the Park & Ride more. Perhaps there could be the electronic car park space availability signage for the seafront/ Gunwharf etc car parks, further up the top of the entrance roads to the city - M275, A2030 etc. If these are showing "Full" or with few spaces, visitors can make the choice to use the Park & Ride then rather than just arriving in Southsea with full car parks & trying to find somewhere to park in residential streets.

Perhaps this live car park space availability data could be accessed online or via an app?

Obviously I wouldn't want to deter visitors from coming to Southsea but their parking needs to be considered & the assumption that they can just drive here & park anywhere for free needs to be challenged.

Contractors, delivery/removals, residents' guests etc can be given visitors permits by residents as required (or buy their own).

Two permits per household is plenty here. There are a fair few households with driveways.

Work vehicles shouldn't be parked in residential streets anyway. If you work for a firm, leave the van there. If you are self-employed with a work van as well as another vehicle (or vehicles) - then the idea previously proposed to utilise - i.e. B&Q - car parks for vans overnight could be revisited.

I hope my perspective might be useful.

311. Resident, Festing Grove

I am absolutely 100% in favour of a Residents Parking Zone in Festing Grove. However, I do not agree with the time frame you are proposing. I think the time limits proposed do not go far enough to support us local residents.

We suffer terribly from the beach day parkers, who either cannot find a parking spot or quite often want to avoid paying for the luxury of such a beautiful coastline.

I work from home so I think I am very knowledgeable when it come to the parking problems in our road, as I witness this day in day out.

The problems we currently have are people arrive in the morning and heading off to the beach ALL DAY, this stops us having workmen, deliveries, visitors and parking our OWN cars!

We also have people arriving early evening and going to the beach for the whole evening, we then have large groups of people returning to their cars, they can be very loud, intoxicated and then row with locals over getting out or parking etc. They can prevent people parking in their OWN road or anywhere near after working all day.

The constant stream of cars looking for spaces causes gridlock and the pollution must be awful and very high!

Yes please to the zone but I think the restrictions must be longer hours !!!!

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The constant stream of cars looking for spaces causes gridlock and the pollution must be awful and very high!

Yes please to the zone but I think the restrictions must be longer hours !!!!

313. Resident, Festing Grove

Good morning many thanks for sending through the information on proposed residents parking zone in our area. This household in Festing Grove has the following comments:

1. We would wish the zone to operate for a slightly longer period of time from 12 noon until 2 pm and from 5 pm to 7 pm. in particular the evening slot would allow people to be able to park up once when returning from work rather than hovering and waiting until 6 o'clock tea

time to have a mad shuffle of cars. I basically don't want to wait until 6 o'clock to be able to park my car when returning from work which I think is fair enough

2. We have parking for one car on the drive and always keep one car on the drive. However which car that is varies depending on who is at work and the other car saves a place on the road. We would seek to keep this arrangement where only car is on the road at any one time but as this car varies we would expect one permit to cover both registrations

314. Resident, Festing Grove

Regarding the proposed Residents' Parking Zone MG Festing Grove Area, I have the following question not covered in your FAQs:

I have off-road parking on my own driveway. If I purchase a resident permit can it be used in a visitor's car or would I need to purchase visitor permits in addition to a resident permit?

315. Resident, Festing Grove

I'm all for a parking zone to Festing Grove, however I'm slightly confused why the proposed times are different to other areas! I work long hours and struggle to park anywhere near my house and now under your proposals not only will I have to pay for the privilege of parking but I won't be assured to park near my house! I quite often work past 7pm however under your current plans anyone can park within the MG zone at this time!!
Why haven't you been consistent with other parking zone times?

316. Resident, Festing Grove

As the Council's approach to the zoning has proven to work in other nearby areas, may we request that its implementation is expedited for MG and not delayed unnecessarily.

We are concerned that the time limit of only one hour between 11am and 12 noon and 6pm and 7pm is not sufficient to deter people from parking. This is in particular reference to the numerous beach goers who use Festing Grove on sunny days, or when there are activities going on in Southsea. A two hour restriction at two times during the day, similar to other zones would be more effective.

Therefore we support having the MG parking zone, but - could it be with longer restriction times, and implemented without delay.

317. Resident, Festing Grove

I support the introduction of parking permits, however the proposed timings appear insufficient. Both myself and my partner work full time and only having a permitted interval between 6-7pm will mean that we still cannot park if we get home earlier or later than this particular time interval. Unfortunately, I am usually home around 5pm, whilst my partner is home around 7.30/8pm, so this permitted hour is almost useless for our circumstances. If we are being expected to buy expensive permits for both cars (which we will have to do with the introduction of the permits) then the timings must be appropriate for residents' usage.

There is a reason that the typical timings for permits around Portsmouth is either 5pm-7am or 6pm-8am. This schedule would be far more effective for the residents to park.

318. Resident, Highland Road

In principle I agree with doing this but I believe the zone is too large, needs to be split done into smaller zones

How will these restrictions be monitored as other parking infringement are not being dealt with.

Will colas and other vehicles with working partners of Pcc be exempt.

What if you require a skip in road will these be charged for.

As large number of electric vehicle charging points are going to be installed how does this affect the parking zone rules
In regards to exemption and charging.

Motorbikes/Moped take up a car parking space on the road and maybe more so why will they be exempt

In regards to the times could there be additional one added especially on festival days and great south run days and other occasion. Could additional time slots for redtriction be added.

If someone has two vehicles whats stopping them declaring one vehicle and parking the other outside the zone

My main concern is the residence is paying for a service what guarantee will there made.

319. Resident, Highland Street

We have reluctantly accepted the parking zone as all the traffic has been pushed our way and we can rarely park near our home in Highland Street . We frequently have to park in Eastern Parade . However we are very unhappy about the split time as it means my partner who lives in the ME zone and has already bought a permit there cannot easily visit me here and do work on my house . It also makes it difficult for my relatives (who are both in our social bubble) to visit here . I realise this is just one scenario but what is this doing to extended families and to the need to make Southsea a welcoming place to visitors . If we are not careful they will go elsewhere. We realise the financial benefits of this system will help the underfunded pension liabilities of the council but would prefer an honest and direct method of addressing the problem . We wish the whole thing had never been started . Please please please only go for permits needed 4.30 to 6.30 when many people are returning to their homes . I would rather people relaxing on the beach were not put under stress . For all this money collected we have not seen any additional parking spaces created and have had to pay the council a lot of money for parking permits at property we own in the ME zone. We are doing our best to make Portsmouth a welcoming place . Will you please do the same?

320. Resident, Kimberley Road

I welcome the parking zone as mentioned in the letter received today dated Aug 20.

What frustrates me is that you are charging me the same cost for a permit that restricts access to my road for only 2 hours (12- 1 & 6 -7), as you would where someone has permanent restrictions (usually, 2 hours no return). How can this be fair?

Most of us will be at work between 12-1 meaning this holds little value and those of us with children will be home before 6. These timing surely need to be reviewed before or make it a standard all restriction?

321. Resident, Kimberley Road

I'm wholly supportive of the introduction of parking restrictions in this area and equally have no issue with associated costs.

I work varied shifts and find the fact I sometimes need to park almost 1/2 mile away from my home after returning home at 11pm somewhat irritating. Since the introduction of neighbouring zones we have in our area found a significant increase in parking of commercial vehicles from vans to 7.5t lorries and in one case a vehicle transporter which takes up 2.5 spaces for cars.

I'm sure that as you can appreciate in an area which is already a 20 mph zone and with narrow streets this is an issue, and sometimes a dangerous one. Additionally I would also like to suggest that along with other proposed extensions to double yellow lines in the area there is consideration given to the placement of sections of double yellows at some interval on the west side of Kimberley Road. The reason for this is that due to the slight curve in the road after Collins Road there are frequent blockages with numerous cars approaching from either direction, which then in turn see residents cars being damaged or motorcycles knocked over as people attempt to reverse up the road (badly). This curve also saw a car crash and turn on its side in recent months.

My greatest concern is that the limited enforcement of the zonal parking will have little effect for the residents themselves, as it is likely that the displaced parking we experience will just enter the zone after, 19:00hrs with the main reason for this being to avoid the additional charge and those voiding the charge will happily wait until that hour period is over to avoid a £500 per annum charge, I certainly would.

I feel that if I, and almost all people in my street, are about to pay £150 per annum to park in our area that the enforcement window proposed in the evening should extend overnight, or as a minimum to 23:00.

322. Resident, Lindley Avenue

I feel sadly, that we have no choice to agree as if we don't everyone will be parking here in Lindley Avenue!

My concerns are that the Council will not police this satisfactorily just like the dogs on the beach and people cycling on the promenade after it was decided to put a cycling lane in along the seafront which many do not use!

Unfortunately I also feel that just after 19.00 hrs when residents would like to go out that (anybody) can come and park and stay until 12 noon the following day! It is impossible to park anywhere in this road and surrounding streets if you as a resident would like to go out (not all of us go out only locally) with this in mind I cannot see many advantages but as mentioned earlier, if we as resident do not agree then it could and no doubt will become worse!

Therefore, I have to concede to this decision which I believe the Council have handled very badly, especially the closure of the seafront.....

Nobody in the Council really wants to hear our thoughts but only to introduce plans that cost us all money and do not follow up with checking, as mentioned earlier.

323. Resident, Marine Court

They have quoted from the schedule that the proposal covers "the south side from a point 20 metres east of its junction with St George's Red in an easterly direction for a distance of 63 metres". I interpret that as the straight length of 'Marine Court' road next to the green/park area behind the beach huts. Can I therefore ask:

- Whether this scheme covers the Marine Court cul-de-sac area with our driveways and the 3 parking bays?

- What is the Council's understanding of parking in this area before and after this proposal's implementation?

I support the premise of the scheme as Marine Court appears to fill up with cars in the busy periods, impacting residents parking; however, if it appears the cul-de-sac area is a sanctuary from the scheme, I believe there is a greater risk that the parking in this small area will be flooded by vehicles without permits. Can you please clarify the scope and impact to Marine Court.

324. Resident, Marine Court

We rely heavily on the use of the visitor parking bays which are located to the eastern end of Marine Court. These were designated as for the exclusive use of the residents of numbers 10 to 35 Marine Court.

It would be helpful if you could clarify whether or not those parking bays are intended to be included in the MG zone please.

We understand the western stretch of Marine Court (opposite numbers 1 to 9) is public highway and therefore the roadside parking here would be included in the zone, but the off-street parking bays to the eastern end are designated for the sole use of Marine Court residents, specially for the houses numbered 10 to 35 and should therefore be excluded.

325. Resident, Morley Road

I own one of the garages there if i am going to have to buy a permit to park through the day could we at least have signage placed in the garage area as we all ready have people parking illegally in there before parking zones come in. Also what happens if you change vehicle half way through the period.

326. Resident, St George's Road

I wholeheartedly agree with the introduction of zoned parking restrictions in my area (MG St George's Road). The situation is dire now and people I know who have lived in Portsmouth all their lives have moved out because of parking problems.

However, I'm not sure how much of the problem will be solved with 2x1 hour restrictions per day. For instance, two weeks ago on a Monday I left home for petrol at 9:00 am and returned at 9:20 and spent half an hour trying to find a parking space. Eventually found one 2 streets away. A restriction of noon to 1:00 pm would not have eased that situation.

My second concern is regarding the purchasing and use of visitor's permits. Maybe I have misunderstood this aspect but page2, para7 of your letter states that a permit will cover all parking zones and hence not zone specific. I think that visitors permits should only be available to residents for their visitors parking in their zone (or adjacent).

327. Resident, Tokar Street

Thank you for the details pertaining to the proposed residents only paring zone for my area. I have a question if you wouldn't mind helping me out.

I have access to company cars, so my registration can change frequently. Am I still able to take advantage of the parking zone where I live? The proposal says that if I have a company car, I should supply a letter on an official letterhead. Is this what I would need to do even

though my registration can change frequently? How would this fit in with the electronic system and assist the civil enforcement officers policing the area?

328. Resident, Tokar Street

our household has 2 vehicles

I did return the survey with my comments some months ago, with my household being overall in favour of the proposed zone mainly due to the fact that the zones sweeping over Portsmouth are causing displaced parking of cars and many more commercial vehicles and making those areas without a parking zone much more difficult to park in. So inevitably one has to agree to the zones.

However, I would like to put forward that I would like to see the residents parking times extended in the evening.

You are proposing 18.00 - 19 00. I feel that it should operate from 1700 - 19.00.

The reason for this is that we find it extremely difficult to park in the evenings during week days when coming home from a day's work from about 4pm and nigh on impossible to find a parking space on weekends any later than that.

MG parking zone includes the north side of Eastern Parade, so that just leaves the south side of Eastern Parade and the actual seafront if we can't find parking spaces within our zone.

A big concern is that if we cannot find spaces in our parking zone which we would be paying for via permit, we will have to pay again (exorbitant rates for overnight parking) to possibly have to park on the seafront!!

We are not averse to walking a bit from where we are able to park our vehicles to our home and to pay for a permit but do not feel we should have to pay parking charges on top of that.

329. Resident, Wainscott Road

We have just received a letter regarding the proposed parking zones. My husband has a disabled box but we are still a little confused, sorry about this. Can you tell us if we still have to pay for a permit. We understand that we have to display our blue badge when in the box and anywhere else in the city. Your help in this matter is appreciated.

Unclear if support or objection (no address given)

330. Resident

Thank you for the letter re the proposed residents' parking zone MG. I have read through the detail and would like to ask a couple if questions.

1. Will the permit apply to the private parking bays in Marine Court, or will they be outside of the permit area (it isn't clear from the map)?

2. While I appreciate a charge wont apply for cars parked on driveways, what about those which park across driveways (which quite a few do where homes have two cars - one in the drive and one on the road across the drive/parked car). Clearly that isn't a parking space which anyone other than the resident could use, so am I correct to presume that is outside of the permit area?

331. Resident

The return date of 7 September 2020 for the survey is totally unacceptable as I am unable to vote for or against due to several issues that remain unanswered.

Under the freedom of information act I request that full information is provided with regard to.

The issue regarding the re-opening of the seafront (Eastney Esplanade , St George's Road west to the Canoe Lake Car Park) is properly resolved once all true debate regarding its continued closure is made public. This has a severe disproportionate effect on any scheme and it's timing.

The safety issues regarding Eastern Parade and environs, pathways and pavements are properly resolved under full consultation (not " under emergency legislation") and with full documentation of all Council debate made public.

The Map showing the designated area appears to imply that the private car park and access to personal garages of Cresta Court could be monitored by wardens.

332. Resident

Having received your letter about proposed parking zone MG which I am happy to be part of

Reading further on about the restrictions I do not think they are long enough .

As a resident and a painter that works in the city and pays for scratch cards to go to work, I can't see how me paying £30 plus for a permit will change parking that much which I would be opposed too.

My thoughts are the earlier time of 11am to 12pm is too short this restriction still gives people that don't pay when using the beach 5 hours on the beach whilst still parking in a residential area which happens regularly around Worsley st and kassassin st I would make the restrictions 10am till 1pm.

As regards to the later time 6pm to 7pm the biggest problem for residents is parking after work so these times people are still parked in residential areas whilst residents struggle to find a space I would suggest the restriction be 4pm till 7pm giving residents a chance to park after a days work.

Of course these are my observations as a resident these should be taken into consideration whilst if this zone parking is introduced and people are paying for permits it should work in there favour.

Also like other zone areas in Portsmouth what are the no return time limits in this MG zone they don't seem to have been mentioned .

I hope this email has helped to how residents feel and thought about before this MG zone is implemented.

333. Resident

Firstly may I take the opportunity to thank you for starting the process to implement the above parking zone, it is much overdue and will be much welcomed. I applaud the proposal but would like to propose the following please:

Extend the time for which the permits will operate from 11:00-12:00 & 18:00-19:00 to either 11:00 – 13:00 or 12:00 – 14:00.

The reason for this is that as we are free parking for the seafront it would be very easy for the visitor to arrive just gone midday after having a leisurely get up and drive to the beach. They would then have six hours or so on the beach before having to leave. After observing this for the last four summers I know this would still create a parking problem and not allow the resident to park in their own street, but by making a simple adjustment would solve the issue. I can see how the proposed timings would work for more inland zones.

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335. Resident

I live in this zone. I have a driveway with a dropped kerb and a white line on the road. Will I or my visitors be able to park on the white line without a permit?

336. Resident







With regards to proposed parking zones MG and MF although I do agree that they are necessary I would suggest that operating times in the evening start at 17.00 as for those who work usually return home between 17.00 and 18.00 when parking would be most wanted

Appendix C: Confirmation of communications undertaken

(End of report)

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Appendix - TRO 49/2019 Confirmation Table of Communication Steps Taken

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Proposed TRO published in local newspaper, The News*	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
Notices displayed on affected roads*	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
21-day consultation*	<i>Started: 17/08/2020</i> <i>Completed: 7/09/2020</i>	
Public notice for proposed TRO published on Portsmouth City Council's website	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
Proposed TRO available from the Central Library, Guildhall Square	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
Letters posted via Royal Mail to properties in the affected area including public notice	<i>Started: 12/08/2020</i> <i>Completed: 17/08/2020</i>	
Email / letter sent to respondents with time, date and location of T&T meeting	<i>Started: N/A</i> <i>To be completed: 22/10/2020</i>	

Appendix - TRO 49/2019 Confirmation Table of Communication Steps Taken

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Email / letter sent to respondents with notifying of decision made at the T&T meeting	<i>Started: N/A</i> <i>To be completed: 05/11/2020</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	

List of roads notices have been displayed on

Adair Road	Kimberley Road
Andover Road	Lindley Avenue
Brading Avenue	Marine Court
Bristol Road	Morley Road
Burbidge Road	Nettlestone Road
Chitty Road	Owen Street
Collins Road	Priory Road
Cousins Grove	Selsey Avenue
Cromwell Road	St George's Road, Eastney
Culver Road	Tokar Street
Eastney Street	Wainscott Road
Exeter Road	Ward Road
Festing Grove	Worsley Street
Highland Road	Eastern Parade (north side between Spencer Road and St George's Road, Eastney)
Kassassin Street	Highland Road (south side between Exeter Road and Andover Road)

List of roads letters have been sent to the properties of

Adair Road	Kimberley Road
Andover Road	Lindley Avenue
Brading Avenue	Marine Court
Bristol Road	Morley Road
Burbidge Road	Nettlestone Road
Chitty Road	Owen Street
Collins Road	Priory Road
Cousins Grove	Selsey Avenue
Cromwell Road	St George's Road, Eastney
Culver Road	Tokar Street
Eastney Street	Wainscott Road
Exeter Road	Ward Road
Festing Grove	Worsley Street
Highland Road	Eastern Parade (north side between Spencer Road and St George's Road, Eastney)
Kassassin Street	Highland Road (south side between Exeter Road and Andover Road)

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Parking Service

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

TRO 49/2020: proposed MG Festing Grove area parking zone, Southsea

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



Existing



New / proposed



Changed

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

To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people thinking about how they travel to an area, for visiting,

working or otherwise

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

The informal survey on parking in the area was carried out in March 2020 (1887 properties), within an area identified on the Residents' Parking Programme of Consultation as "MG". The survey showed a majority in favour of a residents' parking zone. However, the reasons given for the parking congestion from residents of some roads were more aligned with the adjacent MF parking zone, and residents expressed a preference to become part of the MF parking zone. Therefore, the area surveyed as "MG" was split into an extension of the existing MF zone, and the remaining part has been consulted on with appropriate operating times under the MG zone. In summary, the informal survey and feedback from residents did inform the proposal to extend the MF parking zone. Statutory consultation on the proposed MG parking zone, remaining area, took place via TRO 49/2020 between 17 August - 7 September 2020. The outcome of both consultations indicates that the majority of people who responded are in favour of the proposed controlled zone extension, and full details are within the published report.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted permit holder times (12PM-1PM and 6PM-7PM), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day, for example.

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

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

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

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

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

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

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

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

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

Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

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

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

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

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

★

In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

★

In thinking about this question:

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

Q8 - Who was involved in the Integrated impact assessment?

Nikki Musson, Senior Transport Planner
Kevin McKee, Parking Manager

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

Contact number: 02392688497

Date: 19/10/2020

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

Date of meeting: 29 October 2020

Subject: TRO 50/2020: Proposed extension to MF Craneswater area residents' parking zone

Report by: Tristan Samuels, Director, Regeneration

Wards affected: Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

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

Within this report, "RPZ" means Residents' Parking Zone, "MF extension zone extension" means the area bounded by Festing Road, Salisbury Road, Elizabeth Gardens and Eastern Parade, and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 50/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** It is recommended that the extension of the MF extension Craneswater area parking zone proposed under TRO 50/2020 is implemented as advertised.

3. Background

- 3.1** The MF Craneswater area residents' parking zone consultation was approved at the Traffic and Transportation Decision Meeting on the 27 February and implemented for a start date of the 29 August 2020.
- 3.2** The next area for informal survey is identified as "MG" on the Residents' Parking Programme of Consultation plan approved on 6 September 2019. At this point the area now identified as an extension of MF, was contained within the area identified as MG. A Residents' Parking Programme of Consultation plan was approved on the 20 August 2020, identifying the MF extension area and the amended MG area.

3.3 The informal survey of the MG area closed in March 2020, and 438 of 1887 survey forms were returned (23%). Of those who responded:

- 258 59% felt a parking scheme would be helpful
- 170 39% felt a parking scheme would not be helpful
- 10 2% did not indicate either way

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

Evening 34%	Overnight 31%
Morning 11%	Afternoon 18%
Unanswered 6%	

3.4 There is no minimum response rate required from the informal survey to trigger formal consultation on a proposed parking zone. The Council does not make assumptions regarding the views of those who do not respond to surveys. A simple majority of those who respond to indicate a parking zone would be helpful will cause formal proposals to be drawn up for consultation, as per the information set out on the survey form.

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

3.6 Residents of the "rectangle" of 5 roads (Salisbury Road, Helena Road, Bruce Road, Spencer Road and Elizabeth Gardens) felt their parking problems were more aligned with those of the MF Craneswater parking zone west of Festing Grove, their southern boundary being close to Canoe Lake, and wished to be part of that zone.

3.7 It was possible to accommodate this feedback, statutory consultation was undertaken on a formal proposal to extend the MF zone eastwards along Salisbury Road and its side roads, under TRO 50/2020. As with the MF zone it was proposed to restrict parking to permit holders between 11AM-12PM AND 6PM-7PM

3.8 A breakdown of the informal survey results from the respective roads within the proposed MF zone extension and proposed MG zone were as follows:

MF Craneswater area zone extension	MG Festing Grove area zone
<ul style="list-style-type: none"> • 28 (68%) in favour of permit parking • 12 (29%) against permit parking • 1 (3%) did not indicate a preference 	<ul style="list-style-type: none"> • 230 (58%) in favour of permit parking • 158 (40%) against permit parking • 9 (2%) did not indicate a preference

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 50/2020 took place 17 August 2020 - 7 September 2020. Statutory consultation is not the same as a survey, which gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.
- 4.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.4), although comments are invited from everyone to enable suitable recommendations to be made. Therefore as well as assessing whether or not people are in favour of the proposal consideration needs to be given to each representation made. Appendix B contains the representations received.
- 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 (15) and copies of the proposal notice and accompanying letter were delivered to every property within the proposed MF parking zone extension (461 properties).
- 4.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

- 5.1** The information provided by local people in response to the proposed extension to the MF parking zone is summarised in the section above. Full responses are reproduced at Appendix B.
- 5.2** 62 people (13%) responded to the proposed extension of the MF Craneswater area parking zone under TRO 50/2020. Of these;

Respondents	Object	Support	Unclear either way
Residents in zone	20	27	5
Businesses in zone	3	0	2
Residents outside zone	0	1	0
Businesses outside zone	0	0	0
Totals	23	28	7
No address given	3	1	0
Overall totals	26	29	7

- 5.3** The informal survey, formal TRO consultation and feedback from residents identified the factors that contribute to parking congestion in this area of Southsea as:

- Parking problems are particularly bad in the summer, on sunny days, during school holidays and on the weekends.
- Problems are caused by: Visitors to the beach/seafront, seafront cafés and pubs
- Displacement from nearby parking zones

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

5.4.1 Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits within a zone operating for 2 hours only each day. If visitors are likely to be parked within the MF zone extension during the pm restriction, then a Visitor permit would be required - the minimum cost of £1.15 authorises *up to 12 hours'* parking. This means that different types of Visitor permit do not need to be produced for each individual parking zone; they simply include a zone identifier. The 39 RPZs in Portsmouth operate restrictions at various times, including some with free parking periods for non-permit holders (1-3 hours) and others that operate as 'permit holders only' at specified times. 24-hour Visitor permits are less likely to be used in some RPZs, but the product remains available.

5.4.2 Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested, but the minimum cost would remain at £1.15 to cover the production and administration costs. Introducing further permit types could increase the potential for residents to purchase insufficient time for visitors, who may stay longer than planned and then further permits would be required at additional cost.

5.4.3 Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes (permit and penalty charge notice administration, enforcement and maintenance) are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs.

5.4.4 Higher costs for the second and, if applicable, third Resident permit per household aims to encourage residents to consider how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

5.5 Businesses can apply for permits for workers and the price is set to encourage consideration of alternative means of travel to reduce car journeys and parking congestion. However it is accepted that some employees will need to drive to work. The charge for annual business permits is £150 first, £300 for the second and

£630 for a third and any subsequent permits. This works out to a cost of 58p per day for the first, £1.16 per day for the second and £2.43 per day for third and subsequent permits, based on a five day working week.

- 5.6** A 2-hour time restriction for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. This can benefit residents' visitors, tradesmen and those using local businesses and services. All parking bays can be used for dropping off/collecting passengers and loading/unloading in the usual manner, provided the vehicle is not left unattended during the restriction operating times. This is useful for parents collecting pupils from schools, for example. In the MF area the hours have been split between the middle of the day and the evening to deter long term visitors to the seafront parking in the residential area.
- 5.7** Seafront Road Closure was brought in to allow space to exercise while maintaining social distance particularly during the summer when large numbers were heading for the coast. This temporary measure has now been removed and the seafront is now fully open.
- 5.8** Elizabeth Gardens - double yellow lines have been proposed for the south and western side of the road but a number of residents object. If the area remains unrestricted there will a considerably increase in parking by those trying to avoid restrictions elsewhere and this is likely to cause traffic flow and safety issues.

6. Reasons for the recommendations

- 6.1** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed extension to the MF Craneswater area zone aims to better manage the parking and how it is used, improving the overall balance of parking opportunities.
- 6.2** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed on all sides. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality.
- 6.3** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.4** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.

- 6.5** 24-hour parking zones are no longer automatically promoted, and many of the older ones have been amended or are due to be reviewed within the current Programme. Designated time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce.
- 6.5.1** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.6** The time slot of 11am-12 noon and 6pm-7pm aims to make it easier to find a space when the demand for parking is highest, in this case when the majority of residents return from work but also deterring all day parking by visitors to seafront and attractions.
- 6.6.1** As an alternative to the private car, visitors to the area may consider walking, cycling, or using taxis and local buses.
- 6.7** Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.
- 6.7.1** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.

7. Integrated Impact Assessment

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

8. Legal Implications

- 8.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 8.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 8.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1** The set up costs for the original and extension of the zone will be in the region of £12,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. This cost will be met from the On Street Parking budget.
- 9.3** The cost of enforcing and administering the scheme will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is operation.
- 9.4** It is difficult to estimate the amount of income that could be generated from the extension of the residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not know until the scheme is in operation. Similarly it is difficult to accurately estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 9.5** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MF zone extension there are 461 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 421. The 2011 census also stated that 66.6% of households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.

- 9.6 Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to approx. £9,200 per annum in first permits alone.
- 9.7 Although we cannot accurately estimate the amount it's anticipated that once you take account of visitor permits that the income generated will be enough to meet the cost of implementing the scheme.
- 9.7 The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the City and more specifically the zone.

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

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

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

Title of document	Location
62 emails / letters in response to TRO 50/2020	Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation report (August 2020)	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 Lynne Stagg, Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 50/2020

THE PORTSMOUTH CITY COUNCIL (MF ZONE EXTENSION) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.50) ORDER 2020

17 August 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and 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 7 September 2020**

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

CURRENT PARKING CHARGES

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

£30.00/year for first permit

£120.00/year for second permit

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

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

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

£150.00/year for first permit

£300.00/year for a second permit

£630.00/year for each subsequent permit

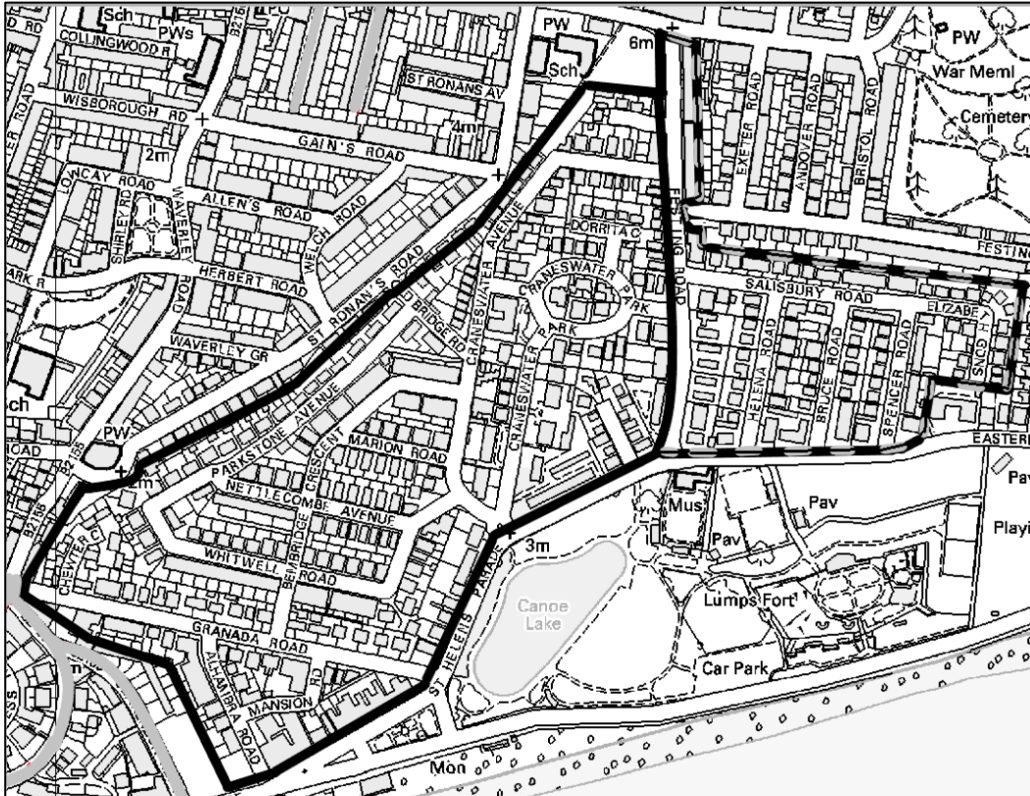
Replacement/amendment of permit - £10.00 administration charge

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

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



A) MF ZONE BOUNDARY AND EXTENSION (Dashed line)



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B) MF PERMIT HOLDERS ONLY 11AM-12PM AND 6PM-7PM

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

1. Bruce Road
2. Eastern Parade (north side between Festing Road and Spencer Road)
3. Elizabeth Gardens
4. Festing Road
5. Helena Road
6. Salisbury Road
7. Spencer Road

C) MF PERMIT ENTITLEMENT: All properties within the MF zone boundary and its extension shown at Part A

D) NO WAITING AT ANY TIME (double yellow lines) (Measurements exclude footway width)

1. Elizabeth Gardens

(a) East side, a 3m length to the front of No.37 (to separate the parallel and 90° bays)

- (b) West side, a 50m length from outside No.14 northwards to the west-east section
- (c) South side, a 65m length from Spencer Road eastwards to the north-south section

**E) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACE (MF PERMIT HOLDERS 11AM-12PM AND 6PM-7PM)**

1. Festing Road

East side, a 2m length north of Eastern Parade to enable a 6m parking bay outside No.77

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk , search 'traffic regulation orders 2020' and select 'TRO 50/2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during the current opening hours. Please note library staff are unable to provide additional information on residents' parking schemes.

Persons wishing either to object to or support these proposals may do so by sending their representations in writing via email to **engineers@portsmouthcc.gov.uk** or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 50/2020** by **7 September 2020** stating the grounds of objection/support, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public, anonymised. If the proposals require 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 zone (from within the zone)
<p>1. Resident, Bruce Road I am writing to support the proposed extension to MF craneswater residents parking zone. My biggest worry is that if this does not go ahead then the vehicles displaced by the adjacent zone will be parked on our road. Therefore I feel this move is necessary.</p>
<p>2. Resident, Bruce Road I would like to strongly add my support to the proposed extension to the MF residents parking zone (TRO50/2020). Sooner the better.</p>
<p>3. Resident, Bruce Road As a resident of the area covered by the proposed extension to MF Craneswater parking zone I support a parking zone covering this area. I would support a zone that is in operation 24 hours a day due to the number of people who park here but live in other roads and the large number of visitors to the seafront and Canoe Lake including the tennis courts.</p> <p>Please would you confirm whether there will be marked bays? The number of cars daily parking partly across my driveway/access/ garage and preventing access is a major problem that may be improved by marked bays. It is a narrow driveway and the council do nothing to assist. I want to order an electric car but I will need access 24/7 for charging purposes which will require me to call out parking services most days to remove vehicles blocking entry or exit which doesn't seem the best use of anyone's time or council tax.</p> <p>With regard to the proposed extension, I forgot to add that I do not think transit vans, mini buses, pick up trucks or any commercial vehicles larger than an average car should be allowed to park on residential roads. Vehicles such as transit vans take up at least 1.5 parking spaces, therefore in effect 2 spaces. There are far too many of them and they tend to park inconsiderately. If they are to continue to be allowed to park the cost of a permit for one should be at least £1000-£2000.</p>
<p>4. Resident, Bruce Road I am a local resident who lives on Bruce road and in the household we only have one car.</p> <p>Firstly, I would like to say how much I support this decision because I come home from working and sometimes can't find anywhere to park and end up driving around the block for a while until one frees up.</p> <p>Secondly, I believe the issue is increased by visitors to the beach, tennis courts, cricket club and several other attractions in the area. So if this reduces the amount of visitors I fully support it.</p>

Finally, I have no issue whatsoever in paying £30 a year so I am more likely to get a parking space on my street. If anything I propose that the timings are extend from 4pm to 7pm in the evening. I would even be willing to pay more for the year.

5. Resident, Eastern Parade

Many thanks for your communication re:the MF parking zone extension, I'am in favour of your proposal, as I feel it will deter long stay parking and makes it easier for the residents to park up in the evenings. Thanks again for getting in touch.

6. Resident, Eastern Parade

We are writing to support in principle the extension of the Craneswater Residents' Parking Zone as outlined in your letter dated August 2020.

We would question how effective the proposed timing of the permit holders only period will be in ensuring residents have priority in parking nearer their homes. It would seem that the prospect of any enforcement of illegal parking during these times will be very low which in my view is likely to lead to an increased abuse of the Resident's Parking Zone. One hour between 11a.m. and 12 noon and between 6 p.m. and 7 p.m. is a very short period of time for any enforcement. We believe that increasing these times to 11 a.m. to 1 p.m. and 5 p.m. to 7 p.m. would better achieve the intended outcome.

7. Resident, Eastern Parade

As this is an extension of the existing MF R.P.Z it has become necessary are we are already seeing displaced parking from Granada Road and no doubt other roads in that zone.

With the invasion of tourist traffic, we need some priority over their cars. The parking in Eastern Parade and Helena Road, is difficult at the best of times for residents, it's the same borough wide problem, too many vehicles not enough space.

Therefore our household is all for the proposed extension.

8. Resident, Elizabeth Gardens

I support the proposed parking zone in Elizabeth Gardens

9. Resident, Elizabeth Gardens

Please use this as confirmation that we SUPPORT the proposed parking zone.

10. Resident, Festing Road

I am writing to strongly support the proposed extension to the MF Craneswater residents parking zone. As a resident of Festing Road we will be left at a distinct disadvantage when the Craneswater RPZ is brought into force as the boundary runs down the centre of our road. It is a complete nonsense to divide the RPZ's in this way where one side of the road is in a completely different zone to the other and does not reflect the behaviour of residents whilst significantly impacting the quality of life/ experience for residents in such streets. As you will be aware our road acts as a natural overflow parking area for beach traffic and in order to maintain the current amicable compromise between residential and tourist traffic it is essential that residents be able to park freely within their own road. Furthermore the parking pressures created in our road by displaced work vans from other zones can only be increased once the "border" is enforced with one side of the road empty whilst the other (outside of the zone) is overwhelmed with non-moving commercial vehicles.

<p>11. Resident, Festing Road I am writing to support the proposal to extend the roads covered in the MF Parking Zone. Residents living within the new and proposed MF Parking Zone have endured a dreadful noisy and extremely busy summer, and this proposed extension will provide some much needed relief.</p>
<p>12. Resident, Festing Road I live on Festing Road and would like to say that I support the proposed parking zone extension. I believe the community would really benefit from it!</p>
<p>13. Resident, Festing Road This is an email to inform you that I support the proposed parking zone extension. Currently live on Festing Road and parking is a struggle, this would be extremely beneficial!</p>
<p>14. Resident, Festing Road As a resident of Festing Road I fully support the proposed extension to the new MF zone and only wonder why it wasn't included in the original proposal.</p>
<p>15. Resident, Festing Road I write to let you know that I am in favour of my road, Festing Road being part of the residents' parking scheme. Please note, however, that residents of the Albert Rd end of Festing Rd have limited available spaces and are heavily impacted by the Pizza Hut delivery outlet and Albert Rd/Highland Rd shops. Therefore I ask for it to be considered that residents of this section of road should also have access to the MG RPZ if and when it is implemented.</p>
<p>16. Resident, Helena Road we support the proposed mf parking extension</p>
<p>17. Resident, Helena Road We would like to formally register that as residents of Helena Rd southsea, we are in favour of the extension of the MF parking zone. can you tell me when it's likely to be in force please ? I'm a bit confused over the wording in one of your letters , can you clarify something for me please ? Under the heading 'Why can't I buy a visitor permit for 2 hours instead of 12 hours ' , you say that the visitor permits will cover all parking zones instead of visitor permits being produced for each individual parking zone. Does this mean that anyone possessing a visitor permit for ANY Portsmouth zone will be able to park in ANY other zone where a permit is required ? Currently I understand that the visitor scratch cards apply to designated zones only ? A friend of mine lives in KA zone and her permits allows visitors to park in KA only and that is actually printed on the scratch card . Would we then be able to get visitor permits and go and park in KA and vice versa?</p>

<p>18. Resident, Helena Road</p> <p>Please get on with this as quickly as possible. The parking around here is so bad. The spaces on the prom road are all cut off because the road is closed so we have had a dreadful summer trying to find parking.</p> <p>I am just hoping it will stop people dumping their vehicles here for the whole day or week or even longer.</p>
<p>19. Resident, Salisbury Road</p> <p>I fully support the introduction of the Parking Zone . There are a number of houses that have been converted into flats and this has caused problems of their occupants having several vehicles each. One neighbour frequently buys and sells cars and stores them on the road causing even more congestion, hopefully the introduction of permits will ameliorate this problem if it is forcibly imposed.</p> <p>I look forward to the implementation of the scheme.</p>
<p>20. Resident, Salisbury Road</p> <p>I fully support the introduction of the Parking Zone.</p> <p>Most households and houses converted into flats in our street have a least 2 cars and therefore parking is increasingly difficult and worse in the summer being near the. Beach.</p> <p>One neighbour still frequently buy, repairs and sale cars in our street and causing more problems to the parking.</p> <p>Introducing the scheme will be more than welcome in our street and hopefully will improve the parking facilities.</p>
<p>21. Resident, Salisbury Road</p> <p>I am writing in support of the extended parking zone as it becomes very difficult to park near home particularly at peak times e.g. when coming home from work. Especially considering the close proximity to the seafront and canoe lake the roads surrounding our homes are packed, particularly in times of nice weather.</p> <p>it is often jam packed, as I said I assume due to the proximity to canoe lake, the seafront, Albert road etc.</p>
<p>22. Resident, Salisbury Road</p> <p>I am writing to you to inform you that I am in support of the above proposal as the migration of cars into this area has made parking incredibly difficult for residents. This has only been exasperated by the closure of the sea front which has seen more cars passing thought and parking in this area.</p>
<p>23. Resident, Salisbury Road</p> <p>I live in Salisbury rd and am in favour of the proposed permit scheme in my area. I have misplaced the letter regarding this.</p> <p>Could you please resend the letter or a link for me to add my approval.</p> <p>I am also in favour of reopening the seafront.</p>
<p>24. Resident, Salisbury Road</p> <p>I support the proposed changes as believe it is absolutely imperative that parking permits are introduced to the proposed areas. Since the seafront has been closed it has been near impossible for me to use my car on weekends or sunny days due to the lack of parking spaces when I return. On top of that, the new parking restrictions that have been put in place in the Craneswater area have exacerbated</p>

the issue further. I believe it is utterly nonsensical for parking to be completely free in such a popular area of Southsea as it results in residents being unable to park.

25. Resident, Spencer Road

I am disabled which means that I have a disabled parking bay outside of my house. As I am disabled from time to time I have people come to stay with me to care for me. How does that work in respect of resident's permits? On the basis that parking has become impossible particularly in the light of the ridiculous closure of the seafront, I am in favour of Resident's parking.

26. Resident, Spencer Road

We support the proposed parking zone which includes our address.

Would you please give consideration to the following points.

The parking restriction of one hour between 11 to 12 and 6 to 7 could be extended to allow residents greater flexibility with parking when returning home.

Parking charges for seafront visitors parking in the residential areas needs to apply and be the same as metered parking on the seafront to better manage the volume of seafront traffic that circles the residential areas in an attempt to park for free.

A park and ride should be part of planning for the seafront to better manage traffic and pollution within the city.

27. Resident, Spencer Road

I refer to your letter of August 2020 and wish to record my full support to your proposal.

Support for proposed zone (from outside of the zone)

28. Resident, Proposed MG zone

Hi, I fully support tro50-49 as it has become impossible to park after work and being parents we find it very hard to be able to take stuff in and out of our cars to and from the house as we have to park in the middle of the road and cause traffic jam as we have a young child and need to get to our house ASAP. Then we have to find parking it's very hard for us as we both work long hours and don't finish till later in the evening 9 times out of 10 we have to park 5-6 minutes walk away. And on weekends is just impossible and we get taxi's or friends to give us a lift as we will more then certain not find a space anywhere near our house on return.

I also think that this area is majority elderly people and don't have the technology or accessibility to be able to give there support for TRO49-50 being close to our neighbourhood during COVID-19 we have kept in touch via WhatsApp and the elderly we had to knock on there doors to keep in touch. But knowing the neighbourhood 100% of the people we have spoke to about the situation are all FOR the parking permit and I hope you take in to consideration that if you don't get a lot of response from this is because a lot of the neighbourhood are unable to give there view on this

Support for proposed zone (no address given)

29. Resident

Thank you for sending the recent communication about the proposed extension to the MF Craneswater residents' parking zone and we write to express our support of the zone.

However we strongly urge the council to consider extending the permit holders only times per day or at least over the weekends. The current timings proposed offer non-permit holders up to 6 hours of free parking in the middle of the day in a prime area for the seafront, Canoe Lake and tennis courts. Therefore, we do not feel the parking zone restrictions, as they are currently proposed, will have the desired effect for the local community.

Objection to proposed zone (from within the zone)

30. Resident, Bruce Road

Only 4 households in our road responded to the survey. I don't feel that this is enough response to make a decision on this. It would be a good idea to speak to individuals in roads where there has been little response.

Apart from that I think it the e tension will absorb any parking issues that could come from roads where the parking zones are Enforced.

Lastly, I object to the cost of the second parking permit. We now live in a society whereby most households travel far to get to work and therefore need 2 cars. As a family, we could not rely on public transport to go to 2 different places of work, school and nursery. This is the same for most families. The cost of the second permit is penalising families who already struggle financially. I feel this cost is too elevated and unfair.

31. Resident, Bruce Road

We wish to record our strong OBJECTION to the proposed extension of the Parking Zone to include Bruce Road and neighbouring roads.

There has been an increasing use of parking in Bruce Road by non-residents especially from short term occupants of flats in Salisbury Road.

There has been a noticeable increase as recent Parking Zones have been implemented in Southsea especially builders vans and commercial vehicles.

Having read the proposals it would appear any permit for residents would have very limited benefits for them but paying for the privilege.

Clearly the city as a very congested island city has not taken steps over many years to create areas where commercial vehicles can be parked throughout the city.

In particular there are wholly inadequate parking facilities for visitors to Southsea. Tourism is vital for the city and the growing number of day visitors clearly need somewhere to park.,

not in residential roads close to the seafront. The closure of the seafront road has created real issues for all roads off Eastern Parade.

The planning changes some years ago relaxing the requirement for a parking space for each unit in residential schemes must now be seen as a disaster.

Current schemes before the Council for development without any parking arrangements only aggravates an unacceptable situation. We need multi storey or underground car parks if the city is not be throttled,

32. Business, Bruce Road

We have an on-going issue with the public blocking the gate/dropped curb to our forecourt, (which we need to access for our electric vehicle parking and deliveries/bin collections etc). The public are also parking immediately outside the

business which prevents parents accessing the premises to drop children off, and what we really need is 3 car park spaces marked off as a drop off zone so that parents can drop their children off safely. We only very few members of staff who drive, and the rest walk or use bikes, but the ability for staff to buy a car park pass would be useful (just 1 or 2) – particularly as we open early and finish late so avoiding walking far in the dark (in the winter) would be the safer option if you decide to proceed with this plan.

With the closure of some of the front to cars there has been increased pressure in the area to park which has caused double parking, parking on corners, and blocking the road completely on occasion, as well as more cars driving through in order to find parking and/or avoid the front.

33. Resident, Eastern Parade

I am opposed to the above proposal. I do not want to pay for the privilege of parking outside my own home.

34. Resident, Eastern Parade

I am writing to say that I do not support the proposed extension.

35. Resident, Elizabeth Gardens

I firmly object to the above proposal in particular the double yellow line. This is because it will make the road showing off bright and annoying colours. Elizabeth Gardens is a picturesque place. This road is quiet and narrow. With bright yellow colours, it will make it look odd and untidy.

36. Resident, Elizabeth Gardens

We are utterly against your proposal of a parking zone(TRO 50/2020) in Elizabeth gardens and I know that most if not all of the residents are against it.

37. Resident, Elizabeth Gardens

Our main objection is to the use of double yellow lines.

They will turn a pretty road into an ugly eyesore, and why are they needed ? We have lived here for many years and had no issues with people parking on the south side.

The parking problem will be helped by opening up the seafront road.

Therefore we are against resident's parking permits in Elizabeth Gardens

38. Resident, Elizabeth Gardens

I am writing to oppose the above resident parking.

Being a resident of Elizabeth Gardens for many years I have never found parking to be a problem.

Yes, I am fortunate to have a driveway for two cars but I feel very lucky to live in a relatively quiet area of Southsea and parking only becomes a small issue on the hot days in the summer months. Other than that all of my neighbours know and respect one anothers parking spaces. To insert double yellow lines onto our road would create more problems for us, the resident, I fear.

I have found the letter quite hard to read and understand and I also I do understand that Portsmouth City Council are trying to make it better for the residents of Elizabeth Gardens but I feel that although the parking restriction hours could potentially help, double yellow lines would only hinder immensely.

If you could help me understand further I will try a be as open minded as possible.

39. Resident, Festing Road

I believe the times should be increased to 2 hourly slots (eg 5-7pm). We live on Festing Road and can rarely park near our home after work or at weekends. I often have to pull up on the road with my hazards on to drop off heavy shopping as I then have to park several streets away. This is obstructive and dangerous.

At £120 for 2 cars (we both require cars for work), an inability to park directly outside our house (as Festing Road is not included) for that price is excessive. We already have to park away from our home, we gain nothing from the parking zone as it stands.

People visiting the beach often park in Festing Road/Festing Grove and surrounding roads. As you can still park between 12-6pm everyday without a permit I see there will be little change to the volume of traffic. Permit holder periods should be reflective of the busiest times of day. In my view this is 11-1pm (when visitors arrive for the day) and 5-7pm (when residents return home).

I also worry for the residents of the areas close to Craneswater- Festing Road and to the east. Creating a parking zone pushes non residents to other areas without residents parking. Residents there already struggle for spaces.

40. Resident, Festing Road

I am writing to you regarding the proposal to extend the permit parking around Festing Road.

I do not support the extension of the Parking Permit areas - I think there is ample parking available to residents as it is.

41. Resident, Festing Road

Regarding the extension of the unnecessary and unwanted extension to the MF "Residents Parking Zone" I wish to

Object

From your earlier surveys with circa 15% replies and a 50/50 yes/no split this is clearly not an issue to the Residents and merely a device for PCC to impose your will on us.

Object Object Object Object Object

Clear enough I hope!

42. Resident, Festing Road

I OBJECT to the introduction of parking zones within my area.

When a parking policy was introduced for the city it should have been put in place in one phase rather than introducing all the separate little zones which seem to have caused the displacement for those not entitled to permits with in those zones.

We live on the border of one parking zone (MF extension) and whatever will be introduced for Festing Grove and beyond. If we can't park outside our property then the next closest area of parking would be "Festing Grove" which we would not be able to park in. The parking zone borders should not be so black and white.

If we have any visitors will we be entitled to purchase a visitor permit for either of the 2 zones which will be outside our property ?

43. Business, Helena Road

As a well established business in Helena Road we are concerned about the impact residential parking restrictions will have on our business in the future. It's been bad enough recovering from the effects of the pandemic lockdown if that wasn't enough to contend with this year.

We have forecourt space for up to 3 vehicles, we could already do with more due to local road layout changes and introduction of parking zones along Festing Road and beyond which has brought additional traffic into Helena to park up thus limiting the freedom of the road we have enjoyed in the past for our customers.

Portsmouth City Council should be supporting small local businesses, We have been running as a business for countless years, due to constraints on land around the building we have no way of expanding cliental parking. Pray what do you suggest we do..??..... what as a council are you offering to us to do ???

44. Resident, Salisbury Road

I am not in favour of this extension as it doesn't seem that you have taken into consideration the fact that Craneswater Group Practice has premises in Salisbury Road. We already have a problem with patients parking and blocking our drive, and even parking on our drive! This would worsen with this extension as the hour between 11 and 12 is one of the busiest for the medical practice.

45. Resident, Salisbury Road

I am writing to say I totally object the proposed parking zone. I never have an issue parking and would struggle to find another £150 a year for the two cars in my household to park.

I do not want this proposed parking zone to happen. I pay my council. Tax. I pay my car tax and this would be an extra payment to make
I 100% OBJECT

I totally object to the proposed parking permit in Salisbury rd

I never have a problem parking

I pay my council tax.and Road tax

And can not afford to pay another £150 more a year to park mine and my husbands car

Really hope this doesn't happen in Salisbury rd

I am totally against it

46. Resident, Salisbury Road

I strongly object to the proposed plans that is being put forward regarding parking zones I can not see how it benefits us here in our locality whatsoever, also if it's the same people sitting on roads planning for this area. a classic example of hair brain ideas is the horrendous traffic congestion that us residents are experiencing day in and day out along Eastern Parade. For gods Sake open up the seafront road again before someone gets knocked over or fatally injured.

Also in our opinion as a residents association member its comes across as another back door method of extracting revenue from our very own vehicle owners to boost PCC funds.

47. Resident, Salisbury Road

We live in block of flats, like most people down our road. We are begging that you do not introduce parking permits in our area. Please, as people who have recently lost our jobs, and who spend day in day out applying for jobs, we cannot afford to pay £30 and £120 for both of us to be able to park our cars near our residence.

If you could open the seafront, there would not be nearly as much of an issue as there is currently with trying to park our cars. Because it is closed, I sometimes spend 20 minutes trying to find a parking space on all of the roads near our flat. I know that we are not the only people that are finding this extremely frustrating.

Please take into consideration those of us who live in flats with multiple vehicles and those of us who cannot afford the extra outgoing money.

48. Resident, Salisbury Road

I Totally disagree with the permit parking, we pay road tax, an over inflated council tax, which is wasted!, and now you are proposing to charge an extra £30, plus more for other cars within the household!!

No to the permits!!

49. Resident, Salisbury Road

As a resident of Salisbury Road, part of the proposed permit zone extension, I strongly oppose any proposal. Portsea Island has limited space and parking is at a premium. There is no real solution to the issue, permit zones certainly not being one, as all they do is shift the problem outside said zone without solving the actual problem. Portsea Island should be all permit zone, or no permit zone at all.

I'm sure many residents would consider reducing their car usage if only the public transport system represented better value for money and was more convenient on a door to door basis.

50. Resident, Salisbury Road

I read the results of the parking zone permit survey for Salisbury Rd and environs with interest

Firstly, I was never sent a survey form, so the results are distorted!

Secondly

The idea of permit parking at 11-12 and 6-7pm to deter all day parking is absurd.

The majority of day trippers will park for 6hours now, from noon until 6pm.

So, in effect we are now having to pay to park in our Road, whilst they don't!

Absurd to say tge least.

I strongly suggest you change this from 11am to 2pm to deter others from parking in my road.

It will only increase parking in my Road, great!

I will also now have to pay for all of my visitors who come to see us,great!

A totally ludicrous money making project.

Interesting to see that you have parking at 12 to 1pm in adjacent roads I guess this is to make economical for the parking attendant to walk round!!

Thirdly,

As the system does not allow us to visibly see if a permit has been acquired, there is no way we can tell if someone is legally or illegally parked.

The whole system is flawed.

Your results suggest to me that there were not many replies at all in the survey, so a sad apathy or is that the survey included many flats where there is no car ownership

I am not quite sure how this parking restriction deters day visitors from parking all day? Quite the opposite, as many will just park from midday for 6 hours and leave at 6pm?

So, in effect we are paying for these people to park in our street all day.

51. Doctor's Surgery, Salisbury Road

Please consider the information below before making another decision:

I am writing regarding another letter recently received about the proposed parking zones in the area. The consequences of this approved scheme for our MD Zone site has been a huge financial burden equating to £7055.67 per year and now we are finding ourselves in the same position for our Salisbury Road site as the majority of our administrative team work there as well as clinical teams, therefore doubling the cost.

The proposed scheme is within the middle of the morning 11am - 12 where we can have 40+ patients, staff, Doctors to the site with only 7 parking spaces available & 4.30 - 6.30pm, where our GPs and clinical staff are offering extended hours to our patients. We are told that we will have to pay per vehicle and as the staff/Doctors work different times everyday, the impact is huge .

My other concern for the patients is that because of these parking restrictions they will simply not bother coming to see a Doctor, there is no alternative pay and display parking in the close vicinity this impacting our elderly and disabled patient population.

How are we supposed to continue to provide the Healthcare services our patients deserve when we are being asked to pay £14,000 per year?

I'm aware that we are unable to purchase the scratch type parking permits and no alternatives have been mentioned in the letters received or in my conversation with Parking department staff.

52. Resident, Spencer Road

As a resident of Spencer Road I highly object to the proposed parking permit zone extension.

We have no problem parking in our road the majority of the year. It's a quiet peaceful area and don't feel it is necessary to implement the extension to include Spencer Road.

There is ample parking in our road and the surrounding roads, including Eastern Parade, which come evening time, majority of the stretch is empty.

This will not only frustrate residents, who will be required to pay for permits to park outside their house, but for what reason? There is always somewhere to park.

Applying a permit zone to the area is not justified and will not bring any such benefit to the residents that live here.

Local boutique hotels will also be effected and this will deter guests from booking boutique hotels, which will result in the loss of boutique hotels at the Eastern Parade end.

It is wholly unnecessary and will hamper residents more than be of benefit to us.

Majority of the residents are retired or work from home so again makes no difference to us as we don't go to work and return at peak times that your hoping to imply the permit restriction.

The permit zones should be concentrated on the built up streets of terraced houses where parking is actually an issue. Not Eastern parade end streets where the population is older, there is less houses, with less cars per household.

I hope you listen to the views of the residents and cancel this proposed extension.

Objection to proposed zone (no address given)

53. Resident

Objection.

If it's not broke don't fix it. This is purely a money raising action.

Open the seafront and there will be ample parking as always.

54. Resident

I am writing to object to the proposed extension to the MF Craneswater residents parking Zone which is scheduled to be implemented.

The survey results do not provide a mandate for this. The constituency of 1887 properties that were surveyed has only provided 238 responses in favour. These are primarily from older white households, which discounts the view of the BAME community in this area, who are often in Homes of Multiple Occupancy. This measure disproportionately disadvantages those people.

An immediate action which would improve the situation, and improve road safety, would be the immediate reopening of the seafront, which would require no further consultation.

55. Resident

i am a resident in the mf zone and we need longer hours for residents only parking in the area, everyone that goes to canoe lake and the seafront parks here and we drive around a lot to find a parking space, please review it, may al least 4-7 pm

Unclear if support or objection (from within the zone)

56. Visitor to a business, Bruce Road

We understand a new parking zone is being considered. Our child attends the nursery & we support their idea of a 10 minute drop off zone outside the nursery.

57. Visitor to a business, Bruce Road

Please could you consider adding a drop off zone for Tops nursery Southsea parking. It would make dropping off and collecting my child much easier and safer. Often I have had to park inappropriately and rush him to the door. Having a space next to the nursery for 10 minutes would allow me to have a chance to settle him and better communicate to the nursery. I have in the past spent 20 minutes trying to find a space without obstructing driveways and roads in the area and I have received complaints from residents in the area when parking in spaces outside their homes as taking up 'their' space. Many of the residents have driveways also which limits the available space to park.

58. Resident, Elizabeth Gardens

I would like to register my extreme dissatisfaction with the way the residents parking has been implemented across Portsmouth, being a drawn out and delayed approach has caused much disruption and personal impact to the residents as displacement occurred. Given the choice I would have preferred a city wide residents parking scheme with limited, time restricted parking for visitors. This staggered time approach is at best gimmicky.

Further to this the seafront road closures have caused untold misery to the local residents with nothing to gain but political point scoring and again the displaced parking impacting those who live in the area.

With regard to the plans to extend the MF Craneswater Residents Parking Zone I support it because otherwise it will simply become a displaced parking zones for the adjacent roads.

59. Resident, Helena Road

I agree with the proposed extension as a resident of Helena Road, however I believe that the proposed time slots to restrict certain traffic will not prevent Tennis Court members, dog walkers or visitors to the Doctors from making parking down this road difficult.

60. Resident, Salisbury Road

Just a quick question.

My self & my neighbours have driveways so obviously we don't need a permit. However, We have white lines in-front of our drives to stop people parking there but visitors to our house park over the white lines.

Do they need to use a permit. Or is this considered to be out of the zone?

I just wanted to flag up the Doctor's surgery.

For three reasons really.

1: our drives get blocked by people and I think this will get worse if there is permit parking. If they have an appointment between 10;30 & 12 they are likely to park in front of our houses or in our drives. Could you put signs up or a camera to discourage this?

2. Wont people will appointments get fined.

3. The doctors need to be told to out posters up initially.

61. Resident, Spencer Road

Thanks for giving us the opportunity to comment on the proposed extension to the MF Residents Parking zone.

I am in favour of a parking scheme across the entire city for at least the hours of 0900-1800. In our street the proposed timings of 1100-1200 and 1800-1900 will make no difference because the problem arises primarily at weekends. Visitors to the beach will merely park for either the morning or the afternoon which is what they generally do at the moment.

While I am in favour of a residents' parking scheme I would prefer it if the permit holders' parking only time was from 1100-1500 and rigidly enforced to start with in order to send the message that non residents are not welcome to park their cars here at this time.

The wider issue here is that there are simply too many cars and not enough spaces, this has been compounded by the decision to shut part of the seafront road and deprive the area of a large number of parking spaces for beach visitors. Please could you arrange to have this opened as soon as possible?

It may also be prudent to make it clear in visitor literature and signage at the Tipner gateway that while visitors are welcome, non residents' cars are not welcome and that visitors should use the park and ride or public transport to get around Portsea island.

Can you also update me on the progress of the Parking App that will be used in conjunction with the recently installed black dots on the roads. I understand from the technician installing them that they would be used to feed information about available parking to a parking Application called 'Appy Parking'. Is this the case?

Many thanks again for giving me the opportunity to comment.

62. Resident, Spencer Road





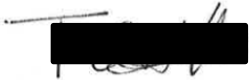

You mentioned in the letter that parking permits will be done electronically using vehicle registration numbers to determine whether or not a vehicle is registered to that address.

I am from another area of the country, but work in Portsmouth during the week and therefore spend the week, and some weekends, living in a flat in Southsea. My vehicle is therefore not registered with the DVLA at Southsea but my address outside the city.

If the proposal was to go ahead, how would I go about getting a residents parking permit so not to receive parking tickets. I can produce evidence of my employment and a copy of my tenancy agreement for Spencer Road if required.

Appendix C: Confirmation of communications undertaken

Appendix - TRO 50/2019 Confirmation Table of Communication Steps Taken

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Proposed TRO published in local newspaper, The News*	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
Notices displayed on affected roads*	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
21-day consultation*	<i>Started: 17/08/2020</i> <i>Completed: 7/09/2020</i>	
Public notice for proposed TRO published on Portsmouth City Council's website	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
Proposed TRO available from the Central Library, Guildhall Square	<i>Started: N/A</i> <i>Completed: 17/08/2020</i>	
Letters posted via Royal Mail to properties in the affected area including public notice	<i>Started: 12/08/2020</i> <i>Completed: 17/08/2020</i>	
Email / letter sent to respondents with time, date and location of T&T meeting	<i>Started: N/A</i> <i>To be completed: 22/10/2020</i>	

Appendix - TRO 50/2019 Confirmation Table of Communication Steps Taken

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Email / letter sent to respondents with notifying of decision made at the T&T meeting	<i>Started: N/A</i> <i>To be completed: 05/11/2020</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	

List of roads notices have been displayed on

Bruce Road
Eastern Parade (north side between Festing Road and Spencer Road)
Elizabeth Gardens
Festing Road
Helena Road
Salisbury Road
Spencer Road

List of roads letters have been sent to the properties of

Bruce Road
Eastern Parade (north side between Festing Road and Spencer Road)
Elizabeth Gardens
Festing Road
Helena Road
Salisbury Road
Spencer Road

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Parking Service

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

TRO 50/2020: Proposed extension to the MF Craneswater area residents' parking zone.

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

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

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

To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people thinking about how they travel to an area, for visiting,

working or otherwise.

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

The informal survey on parking in the area was carried out in March 2020 (1887 properties), within an area identified on the Residents' Parking Programme of Consultation as "MG". The survey showed a majority in favour of a residents' parking zone. However, the reasons given for the parking congestion from residents of some roads were more aligned with the adjacent MF parking zone, and residents expressed a preference to become part of the MF parking zone. Therefore, the area surveyed as "MG" was split into an extension of the existing MF zone, and the remaining part has been consulted on with appropriate operating times under the MG zone. In summary, the informal survey and feedback from residents did inform the proposal to extend the MF parking zone. Statutory consultation on a proposed extension to the adjacent MF parking zone took place via TRO 50/2020 between 17 August - 7 September 2020. The outcome of both consultations indicates that the majority of people who responded are in favour of the proposed controlled zone extension, and full details are within the published report.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

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

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

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted permit holder times (11am - 12 noon and 6pm - 7pm), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day, for example.

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

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

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

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

The proposed residents' parking zone may reduce the need for motorised vehicle travel, and may encourage residents to reduce carbon emissions. Parking restrictions can encourage people to consider alternative ways of travelling to an area, other than by single-occupancy private car. This can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality. Higher costs for the second and, if applicable, third Resident permit per household primarily aim to encourage residents to think about how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?



In thinking about this question:

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

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?



In thinking about this question:

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

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

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

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

As an alternative to the private car, visitors to the area can arrange longer stays by arriving by taxi. Many people already make use of local bus services to attend the entertainment premises on Albert Road. Local residents travelling independently from North End, Copnor, Fratton etc. could make shared travel arrangements, use taxis and buses, as a number of visitors do from out of town. Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

How are you going to measure/check the impact of your proposal?
Feedback from residents, businesses, visitors and other stakeholders where appropriate.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

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

☐☒

In thinking about this question:

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

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

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

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

How are you going to measure/check the impact of your proposal?
Q8 - Who was involved in the Integrated impact assessment?
Nikki Musson, Senior Transport Planner Alison Lawlor, Operational Transport Planner Kevin McKee, Parking Manager

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

Contact number: 023 9268 8497

Date: 19/10/2020

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

Date of meeting: 29 October 2020

Subject: TRO 48/2020: Proposed additional permit eligibility for KD parking zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Jude

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the consultation responses to the proposal under TRO 48/2020 to extend permit eligibility within the KD Castle Road area parking zone, and to decide whether to implement the proposal. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Within this report, TRO means "traffic regulation order" and RPZ means "residents' parking zone".

Appendix A: The public proposal notice and plans for TRO 48/2020

Appendix B: Public response to the proposals

2. Recommendations

It is recommended that:

- 2.1** The proposal is implemented as advertised, meaning the remaining odd-numbered properties on the west side of Grove Road South are eligible to apply for KD zone permits (Castle Road area). This would maintain a consistent approach to permit eligibility within RPZs across the city.

3. Background

- 3.1** The KD Castle Road area residents' parking zone was introduced in 2006. It is normal practice to include all properties that back onto a parking zone in the permit eligibility. However, only 6 properties and 1 apartment block in Grove Road South currently hold permit entitlement for the KD parking zone. This leaves the remaining 11 odd numbered properties (11-13 and 37-45) with no eligibility for either adjacent parking zone.

- 3.2** In 2019, the MD Kings area residents' parking zone was introduced into the area east of Grove Road South. Residents of 3 properties in Grove Road South then expressed concern about being sandwiched between two parking zones and having permit eligibility for neither.
- 3.3** The properties concerned front onto the northern part of Grove Road South, with double yellow lines and a bus clearway to the front, and with private off-road parking available. The off-road parking cannot accommodate visitors' vehicles, hence the request for permit eligibility for the adjacent parking zone.
- 3.4** On-street parking in Grove Road South remains unrestricted and available for anyone to use without a permit, after residents objected to its inclusion in the MD Kings area residents' parking zone. No concerns have been raised about this arrangement, and the buffer between parking zones appears to work well. However, the demand for these (approximately) 21 spaces means a space may not be available when needed by residents' visitors, who may wish to stay longer than the 2 hours of free parking allowed within the adjacent KD parking zone.

4. Consultation and notification

- 4.1** The statutory 21-day consultation and notification under TRO 48/2020 took place 30 July - 21 August 2020. This followed approval of the recommendation to consult on additional KD zone permit entitlement, given at the decision meeting chaired by the Cabinet Member for Traffic & Transportation on 16 July 2020.
- 4.2** Objections and support are reproduced verbatim at Appendix B. These include:
- 4.2.1** 24 x objections from residents of the KD parking zone.
- 4.2.2** 3 x further objectors did not provide their address.
- 4.2.3** 4 x support from affected residents.
- 4.2.4** 1 x support received from a resident of the KD parking zone, also asking for consideration to be given to some residents of Kent Road having access to KC zone permits.

5. Reasons for the recommendations

- 5.1** It is considered that the proposal would have little impact on the effectiveness of the KD parking zone, as the additional properties have off-road parking. The residents' requests for permit eligibility relate to the occasional parking requirements for visitors and being sandwiched between 2 parking zones without permit entitlement for either.
- 5.2** The nearest MD zone parking bays are some distance from Grove Road South. However, The Retreat and Queen's Crescent (KD zone) are accessed directly from

the west side of Grove Road South, with some properties on Grove Road South having rear access via Queen's Crescent and Woodpath in the KD zone.

- 5.3** At the time of this report, there are 920 properties within the KD parking zone, 459 on-street parking spaces and 451 valid permits.
- 5.4** The concerns raised about parking capacity within the KD parking zone in the wider context are noted, but the properties proposed for inclusion have their own off street parking and the impact is expected to be minimal. The proposal will enable them to obtain visitors permits for the zone.
- 5.4.1** A number of representations raise concern about the temporary closure of Castle Road and the potential to lose parking on Kings Road/Elm Grove if there is a temporary cycle lane. Both of these measures are temporary to assist with the Covid-19 pandemic and do not represent a permanent loss of space. They are necessary to provide social distancing space and to encourage cycling.
- 5.5** Some of the representations indicate objection to a block of flats and 5 properties coming out of a parking zone and being reallocated to KD zone. This is not the case: none of the affected properties are currently eligible to apply for permits in any zone.
- 5.6** On the plan below, properties within the black shading have held KD zone permit eligibility since 2006; the 11 individual properties highlighted in green are proposed to hold eligibility under this order (TRO 48/2020):



- 5.7** Only 2 x KD zone Resident permits have been issued to Friendship House, as the majority of residents use the car park provided. The building has held permit entitlement for many years now. Whilst flat Nos. 51-55 Friendship House are addressed as Grove Road South, and would also have permit eligibility for KD zone, demand for permits is historically very low and unlikely to change due to the car park.

6. Integrated Impact Assessment

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

7. Legal Implications

- 7.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 7.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

- 7.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.

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

8. Director of Finance's comments

- 8.1** There are no additional costs associated with this Traffic Regulation Order as the signage and line markings are already in situ.

- 8.2** Any income generated from the additional permits, visitor scratch cards and PCNs would be remitted to the Parking Reserve.

.....
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 that have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
32 emails	Parking team, PCC (Engineers inbox)
MD Kings area residents' parking zone: results of feedback survey	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings) July 2020

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

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



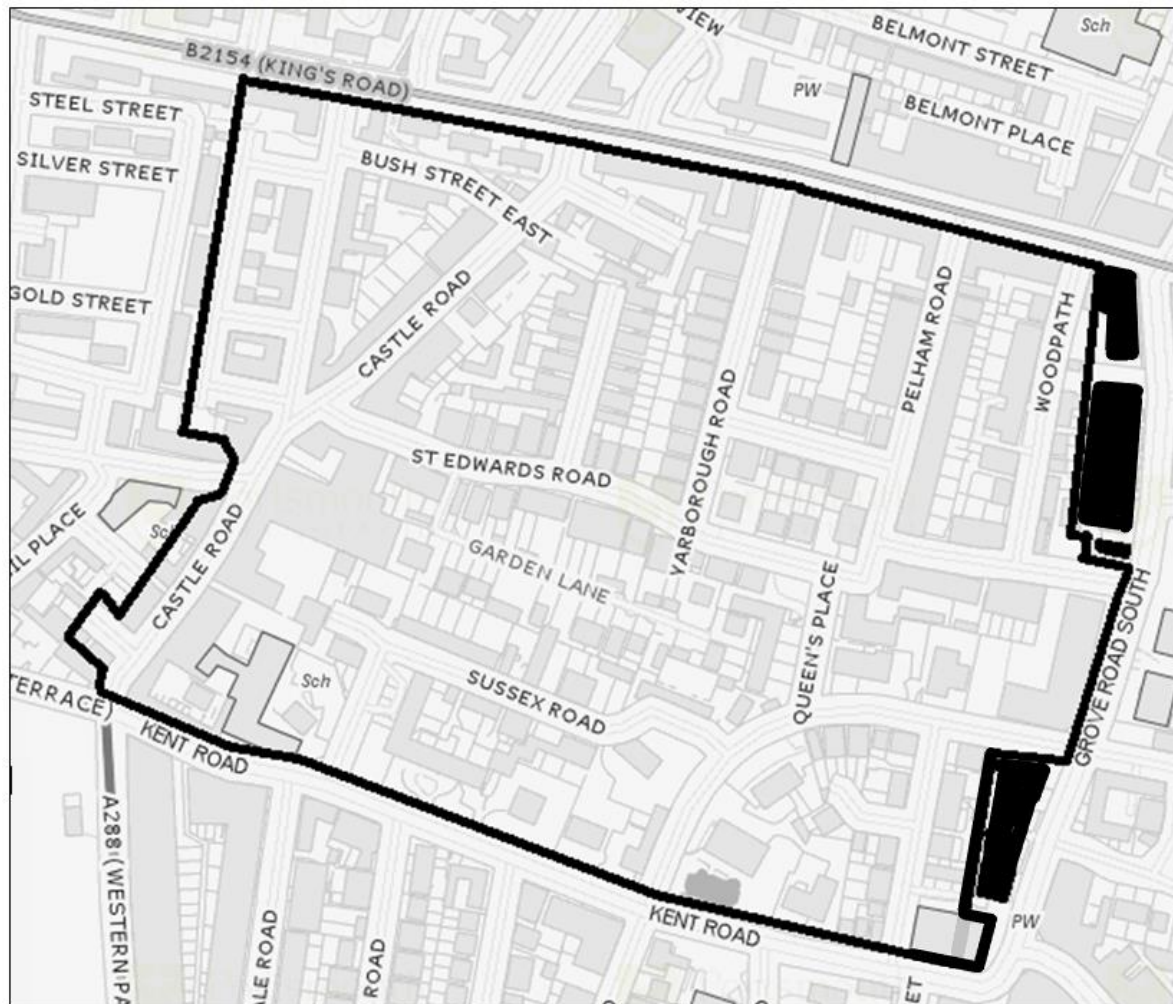
Appendix A: The public proposal notice for TRO 48/2020, including plan

**THE PORTSMOUTH CITY COUNCIL (KD RESIDENTS' PARKING ZONE)
(AMENDMENT TO PERMIT ELIGIBILITY) (NO.48) ORDER 2020**

30 July 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, 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.

A) KD RESIDENTS' PARKING ZONE PERMIT ELIGIBILITY

1. All properties coloured black outside of the KD residents' parking zone boundary (west side of Grove Road South):



STATEMENT OF REASONS FOR THE ORDER

- To extend KD permit eligibility to all Grove Road South property addresses on the west side the road, to now include odd nos.11, 13 and 37-45 Grove Road South
- 6 properties and 1 apartment block on the west side of Grove Road South have held KD permit eligibility for the adjacent residents' zone since its introduction in 2006. After the adjacent MD residents' parking zone was introduced in 2019, residents of 3 properties on Grove Road South asked for permit eligibility either for KD zone or MD zone.

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 48/2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during current opening hours. Please note library staff are unable to provide additional information on these proposals.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 48/2020 by 21 August 2020 stating the grounds of objection/support, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public, anonymised. If the proposals require 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](#)

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

Appendix B: Public views on the proposals

Support	
1. Resident, Grove Road South	I would like to support the proposal plan for extending the KD permit eligibility for Grove Road South. I live in Grove Road South, along with other houses near the bus stop that would benefit greatly by this amendment.
2. Resident, Grove Road South	We are pleased to support the proposal referenced above. It will make our lives easier when we have visitors who ask for help parking. There is a shortage of long term parking facilities in the immediate area, as you are undoubtedly aware.
3. Resident, Grove Road South	We believe that our address is being reviewed for eligibility and would very appreciate an update on its progress.
4. Resident, No address given	I am writing in support of the proposal to extend the provision of parking permits within the KD zone. As a resident directly impacted, the "levelling up" of permits to all houses within our small block is something we feel is overdue and fair.

5. Resident, Kent Road (KC parking zone)

I read about the proposed changes to the KD parking zone in Grove Rd South. I can see the benefits to this proposal and would be grateful if you would consider extending this idea. In the lower part of Kent Rd (near Castle Rd) there are a few houses that are within the KC zone, but residents are unable to park there as they have permits for KD. It would make sense to the residents of this area to be shown the same consideration as the other areas in question.

Another idea that I heard was being thought about was to have a crossover area for KD/KC Zones to enable those residents in these difficult areas.

I should be most grateful if you would consider this proposal.

Objections

6. Resident, Castle Road

I am writing to express my objection to the proposal TRO 48/2020 to add more properties to the KD parking zone. This parking zone is already at maximum capacity and simply cannot take any more vehicles. When I come home from work in the evening, it can take up to half an hour to find a space in the zone, if indeed there are any free. There have been many times when I have had to pay to use pay and display parking along the seafront as the zone is completely full.

I am in favour of rezoning the parking in general, as KD and KC seem to be heavily subscribed compared to most other zones. In fact, if this were to happen, I would rather be in KB zone as there are always spaces and it's right outside the back door of my flat.

However without a full rezoning plan for Southsea I do not find it acceptable to simply add other properties to our already bursting KD zone.

7. Resident, Castle Road

I strongly oppose the reallocation of a number of properties into the KD parking zone as per TRO 48/2020.

I have a parking permit for KD and it is already extremely difficult to park. With the imminent closure of the lower section of Castle Rd we will be losing another 12 evening spaces.

We are also inundated with visitors driving to the area to use the common and the beach making it very difficult for residents.

The properties in question should not be reallocated to KD

My objection is even stronger given the changes to Kings Rd and Elm Grove where advice has been given to park in the adjacent residential areas

Castle Rd closed - loss of parking spaces for the KD area

Kings Rd & Elm Grove - reduced parking and Council recommendation to current users park in residential areas eg KD

<p>If households want to be part of a parking zone it can't be KD which is already difficult and will now be a nightmare.</p>
<p>8. Resident, Castle Road I strongly oppose the reallocation of a number of properties into the KD parking zone as per TRO 48/2020. I have a parking permit for KD and it is already extremely difficult to park. With the imminent closure of the lower section of Castle Rd we will be losing another 12 evening spaces.</p> <p>We are also inundated with visitors driving to the area to use the common and the beach making it very difficult for residents. The properties in question should not be reallocated to KD.</p>
<p>9. Resident, Castle Road I am writing to reject the order in regards to allowing extra properties to park in the KD zone. Parking is already difficult enough due to people parking with no thought to other drivers and selfishly taking up more space than they need to. Not to mention 2 cars dumped since the start of lockdown and taking up a whole bay that is big enough for 3 cars.</p>
<p>10. Resident, Castle Road I am writing to express my concern at the proposed increase in the amount of residents' parking in KD zone in Southsea. I live in Castle Rd and along with other residents here, I find it increasingly difficult to find a parking space in this zone. There is not the capacity in the zone to further increase the amount of residents' parking for people living outside the zone.</p>
<p>11. Resident, Chapel Street I have recently been made aware of a request from five houses and a block of flats to be reallocated to the KD parking zone from a different zone. I am writing to object to these additional cars proposed in the KD zone.</p> <p>As a current KD zone resident it is becoming increasingly difficult to park in this area and it does not have the space to accommodate additional cars. With the closure of some of the parking spaces in the lower end of Castle Road to allow for outdoor restaurant seating and wider pavement, there is already less space to park. I regularly have to park in streets further away when I get back late at night, and walk 5+ minutes to my house.</p> <p>As a concerned resident and paying permit holder, I do not feel that the proposed changes are safe or reasonable.</p>
<p>12. Resident, Great Southsea Street Of course parking is a huge problem but increasing the cars in KD zone which overnight is already full will only create more problems. Please think again.</p>
<p>13. Resident, Great Southsea Street I would like to object to the proposal of some local residents coming out of their zone and relocating to the KD parking zone in Southsea.</p>

I live on Great Southsea Street and parking has been busy enough recently. If additional cars are added to our zone I will be unlikely to get a parking spot close enough to my house that I feel safe late at night. I also pay the increased amount for my permit as it's the second one for my household so I don't think it's fair to pay so much and then not be able to get a space.

14. Resident, Great Southsea Street

I am extremely concerned to learn that nearby neighbours are wanting to relocate parking facilities to the KD area in which we live. Recently it has become significantly more challenging to 'find a space' possibly due to more multi-car households and bigger vehicles generally, too many large vans/SUV's means even the most modest car cannot find a place. Regularly delivery drivers have to double park, thereby blocking the road. I dread to think if any of the emergency services needed access at these times. I ask you to seriously consider all other options before pushing this request through and exasperating an already difficult situation.

15. Resident, Great Southsea Street

I would like to object to a Traffic Regulation Order TRO 48/2020 - THE PORTSMOUTH CITY COUNCIL (KD RESIDENTS' PARKING ZONE) (AMENDMENT TO PERMIT ELIGIBILITY) (NO.48) ORDER 2020.

The inclusion of odd nos.11, 13 and 37-45 Grove Road South to the KD Residents areas is an unacceptable resolution to resolving the limited spaces in the KD area, for the following reasons:

1. There is already difficulty parking in this area, the inclusion of extra permissions would have a detrimental effect on existing KD permit holders.
2. The KD zone will lose circa 12 spaces due to the closure of Castle Road, making spaces more difficult to find.
3. The knock on effect of this would be that more time is spent in vehicles looking for spaces which would lead to increased traffic in the area and decline in air quality.
4. We should also consider the significant increase in guests or temporary permits that maybe issued to new KD permit holders, reducing limited spaces.
5. This will ultimately lead to an undesirable effect on house prices.

I am greatly concerned that this proposal is unworkable and needs an alternate solution to support the whole community in finding parking spaces.

An alternative would be to create a permit allocation to street density map, to determine which areas are over-subscribed and under-subscribed. For those areas under-subscribed, create a 'micro zone' e.g. KHA and reallocate direct and adjacent residents to those zones. This would fairly distribute parking to those areas which need it.

16. Resident, KD Zone (no address given)

I am writing in regards to the proposed changes to the KD Parking Zone changes outlined in TRO 48/2020. While we appreciate the five houses and block of flats have requested to come out of their parking zone, we must object to their zone being merged into KD. It is already difficult enough to park around this zone in the evenings with the existing amount of cars, and adding to this would simply be unacceptable and cause residents within the KD zone more stress and hassle trying to park.

As a resident paying for two permits at the moment, I would be incredibly annoyed to find that after paying nearly £300 for the privilege to park on the roads around my house, that it becomes nearly impossible to park.

17. Resident, Pelham Road

I am writing to object to the extension of eligibility to Residents' Parking for KD Zone to include Grove Road South.

The KD zone is proving increasingly difficult for residents to park in and most evenings this involves driving round the zone to search for a space. Including residents from Grove Road South will only serve to exacerbate this problem.

I would suggest that if the City Council wish to include Grove Road South into the KD Zone, it should look to include the stretch of road on Grove Road South opposite St John's College into part of the KD zone. At present this stretch of road has no parking restrictions on it.

18. Resident, Queens Crescent

I wish to voice a most heartfelt objection to the proposed extension of the eligibility of zone KD as per TRO 48/2020. The availability of parking places in the KD zone is already stretched to the limit. My wife requires use of her car for on call work and finding somewhere to park it is becoming almost impossible. I would strongly urge you not to make this problem worse and to not extend the eligibility.

19. Resident, Queens Crescent

We are writing to object to the plan to reallocate the parking for residents in Grove Road South to the KD zone.

We are a one-car household and already regularly struggle to find a space in the KD zone, particularly when we are returning home after 5pm. An email from a Cllr yesterday informed us that Castle Road is also likely to be partially pedestrianized, which we believe will also put pressure on the KD zone. There is simply not the capacity for further cars and it is an unfair proposal to KD zone residents, for whom parking anywhere near their house is already a challenge.

We would suggest that the council look at other policies to discourage multi-car ownership, such as reducing the number of cars able to be registered to a single property, and by implementing car-sharing schemes such as these: <https://www.co-cars.co.uk/> or <https://www.goget.com.au/>. In addition, increasing the flexibility of planning decisions, to enable the creation of off-street parking would also help relieve the pressure on the parking situation. Many thanks for considering these objections to the TRO 48/2020 proposals.

20. Resident, Queens Crescent

I wish to object to the proposal to allow five houses and a block of flats to come out of their current zone and into KD zone. I live on Queen's Crescent and it is hard enough to park in KD as it stands with people parking here for the Palmerston Road shops, the Girls High School and the restaurants etc on Osborne Road. I believe in KC zone they have access to a carpark on the common which always has space so why are you considering giving them access to KD zone's very limited parking (and no car park).

Sorry - correction I see they are not coming from KC zone so please ignore that but my objection and the implications for parking in KD zone still stand.

21. Resident, St Edwards Road

I'm am contacting you today to object to the permit extension plan for the KD parking zone.

We simply do not have the capacity to allow a further 12+ vehicles within this zone. Parking in this area is difficult as it stands, with visitors parking in the zone to visit the beach or simply the majority of the households in this zone obtaining more than one vehicle per household.

I have had to pay the second or third permit listing in my building, this has more than tripled the cost for me in comparison to the first permit holder, how is it morally okay for you to pursue a permit extension to allow further vehicles in the zone when myself having to pay more than triple the permit cost cannot always find parking within the KD parking zone. Current residents within this zone should be your upmost priority. Because of this I would like to firmly place my objection to this permit extension.

22. Resident, St Edwards Road

I would like to object to the proposal that five houses and a block of flats be reallocated to the KD parking zone. Unfortunately, parking in this zone is already very difficult and has been worsening in recent months. With the closure of the lower section of Castle Road potentially happening in the next five weeks, we will be losing another 12 spaces. There is not the space for more cars to be allocated to this zone. When we first moved to St Edwards Road parking was not too problematic but it has become much busier over time and any additional cars will make the zone even busier.

23. Resident, Sussex Road

Please register my opposition to proposal of the eligibility of the selected MD parking zone residents to KD zone on the basis that KD zone is already seriously congested and working at full capacity.

24. Resident, Sussex Road

I would like to formally object to the expansion of the KD zone to include Kings Road.

We currently have very limited parking as we can only utilise one side of the road. Many visitors to the Seafront, common and Palmerston Road look to avoid charges by parking in the nearby residential roads, not to mention the havoc The High School creates with its many events.

<p>I simply don't see we have the capacity to take on any more vehicles.</p>
<p>25. Resident, Sussex Road We wish to protest most strongly against your plan to relocate further outside residents into the KD parking zone for the following reasons:</p> <p>We live at SUSSEX ROAD which has these hardships:</p> <ol style="list-style-type: none"> 1. Narrow one-track street with only one side parking spaces 2. Multi occupation houses/flats already on both sides 3.No front gardens with parking 4.Our small road leads out onto Sussex Terrace with no parking at all so those houses too need to share our few spaces.. <p>We cannot as residents compete to park with yet more outside locals.</p> <p>Please reconsider!</p>
<p>26. Resident, Sussex Road I am writing to object to the reallocation of the parking zone to include an additional 5 house and block of flats.</p> <p>It is already extremely difficult to park in this zone and there is simply not the space for further cars to be allocated.</p> <p>Please take this email as my formal objection.</p>
<p>27. Resident, Sussex Road I would just like to object to the additional cars proposed in the KD zone of Portsmouth, it's becoming difficult enough to find a space as it is without the lower section of Castle road being closed.</p>
<p>28. Resident, Sussex Terrace I wish to strongly object to the reallocation proposed in the above order.</p> <p>Already is it extremely difficult, often impossible, to find a parking space close to my house within zone KD on Queens Crescent, Queens Place, Queens Grove and Sussex Road after 4pm, 7 days a week. Often I have the inconvenience of parking beyond the junction of Yarborough Road and St Edward's Road.</p> <p>With the proposed addition of a further five houses and a block of flats to the zone, this problem without doubt will become much worse.</p> <p>Again, I object in the strongest possible terms.</p>
<p>29. Resident, Woodpath I would like to formally object to the proposal to include the flats and properties into the KD zone. My reasons are that we only have 7 spaces in our road and the inclusion of the</p>

properties would impact on us and our visitors parking in our road, also the flats already have a car park.

30. Resident, No address given

I object to the additional cars proposed in the KD zone.

31. Resident, No address given

I would like to register my objection to this proposal to increase the number of vehicles entitled to park in our KD zone.

The zone is already overpopulated with vehicle users as evidenced by the great difficulty in finding a place particularly overnight and at weekends.

32. Resident, No address given

I would like to place an objection to the above proposed Traffic Order on the following grounds:

1. The public notice is incorrect when showing the boundaries of the KD zone. I.e.: The map shows the inclusion of the North Side of Kent Road, whereas the roads listed on the PCC web site are as follows:

Bush Street West, Castle Close, Castle Road, Chapel Street, Elm Street, Great Southsea Street, Little Southsea Street, Pelham Road, Queen's Crescent, Queen's Grove, Queen's Place, The Retreat, St Edward's Road, Sussex Place, Sussex Road, Wilberforce Road, Woodpath, Worsley Road, Yarborough Road.

Kent Road North is not included.

Additionally, the public notice map bears no comparison to the map of the KD zone map published on the PCC website. Therefore, this is a confusion to the residents of the KD zone making the order invalid. Likewise there may be other errors.

2. The alternative allocation choice: the MD Zone appears to have many more roads than the KC zone; therefore, this is the logical allocation for additional parking.

3. The order gives no indication of the ratio between the parking meterage (spaces) and the resident's permits issued for each zone. Therefore, it is logical that the inclusion of additional residents parking should be the zone with the smaller ratio.

4. The original maps of the KD and MD zones do not show the west side of Grove Road being included in either zone's boundary. This begs question why? A simple survey of the properties suggest that the answer is that they have adequate private parking. Therefore, what is the demand to place more parked vehicles in an already over-subscribed zone.

5. The KD zone is over subscribed. It is bounded on all sides by commercial premises hence that is why it is limited to 2 hours parking. A restriction that is frequently abused. Moreover, the KD zone to the south is bounded by the KC zone. The latter is a residential area of 'multi-occupancy let flats' where most of the occupants are transient they have no need to pay for a resident's parking permit and will take the opportunity to park in the KD



zones. Many of the vehicles parked are vans taking up more than the average car space, often parked badly. Enforcement is in the hands of residents reporting the parking violations to Traffic Control. As very few residents own such vehicles this works well for vans which are easily identified, but it is an impossible task for domestic vehicles to be identified as infringing the parking time limits now paperless permits have been introduced. Otherwise enforcement is ad hoc warden visits. Additionally, the KD zone is close to the common and seafront on fine days and events the area is inundated with visitors cars, not adhering to the 2 hour limit.

6. A measure that also should be used is the number of penalty notices issued against the number of residents permits issued for each zone – clearly this would demonstrate, the higher ratio between the two zones shows the higher the demand for parking.

Officer's comments: *The maps on Portsmouth City Council's website show where parking bays are, which permit holders can use, and not permit eligibility. There are no parking bays on the north side of Kent Road, which is fully restricted with double yellow lines to facilitate traffic flows. Enforcement undertaken by the Council's Civil Enforcement Officers is not adhoc but on a rota basis, and does not rely on reports of parking contraventions from members of the public. In the last 12 months, xx Penalty Charge Notices were issued within the KD parking zone.*

(End of report)

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	29 October 2020
Subject:	Concessions of Care Homes in Residents Parking Schemes
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	St Thomas, St Jude, Charles Dickens, Fratton, Nelson, Baffins, Paulsgrove, Eastney & Craneswater, Central Southsea, Cosham and Milton.
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To propose a minor change in the way the Residents Parking Scheme operates to allow registered care homes to obtain up to three flexible permits for £100 per permit.

2. Recommendations

- 2.1 It is recommended that the Cabinet Member for Traffic and Transportation:
- agrees a charge of £100 for up to three business permits issued registered care homes in residents parking zones and that these permits are flexible and do not specify a registration number. Fourth and subsequent permits will be charged at the standard rate.

3. Background

- 3.1 There are 39 Residents parking zones in the City which control parking and give priority to permit holders. Residents can buy annual permits at a cost of £30 for the first vehicle, £120 for the second and £300 for a third. Third permits are only issued when there is adequate space in the zone to accommodate permit holders. Residents can also buy permits for visitors at a cost of £1.15 for 12 hours and £2.20 for 24 hours.
- 3.2 Businesses can also apply for permits for workers and the price is set to encourage consideration of alternative means of travel to reduce car journeys

and parking congestion. However it is accepted that some employees will need to drive to work. The charges for annual business permits is £150 first, £300 for the second and £630 for a third and any subsequent permits. This works out to a cost of 58p per day for the first, £1.16 per day for the second and £2.43 per day for third and subsequent permits, based on a five day working week.

3.3 A business permit can be issued without a registration number so it is more flexible for an additional cost of £100. This is useful when a company/organisation employs part time staff or staff on flexible hours and avoids the need for each member of staff to have a permit.

3.4 Currently the only exceptions to the pricing structure are for charities and class room based teaching staff these groups can obtain business permits for £30 each. It is recommended a reduced rate is introduced for registered care homes and that they are able to obtain up to three permits at a rate of £100 each with no registration number added so they can be used flexibly.

4. Reasons for the recommendation

4.1 The care home sector is facing considerable challenges and wages are generally low with staff providing vital support for people with care and support needs. It is difficult to retain care staff due to the low wages and the turnover within adult social care services nationally is in excess of 30% at any one time.

4.2 The Care Act of 2014 directs Local Authorities to step in and provide for care and support in the event of a care provider failing. The considerable cost pressures in the adult social care sector have been well publicised, as have failures of large national chains of care providers.

4.3 These challenges indicate that wherever a Local Authority can enable a cost burden to be minimised to staff and care providers, it is in the Authority's interest both to support staff retention and maintain a diverse market for provision of social care.

4.4 It is therefore recommended that the council allow registered care homes to purchase up to three business permits at a rate of £100 each and that these permits are issued without a registration number so they can be used flexibly to support staff. Any further permits will be charge at the rate of £630 per permit.

5. Integrated Impact Assessment

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

6. Legal implications

- 6.1. Under section 46 of the Road Traffic Regulation Act 1984 the local highway authority may by order impose charges for on-street parking at all times or for specified times or specified classes of vehicles only at such parking places as are designated by such order. The times and amounts of any charges imposed by such designation orders, and the classes of vehicles which may use the parking space, may be subsequently varied under the provisions of section 46A of the Act (as amended by the Parking Places (Variation of Charges) Act 2017).
- 6.2 Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulations 1996 of any variation of the charges or to the times that such charges shall apply. The notice must be given not less than 3 weeks before the variations come into effect.
- 6.3 Guidelines issued by the government provide that the setting of charges for parking on-street or off-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy
- 6.4 There have been some changes to the legislation for the duration of the coronavirus pandemic. If the authority considers it would not be reasonably practicable to publish a newspaper notice for reasons connected with the effects of coronavirus, such as restrictions on movement, such notice must be published using such alternative arrangements as the authority considers appropriate. Such alternative arrangements may include on-line publication, leaflet distribution and letter delivery.

7. Director of Finance's comments

- 7.1 There are approximately 24 care homes within the residents parking zones that would qualify for this concession and the exact amount of passes that would qualify for this concession is as yet unknown.
- 7.2 Any income from permits is remitted to the Parking Reserve and does not affect the City Council's General Fund budget. The permitting pricing structure is designed to discourage car usage as the preferred mode of travel. It's envisaged that the roll out of this concession will be unlikely to have a material financial effect on the Council.

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Signed by:

Appendices: None

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
T&T Decision meeting 28 October 2010 - Item 4 - Review of Residents Parking Criteria	PCCs website
T&T Decision meeting 23 November 2017 - Item 5 Review of Residents Parking Permit Charges & Administration	PCCs website

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

.....
Signed by:

Agenda Item 11

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Subject:	On-Street Residential Chargepoint Scheme - Phase 1 mid-point review
Date of meeting:	29 th October 2020
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Central Southsea, Copnor, Drayton & Farlington, Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson, St Jude, St Thomas.

1. Requested by

- 1.1 This report was requested by the Cabinet Member for Traffic and Transportation.

2. Purpose

- 2.1 To provide an update on the first phase of the On-Street Residential Chargepoint Scheme (ORCS).

3. Background

- 3.1 The Office for Low Emission Vehicles (OLEV) created a fund to enable local authorities to provide Electric Vehicle (EV) chargepoints. This was specifically for residential areas that do not benefit from off-street parking, to enable residents to charge their electric vehicles close to their home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k towards 75% of the costs for installation and infrastructure for 36 chargepoints. The chargepoints are required to remain in place for a period of three years.
- 3.2 Usage is monitored across the three year trial period, to understand the usage and uptake of electric vehicles within the city. It is hoped that installation of electric vehicle charging points will encourage and enable local residents to make the change from their regular petrol or diesel vehicle.

4. Portsmouth ORCS Phase 1 Background

- 4.1 At the 24th January 2019 Traffic & Transportation meeting, approval was given for the installation of charge points. These were installed in March 2019, in the following locations:

53 Adair Rd	82 Hartley Rd	83/85 Pretoria Rd
51 Adames Rd	Havant Road (alongside 15 Chichester Rd)	28a Priory Cres
Astley St (North of King Street Junction)	32 Heathcote Rd	36 Posbrooke Rd
Balfour Road (alongside 56 Kirby Rd)	Henderson Rd (opposite Cockleshell Community Centre)	Racton Ave (opp Lordington Close)
Clarence Parade (opp Lennox Mansions)	122 Henderson Rd	7 Selsey Ave
Clarence Parade (opp Stacey Court)	High St (25 Crown Court)	2 St Catherine St
92 Eastfield Rd	Hunter Rd (alongside 29 Hatfield Rd)	Taswell Rd (opp Wimbledon Park Sports Centre)
131 Essex Rd	74 Kensington Road	48 Victoria Rd N
16 Florence Rd	183 Laburnum Grove	55 Warren Ave
1 Fordingbridge Rd	66 Oriel Rd	95 Warren Ave
58 Glencoe Rd	102 Oriel Rd	Westbourne Road (alongside 268 Chichester Rd)
68 Hartley Rd	75 Oxford Rd	23 Wimbledon Park Rd

- 4.2 At the time of installation, not all bays were marked, as not all requesting residents had purchased their electric vehicle.

5. Portsmouth ORCS Phase 1 - mid scheme review

- 5.1 In November 2019 the first phase of the On-Street Residential Chargepoint Scheme won the Transtech Award for E-Mobility progress. ORCS is thought to be the only pay as you go, lamp-column based on-street resident charging solution which benefits from designated parking pays, guaranteeing access to the chargepoints.
- 5.2 The scheme is a three year trial and at the time of writing this report has seen 16 full months of operation. The following section outlines the findings of usage data and resident survey during this time.
- 5.3 Appendix A shows the number of usages per site since April 2019.

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- 5.4 The project is a trial which was 75% funded by OLEV. As part of the grant funding conditions the charge points must remain in place for 3 years.
- 5.5 The trial is not only looking at providing charge points for existing EV owners but also as to whether providing the infrastructure will encourage people to convert to electric vehicles.
- 5.6 All chargepoints were installed based on resident requests with differing status. Some already owned EVs, some were planning to purchase one as soon as the infrastructure was in place and others would take longer but within the time frame of the trial.
- 5.7 We have contact details for all the residents, who requested charging points and surveyed them earlier this year. The survey resulted in additional bay marking, so not all bays are/ have been marked for the entire period, which has impacted on usage in some locations.
- 5.8 The COVID-19 pandemic and lockdown saw chargepoint use also reduce during April, May and June but they have since begun to recover and we continue to monitor this.

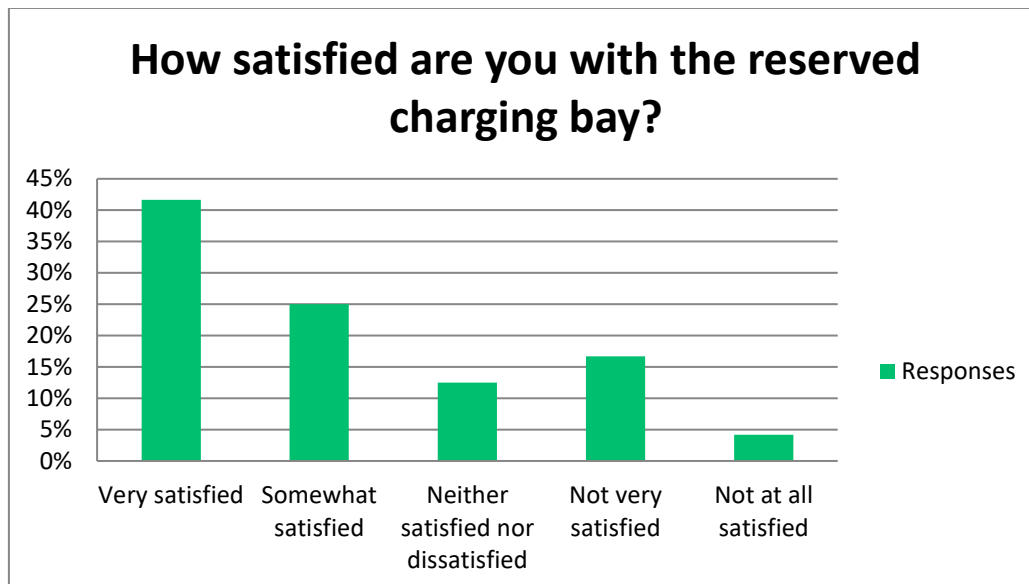
6. User survey

- 6.1 Two online surveys were carried out to better understand existing and prospective user usage and views of the scheme and any modifications the council could make to improve it such as to the bay markings. The first survey was sent at the end of 2019 to applicants from the first phase of the On-Street Chargepoint Scheme. The survey was also sent to applicants of phase 2 of the scheme who already owned an electric vehicle, as it was thought that they would likely already be utilising the chargepoints.
- 6.2 We will continue to review the monitoring data over next 18 months, use lessons learnt from phase 2 and work with ubitricity to understand any areas of poor usage.
- 6.3 Through regular monitoring of the usage data and also requests from users, lining works were arranged to mark the bays thus making them more accessible to encourage greater use.
- 6.4 The majority of responders either own an EV (64%, 27 out of 42) or are planning on buying an EV (12 of the 15 non-owners), with most expressing intent to purchase one within the next 6 to 12 months.
- 6.5 89% of responders say their nearest EV bay has been marked, with 67% satisfied with this charging bay (see graph 1 below). Less than half (48%) confirmed that they were able to access this bay when needed (see graph 2), and only half of these responders confirmed that this was due to other EVs

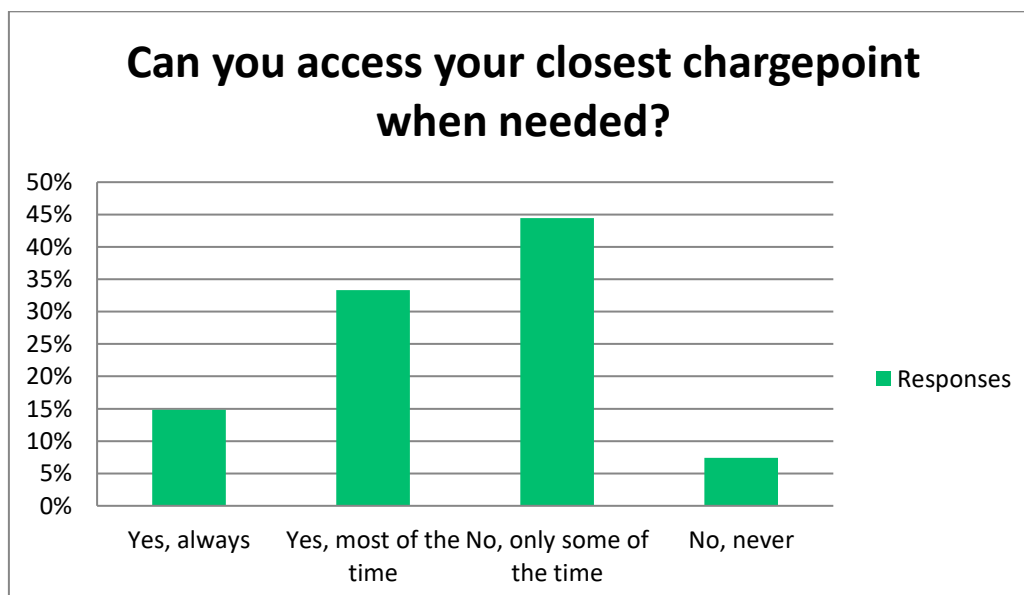


already using the space. Almost every resident (92%) confirmed that not being able to access their nearest bay is a problem for them.

Graph 1- satisfaction with reserved parking bays



Graph 2 - ease of chargepoint access



6.6 Most respondents shared that they have communications with other EV owning residents through messaging, WhatsApp groups etc. or have some kind of mutual understanding, with apps like Plugshare being used to indicate whether the chargepoint is in use. 54% of users are unhappy with the location of their nearest bay, but this is mainly due to the distance from their home which will be remedied by the further rollout of chargepoints in the city. 69% of responders

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share their chargepoint with other EV users which indicates the need for these further installations.

- 6.7 The final question asked for further comments, the majority of responders requested further chargepoints due to high demand levels. Most were broadly happy with the scheme itself and happy that the council was committing to large scale on-street chargepoint installations. Most complaints were about a lack of enforcement where non-EVs were using the reserved bays. Residents have been updated as to how they can report this issue and parking enforcement have been notified or any specific issues.
- 6.8 Currently, just 3 electric vehicle bays remain unmarked including:
- Hartley Road - there were 2 bays installed in this road with one bay being marked initially. As ownership was not confirmed by the second requestor, the second EV bay remained unmarked. We will continue to monitor the usage of the unmarked bay and have yet to receive any requests to mark the bay to make the chargepoint more accessible.
 - Oriel Road - there were 2 bays installed in this road with one bay being marked initially. Demand has now been confirmed for the second chargepoint and will be marked in due course.
 - Pretoria Road - remained unmarked due to a discrepancy in the TRO (120/2018) wording, there was a delay in all TRO processing during lockdown which led to a delay in the completion of this ratification. This has since been completed and charging bay will be marked in due course.

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Signed by (Director)

Appendices:

Appendix A: The number of usages per site since April 2019

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
ORCS Phase 1 T&T report	https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf

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Appendix A

Phase 1 No usages per Site since April 2019

Site	Date of bay marking	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Totals
48 Victoria Rd N	Mid 2019	30	22	26	37	27	28	34	41	30	38	43	34	4	5	4	27	32	462
68 Hartley Rd	Mid 2019	20	28	19	40	48	35	25	28	29	3	24	38	23	18	17	23	21	439
36 Posbrooke Rd	Mid 2019	7	11	29	24	27	29	29	32	30	35	33	28	14	24	26	32	17	427
66 Oriel Rd	Mid 2019	2	11	17	22	26	20	22	26	26	29	23	25	25	25	27	30	26	382
32 Heathcote Rd	Late 2019	0	15	10	0	0	0	0	0	38	50	46	39	4	36	40	43	46	367
74 Kensington Road	Mid 2019	1	11	13	14	23	21	19	41	30	21	21	15	3	17	27	25	26	328
53 Adair Rd	Mid 2019	0	7	11	8	21	23	21	30	15	29	27	28	15	24	6	15	8	288
16 Florence Rd	Mid 2019	0	7	14	6	5	16	21	16	20	25	16	15	3	15	18	20	24	241
Clarence Parade (opp Lennox Mansions)	Mid 2019	1	4	2	22	17	23	18	29	16	13	17	12	5	8	11	14	21	233
131 Essex Rd	Mid 2019	5	20	15	17	13	7	18	21	24	24	24	14	2	3	5	8	8	228
Clarence Parade (opp Stacey Court)	Mid 2019	2	3	8	19	15	21	20	21	14	17	17	10	1	5	16	13	23	225
Taswell Rd (opp Wimbledon Park Sports Centre)	Mid 2019	6	7	15	13	12	14	19	15	18	19	15	11	2	4	7	9	15	201
58 Glencoe Rd	No EV bay - Accessed via	20	11	11	16	14	4	9	13	13	13	12	12	3	9	5	8	14	187

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	disabled bay																		
Racton Ave (opp Lordington Close)	Mid 2019	7	12	9	8	7	13	17	15	25	19	18	13	1	3	1	0	0	168
2 St Catherine St	Mid 2019	1	6	2	3	0	3	7	17	21	15	26	9	0	0	0	7	13	130
51 Adames Rd	Mid 2019	10	6	5	8	8	7	7	4	4	3	5	4	2	8	14	12	11	118
28a Priory Cres	Mid 2019	5	6	6	5	2	4	7	10	10	14	7	13	5	7	3	9	4	117
Hunter Rd (alongside 29 Hatfield Rd)	Early 2020	0	3	3	8	9	13	7	12	9	9	8	6	0	1	2	12	3	105
183 Laburnum Grove	Mid 2019	0	3	6	0	4	5	7	16	8	13	10	9	1	0	3	6	7	98
23 Wimbledon Park Rd	Mid 2019	0	2	10	13	9	5	10	3	6	10	6	5	0	2	2	5	10	98
Westbourne Road (alongside 268 Chichester Rd)	Late 2019	1	7	4	6	4		8	4	5	22	9	5	5	4	3	4	2	93
1 Fordingbridge Rd	Bay size increased to 6m in late 2019 following user feedback	2	7	5	4	7	3	8	12	4	7	3	5	0	1	4	6	6	84
Henderson Rd (opposite Cockleshell Community Centre)	Mid 2019	1	3	3		5		5	6	11	8	3	5	0	7	7	2	4	70

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Balfour Road (alongside 56 Kirby Rd)	Mid 2019	0	6	5	4	7	1	11	6	9	7	6	6	0	0	0	0	2	70
7 Selsey Ave	Early 2020	1	1	1	0	5	0	0	0	1	3	1	4	5	1	3	3	7	36
92 Eastfield Rd	Early 2020	0	0	1	2	0	0	0	0	1	1	0	8	0	7	1	3	8	32
122 Henderson Rd	Mid 2019	1	1	1	1	1	0	1	4	0	3	2	4	0	1	0	4	1	25
Astley St (North of King Street Junction)	Mid 2019	0	3	0	0	0	3	3	5	2	3	3	2	0	0	0	0	0	24
95 Warren Ave	Early 2020	0	0	1	0	0	0	1	2	0	1	0	0	2	2	1	3	7	20
55 Warren Ave	No EV bay - accessed via disabled bay	0	0	1	0	0	1	0	0	0	1	2	2	0	2	3	5	2	19
Havant Road (alongside 15 Chichester Rd)	Mid 2019	0	1	0	0	4	1	1	0	0	1	0	0	0	0	2	4	1	15
High St (25 Crown Court)	Bay size increased to 6m in late 2019 following user feedback	0	3	0	0	0	0	0	0	0	3	2	3	0	0	1	1		13
75 Oxford Rd	Early 2020	0	3	0	0	0	0	0	0	0	2	0	0	0	1	1	0	2	9
82 Hartley Rd	Unmarked	0	1	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	6
102 Oriel Rd	Unmarked	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
83/85 Pretoria Rd	Unmarked	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total		123	232	254	300	320	301	355	429	419	465	429	384	125	241	260	353	371	

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Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	29 th October 2020
Subject:	Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 75/2020
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Baffins, Central Southsea, Copnor, Drayton & Farlington Eastney & Craneswater, Fratton, Hilsea, Milton, Nelson Paulsgrove, St Jude, St Thomas
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 To consider the public responses to TRO 75/2020, proposed designated electric vehicle charging bays in 80 locations across 71 roads. Objections were received to proposals within TRO 75/2020, and therefore a report to the Cabinet Member is required for decision to be made at a public meeting.

Appendix A: The public proposal notice and plans for TRO 75/2020

Appendix B: Public views submitted

Appendix C: FAQs

Appendix D: Tariffs

Appendix E: Location Map

Appendix F: Integrated Impact Assessment

2. Recommendations

It is recommended that the Cabinet Member for Traffic & Transportation:

2.1 Provides formal consent for the installations of the designated electric vehicle charging bays detailed in Appendix A with the following 19 exceptions:

- De Lisle Close, West side adjacent to Nos.7-19 does not proceed
- Eastfield Road, South side, outside No.73; does not proceed
- Fordingbridge Road, East side, outside No.60; does not proceed
- Gladys Avenue, East side, outside no.76; does not proceed
- Glasgow Road, North side, outside No.28; does not proceed
- Goodwood Road, West side, outside No.17; does not proceed
- High Street, Old Portsmouth, South-east side, outside No.17; does not proceed
- Highland Road, South side, outside No.24; does not proceed
- Laburnum Grove, South side, outside No.226; does not proceed
- Lindley Avenue, South Side, outside no 36; does not proceed
- Lumsden Road, South-east side, within the layby, front of 32-44; does not proceed
- Lyndhurst Road, East side, outside No.146; does not proceed
- Malvern Road, West side, outside Nos. 19/21; does not proceed
- Montague Road, North side, outside No.33; does not proceed
- Oxford Road, East side, outside No.52/54; does not proceed
- St Ronan's Road, East side outside No. 80 does not proceed
- Taswell Road; East side, outside No.32; does not proceed
- Waverley Grove, South side outside No.2 does not proceed
- Wykeham Road, South side, outside Nos. 81 does not proceed

- 2.2 Notes the policy and guidance on the use of trailing cables to charge electric vehicles from off street power sources by residents is being developed and will be brought for a decision in a separate paper.

3. Background

- 3.1 Portsmouth City Council is required to comply with the Ministerial Directive as written in the 1995 Environment Act (Portsmouth City Council) Air Quality Direction 2020. This directive includes the requirement to implement the local plan for reduction of roadside nitrogen dioxide emissions by 2022 at the latest. Electric vehicle charging infrastructure is a part of both the local and national strategy for the improvement of air quality.
- 3.2 The Office for Low Emission Vehicles (OLEV) created a Fund to enable local authorities to provide Electric Vehicle (EV) chargepoints. This was specifically for residential areas that do not benefit from off-street parking, to enable residents to charge their electric vehicles close to their home. In 2018 Portsmouth City Council bid to this fund and were successful in receiving £100k towards 75% of the costs for installation and infrastructure for 36 chargepoints in phase 1. The chargepoints were installed and are required to remain in place for a period of three years. Portsmouth City Council received an E-mobility Progress award for phase 1 from Transtech in 2019 for phase 1.
- 3.3 A report reviewing phase 1 has been forwarded for discussion at the October 2020 meeting.
- 3.4 Over recent years there has been a rise in the number of electric vehicles in Portsmouth and with government's ambition the rate of increase is expected to grow.
- Of 104.5k cars and 18.8k light goods vehicles licensed in Portsmouth at the end of 2019, 2163 of which were plug-in cars, LGVs and quadricycles - this is an increase from 1648 at the end of 2018. (As of Q2 2020 the figure has increased to 2699)
 - By comparison Southampton had 383 plug-in cars, LGVs and quadricycles licensed at the end of 2019.
- 3.5 As a densely populated island city with narrow streets and terraced housing many areas of Portsmouth do not benefit from off-street parking and suffer subsequent parking congestion posing a real challenge in providing electric vehicle charging infrastructure for residents.
- 3.6 To meet and facilitate the expected growth of plug-in vehicles in Portsmouth charging infrastructure is required. The residential chargepoint infrastructure utilizes the existing electricity supply from street lamp columns.
- 3.7 The benefits of this solution include:

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

- 3.8 The spare capacity within the lamp column electricity supply allows for the chargepoints to provide approximately 5.5kwh of electricity for which an average charge cycle for a battery electric vehicle could be expected in six hours (compared to three to four hours for fast or 30 minutes for rapid chargers). Charging times for plugin hybrid vehicles will be less, as the battery size is smaller. With this lower power output the chargepoints are ideal for residential overnight charging.
- 3.9 The lamp column solution with a lower power output and its current amperage only allows for single chargepoints. It is not currently possible for two vehicles to be plugged in at any one time and dynamic or distribution of charging to be applied.
- 3.10 ubitricity was selected as the supplier for this project through a competitive tender process, and the company has successfully delivered Phase 1 of the scheme in Portsmouth as well as elsewhere in the UK and abroad.
- 3.11 The existing 36 chargepoints installed as part of Phase 1 of the trial scheme are being monitored and learning from it for future installations. A separate report is being brought to this meeting which provides details of usage and user feedback and the subsequent actions taken.

4. Portsmouth On-Street Residential Chargepoint Scheme (ORCS) - Phase 2

- 4.1 In 2019 the Office for Low Emission Vehicles (OLEV) released an additional round of funding to enable local authorities to provide chargepoints on-street. This funding is provided to support a three year trial to install electric vehicle chargepoints at residential properties which do not enjoy the benefits of off street parking. This phase 2 funding again accounts for 75% of the installation costs with council providing the remaining 25%.
- 4.2 Off-street chargepoints in Portsmouth City Council owned locations which attract visitors for a significant period of time are being considered in a separate scheme. Portsmouth City Council has no control over privately owned off-street car parks.
- 4.3 Following the previous round of chargepoint installations, a significant number of residents had already begun to register their interest for chargepoint installations near to their homes in future. This list of known demand was used to bid for a

Phase 2 of Portsmouth on-street residential chargepoint scheme installation comprising 79 locations. OLEV Grant funding was secured totaling £229,860 for 75% of the infrastructure and installation costs. The council is meeting the remaining 25% of the costs

- 4.4 This funding will be used to replicate the award winning standard set during phase 1 of this scheme utilising lamp column electricity supply. This solution sees the chargepoint retrofitted directly into the lamp column where it is located next to the kerb. In cases where the lamp column is at the back of the pavement a slim line (approx. 18.5cm diameter), self-righting satellite bollard will be installed at the front of pavement. The electricity supply from the lamp column to the bollard will be fed under the pavement to prevent any trailing cables across the pavement. The satellite chargepoints do not need to be located directly adjacent to the lamp column, nor do chargepoints need to be central to the parking bay (the charging point on each car varies by make/model). The chargepoints will require planned maintenance annually.
- 4.5 Ubitricity will continue to offer residents several tariff options for the payment of electricity. The chargepoints will continue to be accessible via both 'Pay As You Go' or using a SmartCable which can be purchased in advance. The SmartCable enables the user to benefit from preferential electricity rates via a contract with various tariff options. Alternatively, the PayG option is accessed with a standard charging cable by scanning a QR code on a smartphone or other device. A discreet sign with the QR code and user instructions will be attached to the chargepoint
- 4.6 During development of Phase 1 of the scheme it was planned not to mark designated electric vehicle charging bays for the chargepoints, however due to feedback received regarding accessing the chargepoints in areas of parking congestion the provision of designated bays was approved by the Cabinet Member for Traffic and Transport at the meeting of 23 November 2017.
- 4.7 Phase 1's, consultation also identified parking congestion concerns and as such designated charging bays were only marked immediately where residents already owned an electric vehicle. In the instance that they required the charging infrastructure to be in place to enable them to convert to an electric vehicle, the parking bay was marked subsequently once we were notified of vehicle purchase.
- 4.8 The designated electric vehicle parking bays are available for use by any electric vehicle owner and are not restricted to a specific user. The parking bays are enforceable and Penalty Charge Notices (PCNs) can be issued if a vehicle is not connected to the electricity supply. Where situated in a Residents' Parking Zone (RPZ) the parking zone restrictions do not apply to the electric vehicle parking bay. Residents are notified on how to report on misuse of the electric vehicle parking bays.
- 4.9 Marked bays can also drive the cost of electricity down for the user as they are more attractive to the supplier through guaranteed accessibility.

- 4.10 Signage for the electric vehicle parking bays will where possible be located on existing lamp columns or other street furniture to minimise the need for any additional posts but the sign must be within the boundaries of the bay it relates to.
- 4.11 The scheme is a trial and as part of the grant funding conditions the charge points must remain in place for 3 years. The trial is not only looking at providing charge points for existing EV owners but also as to whether providing the infrastructure will encourage people to convert to electric vehicles. It is accepted that some of the chargepoints will initially have low usage levels due to requesting residents not purchasing a plug-in vehicle until they have confidence that the infrastructure is in place to allow them to charge the vehicle.
- 4.12 In most instances it is expected a typical electric vehicle will need charging every 2-3 days. Chargepoint usage is monitored and reported to OLEV. Where chargepoints with designated bays marked are not well used over time investigations will be initiated to understand the reasoning for this. Monitoring of the phase 1 and phase 2 sites will continue and lessons learnt will inform future decisions and assist the development of policy in this area and further schemes following the end of the trial.
- 4.13 If in the future a resident who has an electric vehicle charging bay outside of their property requests a disabled parking bay it will be considered following the usual procedure. This is to site it in the nearest suitable space (this is not always outside the requesting property) to best meet the resident's needs whilst enabling access to the chargepoint.

5. Site selection

- 5.1 Following on from the success of phase 1, with sufficient resident requests compiled and locations identified, engineering surveys were undertaken throughout the first half of 2020, a number of suitable lamp column placements were identified in close proximity to the requesting resident's address. The locations are based on known interest, reducing impact on parking congestion as the space would be used by residents currently parking in the area i.e. not an additional burden on capacity. However the final position of the chargepoints has been considered alongside many other factors including suitability of lamp columns (not all lamp columns are able to serve electric vehicle chargepoints), pavement widths, and conservation areas. These lamp columns were not always in the same street due to a lack of suitable infrastructure (most notably due to the historic nature of some of the city's columns.) In this circumstance the residents were contacted via email to confirm if they wished to continue with a chargepoint installation in this location, the location was only removed from the list in Appendix A if they confirmed that they wished to be removed from it.
- 5.2 The method for identifying locations for electric vehicle (EV) charging points for Phase 2 has been that residents request one from the council. It is then

established as to whether or not the resident has off street parking (if they do, they are considered ineligible) and whether they currently own or are planning in the near future to purchase and electric vehicle.

- 5.3 All new sites have been carefully selected to best meet the needs of the requesting resident and also the other residents' in the road. This can include installing additional EV charging points on roads which already have one. Where residents have felt the existing charge points are in high use and they are not able to access them and/or they are currently not located in close enough proximity to their property.

6. Consultation

- 6.1 In September 2020 the proposed list of sites for designated electric vehicle parking bays was finalised ready for formal consultation via Traffic Regulation Order (TRO). A letter drop was organised to all properties in roads with chargepoints proposed. TRO consultation was for 80 electric vehicle parking bays across 71 roads as shown in Appendix A. It was advertised for a period of 21 days from 7 September 2020 to 28 September 2020.
- 6.2 In addition to these sites two further chargepoints are proposed in Dover Road and Lichfield Road. These were not included in the TRO consultation as there is no requirement for an electric vehicle parking bay due to the requesting resident having a disabled parking bay outside their property. These affected roads were notified of the chargepoints via the letter drop. These chargepoints will be positioned so that non-blue badge holders can access the chargepoint from the adjacent parking space. The request at Dover Road has since been withdrawn by the requestor and so will not be proceeding.
- 6.3 As summarised in Table 1, 147 objections were received to the formal TRO consultation across 61 roads and 48 responses in support of proposals were received. Appendix B shows all anonymised responses received.

Table 1 - TRO 75/2020 consultation summary

TRO Road location	Support	Objection
Berney Road		3
Broad Street	3	1
Campbell Road	1	1
Canterbury Road		1
Chestnut Avenue		1
Chichester Road	1	2
Clarence Parade	6	1
Cleveland Road		3
Croft Road		1
Crofton Road	1	3
De Lisle Close		1
Dunbar Road		5
Eastfield Road	3	4
Empshott Road		2



Essex Road	1	4
Exmouth Road	1	1
Festing Grove	2	1
Fordingbridge Road		6
Gains Road	2	5
Gladys Avenue		1
Glasgow Road		3
Gloucester Terrace		1
Goodwood Road		2
Grove Road South	1	
Haslemere Road	1	3
Havelock Road		1
Hayling Avenue	1	4
High Street	2	3
Highland Road		2
Jubilee Road		1
Laburnum Grove		8
Langford Road		1
Lennox Road South	1	
Lindley Avenue		2
Liss Road	1	1
Lombard Street	1	
Lumsden Road		1
Lyndhurst Road	1	3
Malvern Road	1	
Mayhall Road		3
Methuen Road		2
Meyrick Road	1	
Montague Road		2
Neville Road		3
Nutbourne Road		8
Oxford Road	2	12
Percy Road	1	
Reginald Road	1	3
Shadwell Road	1	11
Shelford Road	1	1
St Augustine Road	2	1
St Chads Avenue		2
St Ronans Road		3
Stubbington Avenue	1	4
Taswell Road		1
Wadham Road		2
Waverley Grove	2	2
White Hart Road	1	1
Whitwell Road	3	
Wykeham Road		3
Wymering Road		1

No specific road	1	1
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7. Next Steps

- 7.1 Installation of those approved will commence in November 2020 and be complete by end of January 2021.
- 7.2 The sites at Waverley Grove and Highland Street will be taken forward as soon as possible subject to TRO and site survey timescales.
- 7.3 Those sites which have been requested by residents and are eligible for a chargepoint but have not been able to be delivered in the timescales for Phase 2 will be carried forward to Phase 3. This future phase will look to deliver all outstanding resident requests and OLEV have encouraged bids.
- 7.4 When using charging infrastructure, either on or off street, both current and proposed future installations, we remind residents, that it is for the householder to vouchsafe for the safety of his or her charging regime and of any cable laid on or across the footway. We are currently developing policy and guidance on the use of trailing cables.

8. Reasons for recommendations

- 8.1 Portsmouth is subject to a Ministerial Directive to deliver a citywide air quality local plan to bring forward compliance for nitrogen dioxide emissions in the shortest possible timescales. A targeted feasibility study identified a combination of measures which would bring forward compliance, one of which was the rollout of electric vehicle charging points
- 8.2 The information and concerns received from residents, along with the preliminary IIA, have informed the recommendations. All responses are included but redacted at Appendix B.
- 8.3 There are a number of reasons that some roads originally proposed are not now proposed not to be taken forward in Phase 2 of the electric vehicle chargepoint roll out.
- 8.3.1 The only known requesting residents for the following six sites have notified us they no longer require the chargepoint in this location or will not be purchasing a car during the trial period:
- De Lisle Close, West side adjacent to Nos.7-19
 - Lindley Avenue, South side, outside no. 36
 - Lumsden Road, South-east side, within the layby, front of 32-44
 - Malvern Road, West side, outside Nos. 19/21
 - Montague Road, North side, outside No.33
 - St Ronan's Road, East site outside no 80

8.3.2 The following 11 locations are deemed to be in close enough proximity to existing or other proposed new chargepoints to serve that can adequately serve the known level of demand:

- Eastfield Road, South side, outside No.73; (Existing chargepoint in Eastfield Road outside no 92 with usage level which can accommodate another user)
- Fordingbridge Road, East side, outside No.60; (Existing chargepoint in Fordingbridge Road outside no 3 with usage level which can accommodate another user)
- Gladys Avenue, East side, outside no.76 (Proposed chargepoint in Wadham Road, 2 x existing in Oriel with usage level which can accommodate another user, 2 x proposed in Shadwell)
- Glasgow Road, North side, outside No.28; (chargepoint proposed at 48 Glasgow Road)
- Goodwood Road, West side, outside No.17; (existing chargepoint in Oxford Road with usage level which can accommodate another user and proposed chargepoint in Campbell Road which is in close proximity to the requestor)
- High Street, Old Portsmouth, South-east side, outside No.17 (existing chargepoint at no 115 with usage level which can accommodate another user)
- Laburnum Grove, South side, outside No.226 (existing chargepoint at no 179 with usage level which can accommodate another user)
- Lyndhurst Road, East side, outside No.146 (proposed chargepoint at no 93)
- Oxford Road, East side, outside No.52/54 (existing chargepoint at no 75 which can accommodate another user)
- Taswell Road; East side, outside No.32 (existing chargepoints in Taswell Road opp Wimbledon Park Sports Centre and Wimbledon Park Road which can accommodate additional user)
- Wykeham Road, South side, outside Nos. 81 (there are existing and proposed chargepoints in Laburnum Grove, Stubbington Avenue, Lyndhurst Road and Crofton Road which could accommodate additional use. The proposed location is in a cul-de-sac with several other designated parking bays in the vicinity)

8.3.3 The following three sites are to be subject to alternative locations and/ or investigations:

- Highland Road, South side, outside No.24; there is no known demand in this area, the address was incorrectly recorded in place of Highland Street.

- Kings Road, North side, outside 45-61 Norfolk Street; a scheme is proposed which removes parking on Kings Road, if this goes forward the chargepoint will not be possible. The area is served by the proposed chargepoint in Gloucester Terrace.
- Waverley Grove, South side outside No.2 is submitted to a future TRO with the following location 'North side outside Waverley Court'.

8.3.4 Other sites which received objections were carefully considered and the feedback around parking and existing and proposed chargepoints was taken into consideration but it was determined they should be taken forward.

9. Integrated Impact Assessment

9.1 An Integrated Impact Assessment has been undertaken and is attached as a separate document.

10. Legal Implications

10.1 It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the objective of securing the expeditious movement of traffic on the authority's road network;

10.2 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.

10.3 Traffic Regulation Orders (TROs) can be made for a number of reasons, including avoiding danger to persons or other traffic using the road or for preventing the likelihood of such danger arising, for preventing damage to the road or any building on or near the road, for facilitating the passage on the road of traffic (including pedestrians) or preserving or improving the amenities of the area through which the road runs. A TRO may make include provisions prohibiting or restricting the waiting of vehicles or the loading and unloading of vehicles. A TRO may also make a provision prohibiting, restricting or regulating the use of a road or any part of the width of a road by vehicular traffic of a particular class specified in the order subject to such exceptions as may be so specified or determined, either at all times or at times, on days or during periods so specified.

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

- 10.5 The TRO proposed for implementation in this report is required in order to introduce the parking restrictions necessary for the effective operation of the electric vehicle charging bays.

11. Director of Finance's comments

- 11.1 As the main body of the report states 75% of the cost of this £306,000 scheme will be funded from a grant from the DfT, with the remaining 25% being funded from the Council as approved by the City Council in the Main budget dated February 2020.
- 11.2 The charging points will maintained by the preferred supplier from the date of installation for the first three years, after that point the Council will need to either have them removed or identify a source of funding for their maintenance.
- 11.3 There is no cost to the Council for the cost of electricity, the supplier will pay for this and then charge this on to their customer

.....
Signed by:

Appendices:

Appendix A: The public proposal notice and plans for TRO 75/2020
Appendix B: Public views submitted
Appendix C: FAQs
Appendix D: Tariffs
Appendix E: Location Map
Appendix F: Integrated Impact Assessment

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
Electric vehicle On-street Residential Chargepoint Scheme (ORCS): parking proposals under TRO 120/2018	Portsmouth City Council website: https://democracy.portsmouth.gov.uk/documents/s21455/Electric%20Vehicles%20on-street%20residential%20chargepoint%20scheme%20-%20TRO%20120%202018%20report.pdf
Vehicle licensing statistics	Government website: https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01
Consultation response emails	Transport Planning Team, PCC

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

.....
Signed by:

Appendix A: Public proposal notice for TRO 75/2020

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (ELECTRIC VEHICLE RECHARGING PARKING PLACES) (NO.75) ORDER 2020

7 September 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under section 45 of the Road Traffic Regulation Act 1984, as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with part III of schedule 9 to the 1984 Act, to effect:

A) ELECTRIC VEHICLE PARKING BAYS

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

BEACH ROAD South side, outside No.15	KINGS ROAD North side, outside 45-61 Norfolk Street
BERNEY ROAD North side, outside No.19	LABURNUM GROVE South side, outside No.226
KING JAMES TERRACE, BROAD STREET North-east side, outside No.3/4	LANGFORD ROAD West side, outside No.36
BUSH STREET WEST North side, opposite 20 Great Southsea Street	LEOMINSTER ROAD West side, outside No.5
CANTERBURY ROAD North side, outside No.31	LENNOX ROAD SOUTH East side, outside No.24
CAMPBELL ROAD North side, outside No.7	LINDLEY AVENUE (a) South side, outside no. 24 (b) South side, outside no.36
CHESTNUT AVENUE South-west side, outside No.21	LUMSDEN ROAD South-east side, within the layby, front of 32-44
CHICHESTER ROAD North side, outside No.305	LISS ROAD South side, outside no.88
CLARENCE PARADE South side, opposite Park House	LYNDHURST ROAD (a) West Side, outside No. 93 (b) East side, outside No.146
CLEVELAND ROAD (a) South side, outside No.11 (b) South side, outside No.43	MALVERN ROAD West side, outside Nos. 19/21
CROFT ROAD North side, outside Nos.17/18	MAYHALL ROAD South side, outside No.14



CROFTON ROAD, NORTH END (a) West side, outside No.37 (b) West side, alongside of 98 Kirby Road	METHUEN ROAD North side, outside No.126
DE LISLE CLOSE West side, adjacent to Nos.7-19	MEYRICK ROAD North side, outside No.186A Twyford Avenue
DUNBAR ROAD South side, outside No.72	MONTAGUE ROAD North side, outside No.33
EASTFIELD ROAD South side outside No.73	NEVILLE ROAD East side opposite No.15
EMPSHOTT ROAD North side, outside No.89	NUTBOURNE ROAD North-west side, outside No.35
ESSEX ROAD South side, outside No.39	OXFORD ROAD East side, outside No.52/54
EXMOUTH ROAD West side, outside no.10/12	PERCY ROAD North side, outside no.75
FESTING GROVE (a) North side, outside No.23/25 (b) North side, outside No.73	RANDOLPH ROAD East side, outside No.96
FORDINGBRIDGE ROAD East side, outside No.60	REGINALD ROAD (a) North side, outside No.178 (b) South side, outside No.45
GAINS ROAD (a) North side, outside No. 21 (b) North side, outside No.37	ST AUGUSTINE ROAD West side, outside Nos.49
GLADYS AVENUE East side, outside no.76	ST RONAN'S ROAD East side, outside No.80
GLASGOW ROAD (a) North side, outside No.28 (b) North side, outside No.48	SHADWELL ROAD (a) South side, outside No.43 (b) South side, outside No.117
GLOUCESTER TERRACE North-west side, outside No.9	SHEFFIELD ROAD North side, outside No.49
GOODWOOD ROAD West side, outside No.17	SHELFORD ROAD West side, outside No.3
GROVE ROAD SOUTH West side, outside Holmbush Crt, just north of Queen's Crescent	ST CHAD'S AVENUE North side, outside No.7
HAROLD ROAD West side, outside No.23	STUBBINGTON AVENUE North side, outside No.207

HASLEMERE ROAD East side, outside No.39	TASWELL ROAD East side, outside No.32
HAVELOCK ROAD North side, outside No.9	WADHAM ROAD South side, outside No.63
HAYLING AVENUE North side, outside No.151	WALLACE ROAD West side, alongside No.249 Powerscourt Road
HIGH STREET, OLD PORTSMOUTH South-east side, outside No.17	WAVERLEY GROVE South side, outside No.2
HIGHLAND ROAD South side, outside No.24	WHITE HART ROAD West side, outside Mountjoy Court
HUDSON ROAD South-west side, outside No. 52	WHITWELL ROAD South side, outside No.36
JESSIE ROAD North side, outside No.105	WYKEHAM ROAD South side, outside Nos. 81
JUBILEE ROAD East side, outside No.82	WYMERING ROAD, NORTH END South side, outside No.120
KENSINGTON ROAD East side, outside No.160	

To view this public notice on Portsmouth City Council's website www.portsmouth.gov.uk search 'traffic regulation orders 2020'. A copy of the draft order including a statement of reasons is available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during current opening hours. Please note library staff are unable to provide additional information on these proposals.

Persons wishing to object to these proposals may do so by sending their representations via email to transportplan@portsmouthcc.gov.uk or by letter to Stuart Court, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **TRO 75/2020** by **28 September 2020** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require 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 received

BERNEY ROAD North side, outside No.19	
	<p>this to me is not acceptable as there are no Electric vehicles in our road and then to install it right in the middle of residents housing when there are better spaces available at the end adjacent Shirley Avenue where the spaces are not in front of any houses. Please rethink this proposal as this could become a dead space! There are better locations this end of Kingsley Road at Bransbury Park entrance Please Please rethink this location as this could be crucial in long term.</p> <p>---</p> <p>First of all let me say that I applaud the City Council's initiative in installing charging points for EVs throughout the city. It seems to be a plausible solution to a difficult situation where the majority of properties in the city are not able to install their own home charging points. However, I know for a fact that I have not been aware of any survey or questionnaire asking me for my opinion on the installation of a point in Berney Road. Furthermore, I have to say that your selection of roads in which to install the points is rather confusing. Taking Berney Road as an example. This is a road consisting of 27 houses, all of which, I am certain, have at least 1 car, and a few have 2. Allowing for sensible parking there are 32 parking spaces, all of which are occupied as I write this letter. Included in this number is 1 disabled bay already in place, the installation of which, I understand, is imminent. This reduces the. number of spaces to 30, and the EV bay will reduce it further to 29. Overflow cars already have to find alternative parking elsewhere. With the exit from Dunbar Road onto Ironbridge Lane blocked off, Berney Road has become a cut through for traffic from Locksway Road travelling to Milton Road on its way to the sea front and other parts of Southsea, and vice versa. Consequently the road is always busy. If I may suggest an alternative position for the EV bay, Redlands</p>

	<p>Grove, opposite Berney Road, has the available electricity and space. It is also a fairly quiet road where a car parked for many hours will be less of an inconvenience.</p> <p>---</p> <p>On receiving the letter of the proposed electric parking point on Berney Road I feel that with parking already at a minimum, a charge point right in the middle of our road is not effective planning. If required for residents to use it will eventually make a dead space in between people charging their electric cars, which I don't think needs to be the case. In our area there are plenty of spaces that would not affect the normal streets parking. For instance on Berney Road on both sides coming in from Shirley Avenue there are a few spaces/double yellow lines that could be used for that purpose. On entering Redlands Grove from Iron bridge lane there is a spot available on the right hand side. In Kingsley Road along the edge of the sheltered housing there are spare parking areas which could be used as a electric charging point. I think there could be alot of these spaces that could be used all around Portsmouth without affecting people's parking in the streets too much.</p>
<p>KING JAMES TERRACE, BROAD STREET North east side, outside No.3/4</p>	
	<p>We received a letter from the city council today, inviting us to comment on the installation of a car charging point in King James Terrace, Broad Street. I am very much in favour of a local charging point.</p> <p>---</p> <p>Fantastic news that an electric vehicle charging point will be installed in Old Portsmouth. Thank you and please install more to encourage us all to make our city and society greener. Electric vehicles are the future!</p> <p>---</p>

	<p>I am writing in support of the plan to implement electric vehicle charging points in Portsmouth, in particular the site at King James Terrace, Broad St.</p> <p>---</p> <p>I am sorry for the delay in writing to you and hope it is not too late.</p> <p>If you are familiar with the proposed site of the charging point you will already know this is an area with very limited parking capacity and will further add to the parking problems of all residents.</p> <p>A better solution may be to install fast charging points in public car parks such as the park and ride on the approach to the city so that drivers could get 3-4 days local commute or a trip to London on a charge in the same way combustion engined car drivers have done for the past century, if I choose to use an electric car I will not lose the capacity to manage my vehicle.</p> <p>In my travels to cities more advanced, and parking more under pressure, than ours in the charging roll-out I have noticed some multi-point sites frequently short of vehicles whenever I pass while others may have several cars waiting.</p> <p>At this early stage in the adoption of electrically propelled vehicles I think it should be mandatory for charging points to automatically issue fines for over staying the charging period after an acceptable period of grace or there will be too many charging points if this scheme goes ahead and nowhere to park my electric car overnight.</p>
CANTERBURY ROAD North side, outside No.31	
	<p>I am writing to say my partner and I who live in Canterbury Road, Southsea, object to the proposed vehicle charge point. We are very much against it. It is already extremely hard to</p>

park and we live in a permit zone. Many vehicles who clearly do not have permits already park down here and are not picked up for it so we're paying for permits which aren't enforced. There will often be vehicles and work vans still parked here at 17.30 and I've only seen them get tickets on one occasion about two months ago. It was supposed to make parking when getting home from work easier and it hasn't, it hasn't helped the problem. Adding a reserved space for a car charging point is going to make it even worse. Why should 1 person have a reserved space when none of the rest of us do. We read the guidance and it says you can only park in the space when you're charging a car, so what happens when that one car has finished charging say at 20.00 in the evening, surely it then needs to move out the space as it's no longer charging? Where would it move to?! There won't be anywhere for it to park as all on street parking will be taken. So it would then stay in the space - will the spaces be checked late at night? Because there will clearly be people doing this which is not fair. And if there was a second car who wanted to charge the space would be blocked. Also if you get home with no where to park and that space is frequently empty and no one else can park in it that would be so upsetting. We're not convinced the permits we pay for are checked everyday so doubt this would be. Also I go out for a walk at 06.30 each day and there are always people who are parked on double yellows, again never get tickets. Please do no install this, we are very against it, it will add to our parking anxieties when getting home from work.

Whilst generally in favour of this scheme, my one reservation is that it will reduce parking availability in a street where there is a lot of pressure on parking spaces. I note that the bay will only be available whilst a vehicle is re-charging but how can this be enforced? It seems to me that the owner of this vehicle will have a virtual guaranteed parking space

	<p>outside their home whilst other residents have to fight for fewer spaces. I assume that the electric car owner would still need to obtain a residents parking permit? Will this apply to a pure electric vehicle only? Many hybrid vehicles are no more economical than my petrol Honda Jazz which does an average 55mpg.</p>
CAMPBELL ROAD North side, outside No.7	<p>Whilst in principle I can see the benefits of moving towards electric vehicles in the future I strongly believe that it is simply not acceptable to keep taking parking spaces away from other residents in order to facilitate this. I pay substantial council tax, road tax, permit parking charges, whilst at the same time having limited parking due to multiple bus stops, drop kerbs and the limitations of the permit boundary. Living on the permit boundary we are already limited by the fact that we cannot park in any road north of our property during time restrictions. Also, only last year I had to object to another neighbour applying for a dropped kerb in the street, why are PCC so determined to limit parking for the majority? If this plan is to go ahead which I believe from the letter is already agreed then I think i would be within my rights to expect a discount on the cost of my parking zone permits. Either that or consideration of being able to park in neighbouring parking zone boundaries - something the Lib Dem's spoke to us at length about during their local election canvassing.</p> <p>---</p> <p>Sorry for the slow reply. Campbell road would work for us. Really we need a long term solution to Chelsea Road and similar streets. The old lampposts are nice, but the council need to make some exceptions on the conservation area rules to accommodate this. many thanks</p>
CHESTNUT AVENUE South-west side, outside No.21	

	<p>I would like to log an OBJECTION against TRO 75/2020 - specifically the placement of the ELECTRIC VEHICLE RECHARGING PARKING PLACES; specifically CHESTNUT AVENUE South-west side, outside No.21; for the following reasons: As the homeowner Chestnut Avenue and an active family , it will cause my family and I problems not being able to park or load directly outside our house - especially when moving children and belongings/sporting equipment (such as canoes) in and out of the house. While the residents parking has alleviated some of the parking issues (with the exception of Football days), there have been problems enough parking on the road and to not be able to park/load outside will be a massive inconvenience, it will be especially frustrating if the bay is left empty for long periods of time as other similar spaces in Portsmouth are. Having a number of friends and colleagues in the City with these spaces on their roads; it is a cause of frustration and irritation to them; especially when the road is full and they are unable to park close by; but the charging space close by their house is unoccupied. Chestnut Avenue is a very narrow dead-end road; there are a number of issues with drivers being turning around in the road; as they are unable/uncomfortable about reversing down it and instead attempt to turn around using a small driveway halfway along, The low wall on the driveway opposite have been knocked down or damaged a number of times and my car and those of others have been damaged by people unable to manoeuvre in the confined space. I fear that this may exacerbate the situation. While I fully support the introduction of electric cars into Portsmouth and the addition of these Parking Places to charge them; I do find it frustrating that having found a road where I am able to park close by my house, without having to drive around for periods of time to find a space (the residents parking zone was worked well in this regard), and the fact that I will be unable to park and load outside my house due to this Traffic Order is not welcome or appreciated, I do understand the desire to</p>
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	<p>have one on Chestnut Avenue and I would like to suggest alternative placement on the road if possible: 1. Outside Number 9 Chestnut Avenue This is the next lamppost towards the beginning of the road. It is a shorter distance from the junction with Fernhurst Road and this positioning will enable users of the Charging Bay to access the Parking Place without having to turn around in a narrow road. I understand this may come across as a little selfish, having the ability to park outside one own house in Portsmouth (even occasionally) is a luxury and one not easily surrendered - especially with a young family and parking was a factor in your decision to remain in the city.</p>
CHICHESTER ROAD North side, outside No.305	
	<p>Many thanks for your recent letter regarding a proposed EV charging space at 307 Chichester Road, Portsmouth. I would just like to drop you a note to say that we fully support the plans to add additional charging facilities to our area. We are considering a change to EVs and the main delay is the lack of charging opportunities in the local residential area.</p> <p>I think it is great that Portsmouth is coming up with new ways to make our city cleaner and encourage the use of EVs.</p> <p>---</p> <p>I am contacting you in relation to the project proposed by Portsmouth municipality for installation of car charge point at the above road. I have to be honest that I have regrettably accepted your proposal with great level of pessimism not to say even a frustration. I undoubtedly have my reasons for this which made me have contacting you via your provided email address and I am grateful as I can express my view on this matter as I see no other way of doing this. I appreciate your work and efforts to reduce air pollution and improve air quality for Portsmouth residents and other areas. I am however unsure how much of research has been done</p>

in this area and if there has been any public discussion with residents of same area. Myself being a resident at Chichester road since 2008, I can honestly say this is a wrong approach to improve life quality of residents in the area. I am not against car charging points and especially not against electric cars but why it is the Chichester rd chosen as suitable location for this is out of my comprehension and logic. From what I know Chichester road is one of the busiest roads in Portsmouth. Lack of parking in this road is making residents life more and more difficult. The municipality has extended double yellow lines, number of disabled parking areas is growing everyday and same time frequency of abuse with those allocated parking is also growing, something is see everyday. I know for evidence houses with allocated disabled parking have two to three cars and plus two to three motorbikes, this way occupying half of street for themselves which should be unlawful. Speaking for myself, I commuted everyday to work for almost 3 hrs and then when arrive at Chichester road I have to drive around for another 1/2hrs to find parking because some residents have no consideration for others. Making other resident drive around the area for more than necessary because some irresponsible people does not help improve air quality, in the contrary it aggravates situation. While municipality has done nothing to change this situation, parking tickets at same time can be un avoided as hard working class are forced to park anywhere after long working hours. Municipality should enforce annual parking fees for resident who have more than one vehicle that way I believe numbers of vehicles in the street would be reduced and would impose some order. Municipality should also create parking lanes for each house to prevent residents of a house to take over half the street and use it for their own interests while damaging real working class. Going back to electric car charging points, I can definitely say I see no electric car being driven or parked in our road. At least I don't see anyone owned by neighbours. Why is that,

	<p>because to own an electric car you need to have at least 20k£. Chichester road is not road of rich residents. I very much doubt that people who can afford an electric car would keep living in Chichester road. For people to afford electric cars in general government needs to bring forward incentives to help people buy those cars (Germany does this) but for now I am sure this is not going to happen any time soon either. I want to apologise for this long email but please take into account real evidence and existing circumstances and real negative impact on people's lives and working class in the area before moving forward with your project. In my opinion, the project need to be postponed until some other changes are made in the street in advance to the benefit of residents</p> <p>---</p> <p>Although I am not so naïve as to realise the need for progress and to create an altogether healthier environment the installation of electric vehicle charging points on residential streets seems like a typical council policy to create problems rather than solving them. Instead of building more flats on every piece of demolished land could not some of this land be used for charging stations where all the well off hybrid owners can congregate with their expensive cars instead of taking away more precious parking spaces from normal one car owners who can't afford a new or even used hybrid vehicle. It seems like another typical council decision to look after the few and ignore the rest of us tax payers, again creating problems rather than solving them, Regards - a disgruntled tax paying one car owner</p>
CLARENCE PARADE South side, opposite Park House	
	<p>I fully support the installation of a new EV charge point opposite Park House.</p> <p>---</p>

I have recently been passed your letter dated 7th September to residents of the above property, regarding proposed electric vehicle charge points. It is encouraging to see Portsmouth City Council taking the initiative to provide these facilities across the city, and Dack Property Management Ltd who are responsible for the management over 20 Blocks of flats on South and Clarence Parades alone welcomes this initiative. I have had several questions put to me regarding this and I would like the opportunity to discuss them at some point with you if that is an option? Many of the blocks we manage do have off road parking but providing charging points to these or nearby areas is not always straightforward.

Just to let you know that as a residents of Clarence Parade, my wife and I support and welcome your proposals. we have recently had a trial run in an electric vehicle supplied by a local garage. We were seriously impressed and have decided to replace our elderly diesel vehicle with an EV in the not too distant future.

In response to your proposal, No. Following reasons: it is empty for 90% of the time. There is further along towards the pyramids again I see empty when I drive/walk past. I could come up with person reasons but as this is business case I believe the above need to be taken into account. My proposal for suitable spaces: Use the roads we cannot use our resident permit parking on and are within reach eg Jack Cockerill Way Avenue de Caen According to your letter, this is being trialed for 3 years, can you let me know more on this. Can you clarify: a PCN may be issued, if it is law then should it read "will" be issued?

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	<p>We own one full electric and one hybrid vehicles in Clarence Parade.</p> <p>We fully support your scheme and are very happy to charge our cars at the current bay</p> <p>Sadly, sometimes we are not able to access to this charging point as from time to time there are non-electric vehicles parked there. Not sure if they are aware of the PCN? But also not sure the parking wardens are issuing this. In addition to this, there has been a bit of “vandalism” , as we’ve noticed that people just go and unplug our car, this happened the other night at 10.30 pm without us noticing this. I understand this is out of the scope of the project but just find it frustrating at a times, probably some awareness could be part of the project perhaps?</p> <p>Anyways, happy to see Portsmouth installing more electric charging stations!</p> <p>Congratulations with the project.</p> <p>--</p> <p>Congratulations to Portsmouth City for installing more public charge points in anticipation of demand.</p> <p>I make regular use of the two points in Clarence Parade, and sometimes when demand is high in Florence Road and St Catherine Street.</p> <p>It is good to know that further points will become available as more of us switch from combustion cars.</p>
CLEVELAND ROAD (a) South side, outside No.11 (b) South side, outside No.43	
	<p>I don't believe that this is a good idea as there isn't enough parking in the area as it is. It seems as though the residents with electric cars will get personalised parking spaces, while the rest of us lose at least 2 spaces of the few that are available.</p>

	<p>---</p> <p>Cleveland road is too narrow and is already surrounded by the major roads of Victoria north, gold smith Avenue and Fawcett road. This would bring lots of traffic into Cleveland road.</p> <p>---</p> <p>I would like to object to having 2 charging points on my road. Parking is difficult enough as it is without losing 2 spaces to someone who may not even live in the area. There are a number of charging points around the city which should be sufficient for the number of electric cars owned. Many in public car parks. We are being charged the full rate for parking permits even though we only get to park for 2 hrs in our own street. The hours for parking need to be looked at first before anything else.</p>
CROFT ROAD North side, outside Nos.17/18	
	<p>Lampost is in fact between nos 17/16 not 18/17 as planning says. Parking is already at a premium if a bay is marked out for a charging bay and not used there will be a huge wasted space. The location is right next to alleyway that runs through (pitcroft lane) already marked with double yellow lines. After speaking to all neighbours in road not one has said they have expressed any interest in one being installed and if there indeed was a survey done of the road you would see thta if there has to be a point that there is a more convenient placement on the southside opposite nos 1&2 which would be a safer more secure placement.I feel that a survey hasnt been carried out in the road as some of my points prove</p>
CROFTON ROAD, NORTH END (a) West side, outside No.37 (b) West side, alongside of 98 Kirby Road	
	Objection to location.

	<p>Having read the proposal for charge points potentially being installed I would like to question the location of the charge points. Parking is such an issue in this area and my only question is that if you are lucky enough to afford an electric car then you are effectively being given a designated parking space outside your house?</p> <p>I have noticed another charge point but this has been installed at the end of the road which seems more practicable for not only the resident of that road but for other users. Electric car owners seem to be given all the incentives and I can understand why regarding environmental aspects. But surely if the charge points are positioned at the end of the road this would not be an inconvenience to the electric car owners. We are all residents of a busy area and we all would like to have easier parking. A frustrating issue with parking on terraced streets is people taking up two car spaces with one car. Are there any thoughts about parking bay lines which would be enforceable for example? I look forward to your reply.</p> <p>---</p> <p>I am all in favour for them and think there should be many more for when it goes live properly probably in a year or so.</p> <p>---</p> <p>As you will be aware parking in the area is horrendous and we're already fighting to park more cars in the area than spaces available. Therefore creating a bay for electric cars on the road would make parking even worse. We currently have households with more than 2 cars on the road and a disabled bay which often stands empty as it is misused by the people its intended for</p> <p>---</p> <p>Further to the receipt of your letter dated 7 September 2020, I would write to express my concern with regards the proposed locations</p>
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	<p>of the vehicle electrical charge point. I would make the following comments: -</p> <ul style="list-style-type: none"> • Why are you proposing to install two charge units in one road? If you are installing 83 units in the whole of Portsmouth, out of the 1200 roads, why would it be necessary to locate two units in what is a very small, very crowded road. As it is there is very little parking in the road as it stands, especially considering the amount of traffic the junior and infant school create continuously. • Your letter has stated there has been interest from residents within the area, I cannot comprehend why you would not place the units outside the homes of the residents that have shown interest, why are you placing a unit outside my house? • Indeed, why place the units outside anyone's house, there are currently lampposts at either end of the street not in front of people's houses, that would appear to provide better opportunities for use from both Crofton / Kirby or Crofton Mayfield's if placed at the road ends (like in Balfour Road which can be used by Balfour / Kirby Roads). • Notwithstanding the above, I do not even have a lamppost outside my house, Nr XX the lamppost is outside Nr22 • From a personal standpoint, and not wishing to be a 'nimby', as my husband has a brain tumour I am the only driver in the house, not being able to park outside my house would make more life more complicated and I am currently in the process of applying for a disabled bay/ blue badge to be located outside my property number XX. • The location proposed is also at the access point of a shared areas leading to garages, where residents also park daily due to the congestion, if it is used by a non-resident it will make access impossible to this area as the turning arc is very tight due to the narrowness of the road, currently if it is a local
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	<p>resident we know whom to ask to move their cars.</p> <p>I trust you will take my above comments in to consideration when deciding on what action to take.</p>
DE LISLE CLOSE West side, adjacent to Nos.7-19	
	<p>(The comments below are all from one resident.)</p> <p>Hi I see my road de lisle close is still on the list. I specifically asked for my application to be removed as I did not want to upset my neighbours and now I see it is still listed.</p> <p>---</p> <p>It should also be noted that I now have a charging point located in my garage so it is no longer required in the street as previously advised</p> <p>---</p> <p>Good afternoon I made an enquiry back in January about having electrical charge point fitted to my road it was described that I could not have a ChargePoint fitted to my garage however since this time I have have had a socket fitted and therefore no longer require to have the socket in my road I have since received a letter yesterday advising me that the socket will be fitted and I'm curious to know as to who asked for this if it's somebody else in my road or whether it is still taking place from my initial enquiry and I do have a facility that I can also charge my vehicle whilst at work and so I do not require this to be fitted in my road</p> <p>I feel it better allocated to someone else who does need a charge point fitted for use as your circumstances has changed</p>
DUNBAR ROAD South side, outside No.72	
	<p>As parking is already at a premium, I object to the fact that at this moment, as there is only one resident owning an electric car, the ev owner would have sole ownership of that space as once the car has been charged, no</p>

one else can use the bay. So ultimately we car owners have lost a parking bay. I think this is an extremely selfish service towards all other Dunbar car owners residents. The electric car owner would come home and plug in and that would be that!!! There is no way for anyone to know when the car has been fully charged or not so the car spends the night and day in a secure parking bay. We all struggle to find parking and sometimes have to park streets away, but the owner of this electric car has effectively procured their own parking bay.

There are quite a few elderly residents in Dunbar Road. Coming home after 6 in the evening parking spaces are almost non existent. My husband and I have had to carry heavy parcels from three streets away when there were no spaces available. I am not a luddite and agree that there is a need for electric charge points, but as there is only going to be one electric point in this road and it is a very long road, I cannot see how this is going to be a viable proposition. I would like to suggest putting in an electric charge point on council land that is not currently used for parking. What about the area in front the huge billboard on the corner of Essex Road and Eastern Road?? Get rid of some of the billboards and make spaces for them. There are places available that can be utilised other than residents parking.

I live in Dunbar Road and have recently received a letter to inform me that an electric vehicle charging point will be installed in the road outside No.72. I am writing to object to this as it effectively means one parking space less in a road (like many terraced roads in Portsmouth) where parking is at a premium. The owner of this vehicle will not be allowed to park there unless the charging is taking place so he/she will need to find another space in the road. The city is completely

clogged with cars and, whilst the argument of less pollution and a greener atmosphere is one which holds sway in these times, the reality is that many residents with cars already have to find somewhere to park, and very frequently in another road which is already clogged, and with parking zones coming into force, I am really at a loss to know what we are to do. Of course when that resident is charging up his/her car, they will have a personal parking space. I rest my case.

I am writing to strongly object to the electric charging point proposed in Dunbar Road at house number 72.

I have the following reasons for objection:

- I have noticed alot of electric cars are taxis. This supports the argument that they will be coming and going and 'hanging around'
- Due to Milton Park School being located at the beginning of Dunbar Road the traffic on the road is already very high. Many parents drop the children off or walk down Dunbar Road, so increased traffic to this road would suggest a lack of judgement, when the two adjacent roads (Kingsley Road/ Glasgow Road) may be more appropriate.
- The letter states that Dunbar Road was chosen due to resident's requests. If there have been specific requests then can they be places at the relevant address?

Could it be placed outside a housing block or multiple flats? For example, at the end of Dunbar Road there is a converted pub or on the top end of Kingsley Road there are flats overlooking the field.

I feel very concerned about all of the above and would appreciate an acknowledgement of my email and confirmation that this will be reconsidered and moved elsewhere?

We have received notification of the above outside of 72 Dunbar Road which we object to. Your letter says that the location has been identified following resident requests but also that once you have been informed that a

	<p>resident in the road owns an electric vehicle you will mark the parking space. If you haven't already been informed of a resident owning an electric vehicle, which resident has requested this location? Parking in this road is at a premium as it is. Would it not be better to locate these charge point near a lamp column outside of a corner property that has more than one option to park? The lamp column outside of No. 72 is not next to the kerb so more information about a satellite bollard would be appreciated.</p>
EASTFIELD ROAD South side outside No.73	
	<p>I would like to write to object to the implementation of an electric vehicle charge point outside number 73 on Eastfield Road.</p> <p>Parking on Eastfield Road is already difficult enough. There is a significant volume of disabled parking bays which make it very difficult to park, particularly in the section of road you have proposed the bay, with disabled spots outside numbers 55, 59, 60 and 72.</p> <p>There is also already an electric vehicle spot down this section of Eastfield road which is never occupied.</p> <p>Further to this, we are non-permit parking and border the permit parking areas to the West of us, so we get the overflow of all the cars which are not able to be parked in those areas making it impossible to park outside of working hours.</p> <p>It is not essential that the owner of the electric vehicle have the reserved space outside of their property, therefore given that there is already an electric bay on Eastfield Road which is never used, there is ample opportunity for them to use this bay. As such a different road should be chosen to install the new electric bay where there is not already such a spot. If Eastfield Road must be chosen to install the bay, then the opposite end of the road should be utilised where there is not</p>

	<p>already an electric bay, and where significant space is not already occupied with disabled parking.</p> <p>---</p> <p>I have recieved your letter with regards to the subject above and would like to provide my support for additional electric bays on the street. I live at XX Eastfield Road and have a lamp-post outside so if you decide to add any more please consider doing this one.</p> <p>---</p> <p>I would like to express my concerns about the proposed electric charge point in Eastfield Road. We do not have permit parking in place, and with other surrounding roads having this in place for resident parking we have had to accommodate the overspill in our road. This makes it extremely difficult to park most days when my husband returns from work, and as we already have an electric charge parking point at the top of the road (by the Winter Road end) I feel adding another will take another valuable space that will exacerbate the already difficult parking situation. There are quite a few elderly residents in Dunbar Road. Coming home after 6 in the evening parking spaces are almost non existent. My husband and I have had to carry heavy parcels from three streets away when there were no spaces available. I am not a luddite and agree that there is a need for electric charge points, but as there is only going to be one electric point in this road and it is a very long road, I cannot see how this is going to be a viable proposition. I would like to suggest putting in an electric charge point on council land that is not currently used for parking. What about the area in front the huge billboard on the corner of Essex Road and Eastern Road?? Get rid of some of the billboards and make spaces for them. There are places available that can be utilised other than residents parking.</p> <p>---</p>
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I don't own an electric car myself, but having more charging points available makes buying one more attractive. Reserved bays for electric vehicles also do this. Encouraging the switch to electric vehicles should be a top priority for the council. It would also be helpful if the resident parking zone that has been recently informally consulted upon could be formally consulted on and brought in as soon as possible. This is because the electric charging point, if made into a bay, will make parking for non-electric vehicles slightly harder. A resident parking zone would help get rid of some of the cars & vans that are never or hardly ever used, as well as to discourage households having more than one car each, and there are certainly some of these on Eastfield Road.

Hello,

I have just received the TRO in an email regarding charge points in the city.

The only new install I can see on Eastfield Road is outside number 73 on the south side of the road

Great, thank you... this is brilliant for us.

We received the letter regarding the installation of the new electric car charging point in our street outside no.73 Eastfield Road.

Whilst we agree that more changing points are required around the city and they should encourage more residents to get electric cars as it becomes easier to charge, we wish to object to the installation of the new charging point outside No.73 Eastfield Road.

There are a number of reasons for the objection including:

	<ul style="list-style-type: none"> • There is already an electric charging point on the street as you turn into the street. This is approximately 0.1 miles away from your proposed new location which takes approximately 1 minute to walk. • The one installed is 1 out of 36 and you want to install a 2nd, surely it would be better to spread them across the city creating even distribution instead of hotspots. • We have been monitoring the use of the existing charging point since receiving your letter and can confirm that we have only witnessed it being used by 1 vehicle (Tesla) that lives on the street. This has been on 3 occasions since the 7th September. We have not witnessed any other cars using it. Therefore surely if the demand for the existing charging point is not high, there should be no requirement to install another one on the same street. We would appreciate you investigating the usage of the current electric charging point. • Prior to receiving the letter we have only ever seen the Tesla and 1 other vehicle use the charging point since install. • You may have noticed within the vicinity of the proposed electric charging point outside no.73 there are 4no dedicated disabled spaces. Whilst these spaces are needed for residents that require them, this already makes the street difficult to park in due to the number of disabled space. • Between 1 and 124 Eastfield Road there are a total of 7 Disabled spaces on the street, 4 dropped Kurbs/access points and 1 electric charging point at present. This creates further difficulties with parking currently. • The introduction of the neighbouring resident parking zone that we are on the boundary of has caused displacement parking. This is making it even more difficult for residents of Eastfield Road to park on their street. • Resident disputes occur regularly between neighbours due to poor parking practices or trying to save spaces for 2nd vehicles, adding an additional point which can only be used when charging an electric vehicle is going to
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	<p>increase the disputes due to reduced availability of parking.</p> <ul style="list-style-type: none"> • In the evenings/night around the area residents resort to parking on the double yellows due to lack of parking provision in the area. The introduction of a new electric charging point will increase this occurring despite it being illegal. <p>We would appreciate you taking these comments in to consideration and instead install an electric charging point on an alternative road/street. For example Westfield. If you would like to discuss this in more detail i am happy to be contacted on the details below.</p> <p>--</p> <p>Why do we have to loose another parking space in an already cramped area. There is already a charge point at the beginning of eastfield road, how many will be installed as a maximum in this type of road? I do object because there is a charge point already and even tho eastfield road is half a mile long it is in two parts and the the charge point already in position is at the start of eastfield road as it's a one way road and number 78 is only a minute walk from said point. So in fact if your saying that eastfield road is half a mile then if it's in two parts then the first part is only a quarter of a mile long and the other quarter is over Prince Albert road which has nothing to do with the first part only by name. Eastfield road is only half a mile long as said by google maps</p>
<p>EMPSHOTT ROAD North side, outside No.89</p>	
	<p>I of course would like to oppose the decision as parking on my road is hard enough as it is but to encourage other members of the area to park here as well as the business and co op visitors for Winter Road would be a nightmare. I understand people need to charge their electric cars but think installing these points should be reserved for outside their home or in a communal space such as at</p>

the end of the street by the co op where there is less residential properties better still on Winter Road. The proposal would mean that if the bay was marked up I could receive a PCN for doing so even if no one with an electric car was even parked there, what a waste of a space. My thoughts are the money would be better spent on marking bays anyway to stop people parking like absolute fools! Sometimes parking is impossible due to the gaps left between cars being a large waste of space but not big enough to actually park in. Parking bays in my opinion would be a better investment and then save the electric installations for outside of peoples homes who have actually taken the step to buy an electric vehicle already, the same way it works for residential disabled parking. I dont think installing points in random places is the answer as thier are not enough affordable desirable options of electric car models available to make people make the switch so think until that time comes it is a waste of time and money!

Please keep me informed about this as I strongly disagree with the proposal.

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It is proposed to provide three charging points close together in this part of Southsea - in Liss Road, Empshott Road and Haslemere Road. The parking situation here is difficult - the new resident parking scheme has not eased the situation sufficiently at night. It is still almost impossible to park near your home when returning in the evening. The proposed parking bays for charging are only to be used when the car is being charged according to your letter. This means that, once charged, the car will have to be moved to park elsewhere, leaving the charging bay empty. At this stage in the programme it is assumed therefore that there will be three spaces left empty during the evening/night when parking is at a premium. I support measures to encourage the use of electric cars generally, but believe that there needs to be 'tipping

	<p>point' reached before charging facilities are provided in roads without off street parking. Instead, would it be more sensible and practical to look at other off road opportunities for placing charging points near by? The obvious case in this part of the City would be to install charging points in the large car park near B&Q - the car park is never full during the day and at night empty, so placing charging points here would be an ideal way to provide facilities close to residential areas for charging cars without unduly worsening the parking situation in the roads near by. As use of electric cars increases, so consideration of providing facilities in the roads can be considered. Although in your letter you suggest that the parking bay would 'become enforceable' and a car has to be plugged in and charging otherwise a PCN may be issued, the question to be answered is whether the Council will be checking these sites in the evening/night after the resident parking times have expired. If not this would undermine confidence in the system.</p>
<p>ESSEX ROAD South side, outside No.39</p>	
	<p>I'm a resident on Essex Road and I'm emailing to express my full support for the electric vehicle charging point. Hopefully it's the first of many more in this city! Many thanks.</p> <p>---</p> <p>I agree with everything in your recent letter about encouraging EV use, reducing air pollution, and installing more charging points, etc. So, everything you propose is great in theory. However, in practice, this is neither the time nor place for a charge point. Why? Because currently parking in Essex Rd is a complete nightmare! There are simply not enough parking spaces. If I drive home in the evening or at weekends, there is nowhere to park. Giving up just one space to EV charging, will exasurbate the problem for me and my neighbours. This is exactly why I have not requested a charging point for my use. I</p>

drive to a local fast-charging station which is much quicker. I believe my area is being considered for a Residents' parking scheme, following a 90% favourable response from a recent survey. This may reduce the number of cars parked in the road, which is a great thing, but even so, I believe the better course of action would be to increase the number of super-fast charging stations in public areas, rather than install domestic ones.

We wish to object to the electric vehicle charging point you propose to install @ 39 Essex Rd. We are both pensioners & need transport for hospital, doctors & shopping etc. We have trouble parking at the best of times & this will make things a lot worse. There is waste land at the end of our road that could be utilised, it could take a couple of charging points & allow more parking spaces in Essex Rd..

Thank you for your letter dated 7th September about the proposed electric charging point for cars outside 39 Essex Road.

Firstly can I state I understand the need for these points and that electric cars will undoubtedly be a necessity in the fight against climate warming and the current eco state of the planet. We already drive a hybrid, partly for eco reasons.

However I would question the site that has been chosen for this segment of Essex Road.

At the eastern end of this section of Essex Road, there is a section of spare land and a lamppost opposite which must have an electric supply, and I wonder if this could be an alternative possibility for your consideration.

I leave this for consideration in your capable hands.

	<p>---</p> <p>Objection to Electric charging point – 39 Essex Road</p> <p>With reference to your recent letter dated 7th September 2020, we wish to record an formal objection regarding the charging point installation outside 39 Essex Road. This would be based outside a house where pensioners with mobility issues live and also opposite a disabled parking bay. As a resident we try to ensure that parking outside no 39 is available for the elderly couple that live there as we are only too aware of the mobility issues.</p> <p>As an alternative solution, may I suggest the following places for installation</p> <ul style="list-style-type: none"> • 1 - At the bottom of Essex Road, by the phone box which is a dead end in the road fit for parking a vehicle • 2 - Using the waste land at the end of Essex Road, turning this into a mini car park for electric vehicles only. This has the benefits of potentially serving many roads around Essex Road, as could also attract people to the local shops, at a time when business could use the support. Plus, this land could part potentially 6-8 vehicles, making it a very green and long-term solution.
EXMOUTH ROAD West side, outside no.10/12	
	<p>I am writing to to say how pleased I am that there is a proposal to install an EV chargepoint in (Exmouth Rd). I am impressed with PCC's progressive plans for installing more of these throughout the city. It would be great if there could be some faster charge ones in places as well.</p> <p>--</p> <p>I have been away and recently got back to find the letter regarding the electric car charging in Exmouth Road. I am fully in support of this as I am an EV driver and would love to see more eco friendly options available.</p>

FESTING GROVE (a) North side, outside No.23/25 (b) North side, outside No.73	
	<p>I note that two electric vehicle charging points are proposed for Festing Grove. Given that an resident's parking zone is also proposed for this road I hve the following questions.</p> <p>Does this mean the loss of two parking spaces for residents who do not own electric cars?</p> <p>Will owners of electric cars be prevented from making permanent use of these spaces, and if so, how?</p> <p>---</p> <p>I'm all in favour of electric vehicles, but due to the underhanded way Portsmouth City Council has introduced residents parking zones across the city and the impact of displacement parking, it's already really hard to find a parking spot in Festing Grove and now you want to take away several parking spaces.</p> <p>---</p> <p>I fully support the plan to install chargepoints in our road. My one concern for the future is that as the number of electric vehicle owners increases, demand will outstrip supply, just as demand for car parking spaces outstrips the number of places currently</p> <p>---</p> <p>I support the encouragement you are giving to people who wish to change to electric cars but could I request a few provisos please: Will your parking officers check frequently that these spaces are used for charging & not just as personal parking spaces? We rarely see parking officers if at all in Festing Grove, despite me writing to the Parking Office to report continuous illegal parking on</p>

	<p>corners.Can you implement the Residents Parking Zone in Festing Grove before you remove two general parking spaces? We currently have horrendous parking issues in our road due to there being Parking Zones in neighbouring roads.</p>
<p>FORDINGBRIDGE ROAD East side, outside No.60</p>	
	<p>i am writing to complain about the new electric charge point proposed for Fordingbridge rd.We already have a charge point in our road which is never used. As you know parking is a big issue and with my work i do not get home until 7pm and i cant get a space in my road and it is very frustrating to drive past the charge point space each night and its always empty. Since it was installed in 2019 we have only seen a car using it on three occasions so i think you should be installing it where it would be used and certainly not adding another one. Your team are obviously not managing the charge points or they would have seen its not being used. I intend to contact the Portsmouth news for freedom of information request to prove that its not justified where it is and not being used.I would like to stress i am in complete agreement on having lots of charging points but surely only where they are used. Please can you get back to me on this and give me the usage of this charge point and please dont insult me with a standard reply sent to everybody who complains as i have had them before.</p> <p>---</p> <p>Re the news that an electric charging point is being put outside no 60 fordingbridge road. Whilst i know this is the 'way forward', at the present time it is an inconvenience. It in fact is the second electric point in the road as there is one outside no 1. It is already hard to park in the road as several houses have multiple cars. (One house has 4 another 2 possibly 3 and yet another 2). As some of those belong to young girls who could be in danger by parking some streets away and then walking home. Can i suggest you sort this parking problem out before you start taking away</p>

parking places for the minority. Also my wife needs me to park as close to our house as possible due to her walking either with a stick or a walking aid. (We cannot have a disabled place as she is not ranked as disabled enough). But sometimes if late getting home we have to park in another road. Something is not right. It appears that the minority rules nowadays.

Thank you for the recent notification about further electric vehicle charge points being added to the system. I think it is a good idea to place these points in residential areas so that people who have already changed to electric cars can easily access their power source, and it might also encourage further residents to make the change too. My concern is the already limited parking situation certainly on my road - Fordingbridge Road. We already have a charging point at one end of the street, (in effect losing one potential parking space) and you are now proposing to install another point further along the same street. This will mean another lost parking space. Where are people meant to park their car when more and more residents ask for a charging point? I know there are a lot of cars in Portsmouth and it is a problem. I know that some people will look to adjoining streets to park instead, but they too are already full with cars and the business vans people use for their work. Is it possible that in this early stage of placing electric vehicle charging points that there could be a limit on how many points are allocated to each street so that residents are happy that everybody's parking needs are being considered?

i am writing to complain about the new electric charge point proposed for Fordingbridge rd. We already have a charge point in our road which is never used. As you know parking is a big issue and with my work i do not get home until 7pm and i cant get a space in my road and it is very frustrating to drive past the

charge point space each night and its always empty. Since it was installed in 2019 we have only seen a car using it on three occasions so i think you should be installing it where it would be used and certainly not adding another one. Your obviously not managing the charge points or you would have seen its not being used. I intend to contact the Portsmouth news for freedom of information request to prove that its not justified where it is and not being used. I would like to stress i am in complete agreement on having lots of charging points but surely only where they are used. Please can you get back to me on this and give me the usage of this charge point and please dont insult me with your standard reply you send out to everybody who complains as i have had them before

Fordingbridge Road is not a long road and as there is already a charging point outside No. 1 Fordingbridge road why is there a need for a second. The reason I bring this up is since the charging point was installed outside number 1 it is hardly hardly used at all. Together with this charging point there is another point opposite on Henderson Rd in front of No1 Fordingbrdige so therefore within 46 paces you have 2 charging points. I'm not against No.60 having a point but No. 1 has no need for this point as they do not have an electric vehicle so therefore if No. 60 needs it then can you please consider the viability in removing the present point at the start of Fordingbridge Rd as parking here is so so difficult.

I am contacting you to strongly object to the proposal of a "SECOND" electric vehicle charging point here in our Fordingbridge road (at number 60). We already have an electric charging point at number 1 Fordingbridge road which is very rarely used. We also have another electric charging point just "20 Yards Away" at number 110 Henderson road, which

	<p>I have “never ever seen being used”. So we already have two very valuable parking spaces taken from us already now, and we certainly do not want to lose a third one.</p> <p>Hayley, it is very frustrating to return home to our road and find that the existing two electric charging/parking spaces have remained empty all day, all week, every month, and you have nowhere to park your own car, in your own road that you have lived in for over 35 years, so please don’t install a third one here, not in our road anyway, why not Bransbury road where there is ample parking, on both sides of the road ,all of the way along.</p>
<p>GAINS ROAD (a) North side, outside No. 21 (b) North side, outside No.37</p>	
	<p>As a home owner on Gains Road, Southsea I have received a letter regarding the pending installation of an Electric Car charging bay on Gains Road. While I applaud the initiative to have electric charging points, I have to say only installing one bay and then policing it similar to a Disabled Bay seems to be insufficient given the future requirements that will be needed for Electric car charging.</p> <p>Personally I am reluctant to purchase a plug in electric car until such point as there is enough infrastructure to ensure that I will have the facility to charge the car when required. I appreciate the issues the on street parking in Southsea presents in providing this infrastructure, but one point servicing over 100 properties who may all have an electric car in the near future is insufficient. It also removes one space from the already crowded road and it could be say there are 3 or 4 households with cars requiring charging and the first one arrives with the space free, and then parks there for the whole day or overnight and so blocks the space from other users. Ideally the whole street should be setup at the same time and so there will be multiple points sufficient for all cars parked on the road with no restriction to usage of the bays.</p>

	<p>This would actively encourage me to look at an Electric Car and it would not matter where on the road I parked. If you are planning to introduce the infrastructure please have the foresight to set it up for the future and not to have to revisit the road in 2 or 3 years to put another couple of bays in. The government is directing everyone to have electric vehicles the main inhibitor is the infrastructure to charge them.</p> <p>---</p> <p>Thank you for the letter about the proposed electric vehicle charge point.</p> <p>Your letter states outside number 37, I believe that there are also plans for outside number 21.</p> <p>How long will electric vehicles be allowed to park there? Once charged I expect they will have to move - what happens if the charge finishes and it is not moved, or it is the middle of the night? Are they expected to move it? They may not then be able to park anywhere else nearby.</p> <p>And we lose 2 parking spaces. If I get home from working away late in the evening and the space is free but no other, can I park there until the morning if no-one else is using it? I am paying for a permit to park in my road after all.</p> <p>If anyone is charging between 16.30 and 18.30 do they need to be registered to park in the MD Zone?</p> <p>Presumably they pay for the electricity used? Are they contributing to the installation cost?</p> <p>I can see the benefits but also potential downsides for other residents, ie two parking spaces lost and standing empty most of the time.</p> <p>---</p>
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	<p>Thank you for your comprehensive answers. Are Plug-In Hybrids included?</p> <p>You say cars are exempt from permits when in bays, and if they are plugged in they can park whether charging or not as "charging status isn't always visible to an enforcement officer". What happens if someone else has a valid requirement to charge there whilst another car is plugged in? Doesn't the bollard indicate whether charging is underway?</p> <p>I have had the following from Ubitricity:</p> <p>"As an indication of the various steps of the charging process, we use an LED on a charge point.</p> <p>Green blinking light should indicate a successful charging process going on. The faster the light flashes, the faster the energy is going through. For your ease, we also would like to add an explanation for other colours of the LED:</p> <ul style="list-style-type: none"> • Blue (solid): Available • Orange (solid): Plugged in • Orange (blinking): Attempting online connection (only DA/PAYG) • Green (solid): Not charging (connection is okay, the charging process is authorized) • Green (pulsating): Charging • Red (flashing): Error • No LED/Black = CP is faulty. (most likely)" <p>So it seems solid green indicates charging has finished, surely it should be vacated for another user? Are cars from outside the residents parking zone able to use the charging bays?</p> <p>---</p> <p>I have received notification via a lamppost and a letter informing me that there will be a charge point in my road. I nor my neighbours have been consulted. If there are interested residents then the points need to be outside their houses and a further payment required. Having a point in my road will mean that I or any elderly visitors can never park in that space despite it being in my road. I look</p>
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	<p>forward to hearing from you and I strongly object.</p> <p>---</p> <p>I object to this proposal. We have just got our road zoned and now you propose to remove two (why two?) of our parking spaces for electric charge points, with crazy usage constraints. For the vast majority of the time, these will be unused spaces reserved for the privileged use of people with electric-only cars, probably visitors to the area. There is already a charging point in Wimbledon Park Road, which hardly ever seems to be used - there clearly isn't any demand for these facilities at this stage. All the neighbours I have spoken to agree with me - this would be a total waste of money and will just antagonise local residents.</p> <p>---</p> <p>I am writing to you to confirm my support for the proposed installation of 2 electric charging points in Gains Road. It is vital that this infrastructure is put in place to encourage the switch to electric vehicles, which can be a challenge in urban environments.</p> <p>---</p> <p>While I support the drive to look at sustainable travel and believe electric cars could be part of the solution, the practicalities and the impact of two charging points in Gains Road needs to be considered.</p> <p>I would welcome officers and councillors to visit Gains Road, a highly populated street with cars. While we do have a residents parking zone, sadly this has had limited effect in offering spaces. Removing two spaces, in a street which has very few available in the first place, is excessive.</p> <p>Please review the number of permits which have been applied for and then compare that against the actual spaces available. For a number of years my wife and I have chosen to share a vehicle, for environmental and</p>
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	<p>economic reasons, not to mention a consideration of fairness. There just isn't the parking available, and the parking zone hasn't solved the problem.</p> <p>Could there be a consideration to looking at alternative streets for the second electric charge point?</p> <p>I have seen that there were an extraordinary number of spaces available in Old Bridge Road, which has recently adopted a zone. In the evening the whole street was virtually empty, it appears that this would be a more appropriate location for an additional EV charge point.</p> <p>I appreciate that there are certain requirements which need to be met to install a EV charge, but it feels particularly unfair that because Gains Road fits that criteria we are burdened with more than most.</p> <p>Finally, it also appears that the consideration for location was based on people expressing an interest, it also it is unfair that those who are able to an afford the expensive of an electric car benefit from practically having their own personal parking space too – which fundamentally isn't equitable either.</p> <p>---</p> <p>Personally I think you are being very unfair to the residents in Gains Road after having months of suffering trying to find a parking space when I come home from work because of the people in zone MD refusing to purchase a parking permit and using our road to park in (although now you have extended the permit to Gains Road and beyond it is not so frustrating) you now propose to install 2 charging units in the road. My suggestion is please install them on Waverly Road by Wimbledon park or the Wimbledon bowls where there is more space (I know you already have one near the park).</p> <p>---</p> <p>In principle I am in favour of the Electric Vehicle Charge points in Portsmouth. However I am objecting at this stage to the</p>
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	<p>proposal for Gains Road, as I do not believe residents have been given sufficient information to make an informed decision. What I am not clear about is the following: Surely electric cars will just leave themselves permanently plugged in to keep these designated parking spaces? Which effectively means that electric cars have the equivalent of their own permanent designated space. If more people request these, this would surely be unviable and also unfair to people who pay for a permit in the street but perhaps cannot afford to change their car to an electric car at this time. I may have misunderstood how this works, so apologies if I have. But I feel residents should be informed as to how this is going to work in reality and then put this to consultation again. Despite our parking permit scheme being implemented in Gains Road this is a busy road for parking and I am concerned that this is going to reduce spaces even further. Surely if two spaces have been requested in our road, one space could be shared, instead of blocking out 2 spaces for all residents in a street where parking is already difficult? I would also like to say, on a separate note, that I have noticed in the MF zone that the streets have barely any cars/there are a disproportionate amount of spaces available during the zoning hours. When the consultation for parking permits in this area were being consulted upon, I fed back that it felt that the Gains Road area would be better matched with the MF area rather than the MD area, as many of us used to park in the Craneswater area when we couldn't get into the road. Now we can't do this - despite the very (disproportionately high) number of spaces available in the MF zone) whereas the Waverley Road area we are matched with is always busy. I would ask that this is reviewed now that the schemes have been implemented accordingly.</p>
GLADYS AVENUE East side, outside no.76	
	<p>I write regarding the proposed EVC point outside 76 Gladys Ave Whilst I wholly support the need for such points and the eventual</p>

	<p>environmental advantages, I do think that in this case the whole plan has not been properly thought through! Gladys Ave is a main emergency vehicle thoroughfare and has blocks of double yellow lines intermittently along its whole length. This reduces the number of parking spaces in relation to the number of households. There are currently, to my knowledge, no electric cars owned by residents Near to the proposed point. Given the above, would it not be more practical and helpful to residents as a whole to place a charging point in either Wadham or Oriel Rd which are one way and have no yellow lines? (I also believe that there is an electric car owner resident in Wadham Rd)</p>
<p>GLASGOW ROAD (a) North side, outside No.28 (b) North side, outside No.48</p>	
	<p>Thank you for the recent letters regarding the installation of electric points along Glasgow Road outside 28 and 48.</p> <p>I do not agree that these locations are the best location in the road.</p> <p>As I'm sure you are aware, the parking in Portsmouth is horrendous. To have two or more parking spaces removed from this road is completely unfair to the rest of the residence who live here. I personally can not afford an electric car so won't be buying one any time soon.</p> <p>If there is a resident or two from Glasgow Road who have an electric car, why do they get to have a space each? This would never work if laid out across the city surely?</p> <p>I would like to ask why these have been proposed to be outside these two addresses? If you continue up the road towards the dead end, you have three street lamps on the same side as the elderly residential flats. This would be a much better location as most of the parking places there are over flow parking from residents around the area. Working vans for example. Have you checked to see how many of the elderly residents own a car at the far end of Glasgow Road and therefore wouldn't be effected if one or more spaces were lost for a charging point?</p>

There is also a street lamp outside 67 which is further up the road towards the park with ample parking across and adjacent to the park. Again this would not impact on as many residents.

Have you also considered the parking bays along by the Milton shops?

Has anyone actually investigated why two large camper vans on the junction of Transmere Road and Glasgow Road have been parked there for 4 years. The one on Glasgow Road outside @ 61 hasn't moved in 4 years and the huge motor home opp 37 Transmere road has moved once! This vehicle takes up at least two parking spaces. I understand the need for charging points, however giving the owners all of these vehicles parking privileges is extremely unfair. As residents and car owners in Portsmouth, we have absolutely no control over how many houses, flats and cars are on this island. We are being penalised by decisions made out of our control.

Portsmouth is over populated so of course air pollution and parking is a nightmare.

Yet we keep building and building creating these problems.

So, my option would be "no" to losing two parking spaces in the middle of the street effecting loads of residents for the benefit of one or two who are fortunate enough to be able to afford an electric car!

Please keep me informed of any changes to this proposal. Thank you.

With regards the suggested plan for electrical charging points in Glasgow Road Southsea I would like to register my objection.

We struggle enough with parking in this street and with new permit parking in other roads getting closer, which will make our spaces even more precious, the loss of two charging points when I have never seen an electric car in the vicinity is ridiculous.

If the council is so keen on charging points put them up in the car park at the top of the

	<p>park or dig up a bit of the park at the end of Glasgow Road.</p> <p>---</p> <p>As a resident of Glasgow Road I'd like to respond to your letter dated 7th September regarding proposed electric vehicle charging points. Whilst I'm pleased to see this general development of infrastructure I do not support these proposals in their current form.</p> <p>Instead I would urge you to consider the alternative installation of 1x charging point on Eastney Road (outside no 148) and 1x charging point on Tranmere Road (outside no 35). This offers the same number of charging points, each within very close proximity of the originally-planned locations but would:</p> <ol style="list-style-type: none"> 1/ reduce the need for installation of new, intrusive street furniture as both the alternative locations I suggest feature kerbside streetlamps; and 2/ increase the visibility and availability of charging points to through traffic. <p>My first point is significant in the context of the demographic of Glasgow Road. Although the street is not a through road for vehicles, it's a key thoroughfare between Milton Market parade of shops at its western end, and Friendly Society homes & Bransbury Park at its eastern end.</p> <p>Installing charging points on Glasgow Road will necessitate charging "bollards" on the pavement because the existing streetlamps in both proposed locations are non-kerbside. These bollards will be intrusive and inconvenient to all footpath users: pedestrians including older residents of the friendly society homes who are seeking to prolong their independence; mobility scooter users (at least three of my neighbours depend on these aids); families with young children in buggies or on play scooters/ small bikes- access to Bransbury Park means that this road welcomes more of this latter group than most residential streets. I know the bollards are</p>
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installed elsewhere but I have seen few if any installations where the pavement width has been reduced to what is proposed for Glasgow Road. You may argue that the footprint of the bollard is diminutive. I would counter that infrastructure for cars should no longer remove valuable space from footpath users, especially in this time of promoting active travel alternatives when there are viable alternatives very nearby.

Secondly, charging points are as valuable a resource to those visiting an area as they are to that area's residents. Again at this time of promoting active travel, which has seen the Council begin to recognise the importance of Low Traffic Neighbourhoods, I believe you should be looking for the greatest adherence to this LTN ethos from all new schemes. Moving one of the proposed charging points from Glasgow Road to Eastney Road would increase its visibility and accessibility to visiting drivers. This in turn would minimise the need for any drivers other than access traffic to use Glasgow Road, without diminishing the convenience of the charging point to local residents.

Finally, and I guess this is directed more at my ward councillors than the Traffic Planning Team, I want to put on record my exasperation at the three-year trial period. It's not that I think this is necessarily too long or too short for the scheme in question, but that the stated trial period in this instance highlights the Council's disdain for the active travel schemes that have been sought particularly by pedestrians, cyclists- not to mention Central Government- since the beginning of the lockdown period. Within Portsmouth some of these schemes have been introduced and removed in the space of just months; others are yet to start despite both urgent demand and funding deadlines. In the face of chronic air quality & congestion issues and an acute health pandemic that's seen citizens instructed by Central Government to walk or cycle, I'm disgusted that those in power at the Council continue to

	<p>show such bias towards schemes that favour vehicle users above all other modes of travel.</p> <p>Without detracting from the many actions the Council has taken to ensure the health & safety of Portsmouth residents, it is a shameful failure of leadership that this city, whose topography and climate is ideally suited to active travel, has not sought to capitalise on the unique opportunity to disrupt the status quo.</p>
GLOUCESTER TERRACE North-west side, outside No.9	
	<p>I am writing to object to this proposal for the following reasons: There is only 13 legal non-disabled parking space on this road for residents. The road is surrounded by high-density multiple occupancy flats and large properties making demand high, especially over-night. The parking on Kings Road is likely to be removed in favour of cycle paths, with a loss of approx 30 spaces, and many of these cars will be forced to look for spaces in the surrounding streets, including Gloucester Terrace. We are on the southern edge of our residents' parking zone LA North meaning we can not look south for space. There are many yellow lines and restricted parking all around the North of our street, and finding an overnight car parking space can be a mammoth task, resulting in a lot of anxiety and sometimes conflict with other people in the area. Cars experience damage when parked in some areas of our zone, as the residents resent strangers restricting their local parking options, despite being in a legal parking zone. In summary, while you are only proposing to dedicate one space in Gloucester Terrace for electric car charging, every space is valuable to the great majority of the residents and this loss will cause even more anxiety and stress than we experience already. For electric car adoption to increase significantly, the council needs a curb-side charging solution in every parking position then allowing any car to park in all spots. Adding the odd charging point here and there is only converting the odd car to electric. This</p>

	<p>may tick a box for the council or allow you to take advantage of the additional budget but it won't solve the emissions issue in the city. Also, currently, the resident needs to be affluent to purchase an electric car large enough for a family; affordable options are limited. Until I can get home from work and know there will always be a charging point to charge the car ready for the next working day I can't risk changing to electric. I could not make the jump even if you added multiple charging spots nearby, as there is a risk the car could not be charged. For the reasons stated I object to this proposal, however, I would welcome a more practical curb-side charging solution that works for all motor users and if that happens, would change to an electric car in a heartbeat.</p>
GOODWOOD ROAD West side, outside No.17	
	<p>In conclusion I am very much AGAINST the waste of a valuable parking space.</p> <p>---</p> <p>In response to your letter regarding the proposed electric points plan, I wish to register my strong objection. Firstly the parking permit scheme commenced last year which I believe has definitely enhanced the chances of parking in our road/adjacent roads. This is a scheme which we PAY for, I do not agree with these spaces being removed for residents and non-residents to use purely based on the usage of an electric vehicle. Surely if any electric vehicle can use the space it'll be a free space for non-residents to use, just by plugging in. How is this fair? They could be taking up the space during our enforceable 2 hour window for free and denying residents its use. In theory, that space could be empty for periods of time when a resident could park in it but can't if they don't own an electric vehicle, how frustrated would that make most residents feel when all they want to do is park near to their home but can't. A complete waste of a space that we've PAID for. I notice that Goodwood,</p>

	<p>Oxford and Lawrence roads are proposed, how is it okay to have 3 roads in a row with these points when it's a city wide scheme. 2 of these roads are in the MD Zone, again, how is this fair, we'd potentially lose at least 2 paid for spaces. I think these points should be on main roads/car parks etc. If, for example, 1 resident in Goodwood Road had an electric car, surely, in theory they could pretty much have the space to park in as long as they plug in and they beat a non-resident to it? Does the charging point indicate when the vehicle is charged, and if so, does the car have to be driven out of that space straight away? Again, if not, it becomes someone's parking space for as long as they want. If a member of the public/warden can see if the vehicle is charged and still in the space will they receive a penalty notice? I don't believe that we as paying residents/home owners who plow money into this area should be denied the use of valuable parking spaces. I also don't believe that until there is a huge takeup on electric vehicles, should this scheme be looked at. It would benefit the very few, not the majority of vehicle owners. I acknowledge that electric vehicles are very likely to be the future but I imagine that most households aren't able to afford to change their vehicles to suit this ridiculous scheme right now, and why should they be pressured into potential debt?</p>
<p>GROVE ROAD SOUTH West side, outside Holmbush Crt, just north of Queen's Crescent</p>	
	<p>The advantages of a site in Grove Road South are numerous. Firstly if you look at the current provision there is nothing in central Southsea. From where I live I have a 10/15 minute walk to the nearest charge post, which in itself isn't a problem but as the winter gets stuck in those walks will be in the cold and wet. The second advantage to Grove Road South is that that site is not using anyone's parking permit area as this site is a free parking site, so complaints from local residents will be minimal. Finally this site will be quite visible, the more people see that</p>

	<p>there is provision in Portsmouth the more people we can get to convert to electric cars. I know you have said that the electrical supply to lamp posts isn't high enough to get two bays in there but maybe in the future a bigger supply could accommodate more double bays? The other issue Portsmouth has is the lack of fast charging,. The one fast charge point at Wightlink has two bays but the Polar facility can not charge two vehicles at once! Why not? Many thanks for considering the Grove Road South option, hopefully it will win approval.</p>
HASLEMERE ROAD East side, outside No.39	
	<p>I'm writing to express my full support for the installation of an electric car charging point in Haslemere Road, Southsea. This is following receipt of your letter dated 7th September'20. Although I don't yet own an electric car, the installation of these points is exactly what the council should be doing.</p> <p>---</p> <p>Whilst I applaud the councils efforts to reduce carbon emissions within the city this application I must object to. Within our short stretch of road there are some sixteen houses. Already we have two disabled bays which are needed. Could this electrical charging bay be placed elsewhere, so as not to deny another parking space?</p> <p>---</p> <p>Having spoken to various local Estate Agents this will have a negative impact on the value of my property, one mentioned the possible sum could be in the region of a 15-20 thousand pounds devaluation. Due to already marked out disabled bays close to my house there is already very limited and a lack of parking in this one way road section of Haslemere Road. I fail to see why the use of lampposts on the corner and side ends of the streets are not being considered for use for charging bays as these would not be directly</p>

in front of people's houses.in your proposal you say a request has been made for a charging bay in Haslemere Road so surely a better use of public money would be to install the charger outside of that residential property who made the original request. I would like to be able to voice my opinion directly to the planning committee that are making the decisions of this.

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It is proposed to provide three charging points close together in this part of Southsea - in Liss Road, Empshott Road and Haslemere Road. The parking situation here is difficult - the new resident parking scheme has not eased the situation sufficiently at night. It is still almost impossible to park near your home when returning in the evening. The proposed parking bays for charging are only to be used when the car is being charged according to your letter. This means that, once charged, the car will have to be moved to park elsewhere, leaving the charging bay empty. At this stage in the programme it is assumed therefore that there will be three spaces left empty during the evening/night when parking is at a premium. I support measures to encourage the use of electric cars generally, but believe that there needs to be 'tipping point' reached before charging facilities are provided in roads without off street parking. Instead, would it be more sensible and practical to look at other off road opportunities for placing charging points near by? The obvious case in this part of the City would be to install charging points in the large car park near B&Q - the car park is never full during the day and at night empty, so placing charging points here would be an ideal way to provide facilities close to residential areas for charging cars without unduly worsening the parking situation in the roads near by. As use of electric cars increases, so consideration of providing facilities in the roads can be considered.Although in your letter you suggest that the parking bay would 'become enforceable' and a car has to be plugged in

	and charging otherwise a PCN may be issued, the question to be answered is whether the Council will be checking these sites in the evening/night after the resident parking times have expired. If not this would undermine confidence in the system.
HAVELOCK ROAD North side, outside No.9	
	I am against this electric Charge bay going outside number 9 I do not want to lose a space near my property. However I would be happy if it were placed by the dentist as this is a part of the road which no houses are present. I'm sure many people would prefer this option Havelock Rd resident
HAYLING AVENUE North side, outside No.151	
	<p>Good evening from XXX Hayling Avenue Really please our address and Hayling Avenue have made the list ... this will open up our options to purchase our family electric vehicle once the works have been completed Thanks again PCC</p> <p>---</p> <p>I am writing to you to strongly object to the proposed electric charging point being installed in Hayling Avenue. The area has a huge parking issue already with overflow commercial vehicles from the surrounding roads that have permit parking in place. Not enough room already for residents and dropped Krebs being added without any consideration for the space around the drop Krebs and whether this space remains useable. Your information states that only electric vehicles can use the space and must be being charged. Electric cars make up a small percentage of the vehicles on the road at this time. To avoid impacting on the majority of vehicle users why cant the electric points be added to areas were there is permit parking and permits issues to those few electric car owners. It must be the responsibility of the car owner at the point of purchase to consider how they would charge</p>

	<p>there vehicle and there decision should not be making it even harder for other residents to park.</p> <p>---</p> <p>In response to your notification of the above proposed charge point I feel this is totally irrelevant and not necessary. Almost every house in this vicinity has its own rear access/garage so should be able to charge any vehicle at their own premises. In addition the available parking in the area is already abysmal so to exclude a parking space would be detrimental.</p> <p>---</p> <p>With reference to your letter, dated 7th September, re the installation of a charge point on Hayling Avenue. Whilst I agree wholeheartedly with the installation of charge points across the city I do not feel it would be beneficial outside 151 Hayling Avenue. The residents, particularly on the northern side, have ample off street parking to the rear of their property. Removing a parking space places extra pressures on on street parking for visitors or those without alternative parking options. During the evening there is often a lack of capacity for on street parking and thus people are forced into other local streets. I feel the charge point would be more beneficial to an area without alternatives. If one must be places on Hayling Avenue there are disused bus stop spaces located opposite Marina Grove and by the One Stop.</p> <p>---</p> <p>I would like to voice an objection to this proposal because it takes away a parking space, which are few and far between in this road; it will mean that the electric vehicle essentially requires two parking spaces. I also do not for one moment believe that after the charging time is complete, someone is going to get up in the small hours of the morning to move the electric vehicle. For one</p>
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	<p>thing there will be no other spaces available for that vehicle to move into. The 'enforceable' nature of these spaces in this scheme is not in any way appropriate and will not work alongside Portsmouth's horrendous parking problems.</p> <p>I would feel less objection if the old bus stop on Hayling Avenue (near the junction with Marina Grove) could be converted into parking spaces to make up for the electric vehicle charging space that is no doubt going to be installed.</p> <p>I do not object to this city trying to lower its emissions and aiming to have clean air, but feel that all of the environmental lessons learned from covid lockdown have been utterly forgotten and the government both national and local are simply pressing on with forcing the working classes to stump up for expensive electric vehicles. I would rather they alter the way in which our societies and systems operate and lead from the front; changes should be made from the top down, not the bottom up.</p> <p>Furthermore, I haven't got all of the information about how electric vehicles will work; are the batteries fully recyclable, for example? Doesn't this just 'greenwash' the situation and encourage consumerism rather than changing our bad habits? So, in summary, it's a conditional 'no' from me right now.</p>
<p>HIGH STREET, OLD PORTSMOUTH South-east side, outside No.17</p>	
	<p>Whilst I have no objections to the introduction of electric charge points I do question the logic of placing two charging points only 8 properties apart, on the same side of the High Street, especially as the one already outside 25 High Street has only been seen to charge a vehicle on less than 5 occasions since its conception. It is however used as a convenient gap in parked vehicles to allow residents to unload shopping from vehicles in some safety instead of blocking the road.</p> <p>---</p>

Whilst I have no objections to the introduction of electric charge points I do question the logic of placing two charging points only 8 properties apart, on the same side of the High Street, especially as the one already outside 25 High Street has only been seen to charge a vehicle on less than 5 occasions since its conception. It is however used as a convenient gap in parked vehicles to allow residents to unload shopping from vehicles in some safety instead of blocking the road.

I am against the installation of another electric point on the High street as the one further down I've only seen used once. If no 17 could use this as there are less and less spaces on the high street 2 new disabled and the loss of space outside the duke of Buckingham pub which is taking 3-4 parking spaces and it effectively means they gave a guaranteed space outside their house. New electric vehicles are self charging and do not need a point. I suggest more at supermarkets and non residential areas.

Thank you for your letter regarding the proposed charging point outside 17 High St. I would like to object to the installation of another point in this part of the High Street in this current climate. We already have one charging point outside Crown Court which is in close proximity to the new proposed point. Since it was transferred from standard resident parking to an electric charging point I have never witnessed a car charging outside Crown Court, I do however witness endless resident cars driving up and around the KA zone who reside in the High Street struggling to park. Surely counteracting what you're trying to achieve? I understand most properties around the proposed point outside 17 High Street are lucky enough to have garages and therefore the ability to charge their vehicles off road. If this isn't the case I still cannot fathom why they cannot use the

	<p>existing underused charging site outside Crown Court, less than a minutes walk?</p> <p>A car requiring an electric charging point is, in a time when we are all struggling to maintain employment, a luxury few can afford or dream to aim for with the economy and outlook so uncertain. Therefore, fantastic as it is to encourage us to go electric, the cars are too expensive currently. Most residents in the area like myself, walk, cycle or take public transport, using a car when only truly necessary.</p> <p>I feel the extension of this scheme in this location in the High Street, where we already have an underused point within a minutes walk, seeks only to side with those in a financially fortunate position who cannot be bothered to walk a minute down the road. If there has to be an allocation in the area at least spread them out within the zone rather than pinpoint two sites within 100metres of the other.</p> <p>---</p> <p>With reference to your letter with regard to a new charging bay to be installed by 17 High Street, Old Portsmouth I would like to make an observation. I own an all electric and have tried to use the existing charging point in the High Street. However each time I have been denied as the cars either side have parked with wheels on the white lines either side making the bay too short for my car. May I therefore suggest that rather than put it in the middle of parking bays why not put it on the end of a line of bays. For example outside number High Street. In this way I would always be able to get into the bay. I have spoken to the resident and they would welcome the bay there. I trust you value this feed back from an electric car owner and I hope you pass this email on to the decision makers because without a re-think you will be placing yet another electric bay in the High Street that I and other electric car owners will be unable to use.</p>
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	<p>---</p> <p>fine words!!! the charging point in high street old Portsmouth is very seldom used for purpose as the pupils parents from the high school treat it as a parking bay and they know there are never wardens around to penalize them.</p> <p>---</p> <p>* (Content from feedback document received from Friends Of Old Portsmouth Association - FOOPA - is included at the end of this table)</p>
<p>HIGHLAND ROAD South side, outside No.24</p>	
	<p>Firstly i would like to know why highland street is not included in this TRO as I have been asking for one for over a year now, I have an electric vehicle and would use it regularly. Plus my neighbours are considering there next car to be electric if charging was closer than they are and proposed to be. That will only help improve the pollution levels in Portsmouth.</p> <p>Secondly please can you let me know why Lindley Avenue have two very close together. I know the leader of the council lives in this area and I hope this was not part of the reason for these to be put so close together.</p> <p>I object to the inconsistency placement of these charge point in this TRO, no thought has been given to the length of roads and how many properties in these roads. How can a road with over 100 properties on it has only one charge point and a road with 20 properties on it has two charge points.</p> <p>I also object to missing postcode information in this TRO as the initial 60 roads were given in a postcode list so without doing a large amount of investigation I cant find out how many of those 60 roads have been included in this order</p> <p>---</p>

	<p>We have received a letter dated 07/09/2020 regarding a proposal to install an electric charge point outside of 26 and 34 Highland Road. We strongly disagree with this and object to this being done. Firstly, our residence is number XX. We object to this. While we rarely can get a space due to terrible parking in the area it still does happen every now and then.. If residents in the area do have electric vehicles and have requested this, please place this outside of their houses. Secondly, as mentioned above, parking in the area is bad enough, without having a further 2 spaces taken away and made for electric vehicles only. We recently received notice that a parking zone may be introduced to the area, this would not apply to the north side of Highland road. We have been told that this is due to it being registered as business property (whether it is true, we cannot confirm, I'm sure you can). If this is the case, why are they not being put on the side of the street outside of the proposed area where all can use them and they will not be blocking our spaces? To confirm, we strongly object to these and hope this is taken into consideration and plans are either cancelled or amended.</p>
JUBILEE ROAD East side, outside No.82	
	<p>I object to the proposed electric vehicle charging point in Jubilee Rd Southsea on several grounds. Firstly, I strongly object to my Council Tax funding a private motorists driving, it is an abuse of that money and takes it away from other services. Imagine the outrage if the council were to give free petrol vouchers! If such a point is installed it must be charged at such a rate that covers the cost of the electricity, installation and maintenance. That should also apply to all other such points in the city. Also, should the bay become enforceable if a resident has an electric vehicle, because parking is at a premium in the road, giving one person an almost private parking space is grossly unfair on the other residents of the street, it also removing the</p>

	<p>possibility of the resident who lives next to the changing point from ever parking outside their property unless they buy an electric vehicle. I assume that the total impracticality of widespread electric vehicle charging in Portsmouth has not passed the Council by? With parking as it is, and the almost total lack of off street parking for most residents, the ability to charge vehicles when required will be almost impossible unless pretty much every on street parking place has a changing point. Of course that does not take into consideration the massive upgrade to the electricity infrastructure that would be required to support the hugely increased current demand.</p>
LABURNUM GROVE South side, outside No.226	
	<p>I have to object to this as it is something else to make it more difficult to park on the street. We already have an electric charge point which is hardly used, and when it is it is by one or two cars who quite often leave them for a couple of days (well after they are charged). All other times it is left empty whilst residents are having to park streets away or get tickets for parking on double yellow lines.</p> <p>We are also having two disabled parking bays put in at 191 and 215 (around there, I am not positive on the numbers just know they are close by) and with the ones that are already there, parking is becoming even more of an issue than it already is.</p> <p>Please don't think I am not for electric cars and cleaner air, but there are very few people able to purchase these vehicles at the moment, so I don't think it is something we should be adding until it helps more residents out. Or if you want to, then take them through other roads and at different ends. It was proposed to go nearer North End before, so have one put down there if it has to go in Laburnum Grove</p> <p>Regarding the Disabled Bays, I also have sympathy and understanding, but I would like</p>

	<p>to see some effort at finding alternative parking areas near to our road for us residents who don't have these options and can't walk streets to park their cars.</p> <p>I am already frustrated and angry in the fact that I cannot park my one very small car near to my home, cannot get a dropped kerb (although there is plenty of space for it) I am surrounded by HMO's and Flats. As an Owner Occupier in an increasingly Rented area, I would like to know when PCC will be looking at helping us, as would a few people (Owner Occupiers in my vicinity who would also like to get a dropped kerb or some kind of parking close by).</p> <p>If PCC would like to purchase my house for the going rate I would quite happily move as it seems it has no intentions to attempt to sort out the parking and issues around this area.</p> <p>---</p> <p>Good afternoon</p> <p>I have just received your revised letter regarding the ev chargepoint now being proposed for outside 226 Laburnum Grove, and would still like to object for the reasons below.</p> <p>I would also like to reiterate that the one outside 183 Laburnum Grove stands empty most days and nights and therefore whoever is requesting would be able to use this one. I do not see the necessity for another at this end of the road until the one already here is being used to its fullest potential, and do think consideration for other residents is required in a location where there is a lot of difficulty with parking and people are often being ticketed as there are no alternative parking spaces or locations around.</p> <p>---</p> <p>Thank you for your email, I do appreciate your feedback regarding the point.</p>
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	<p>You state in the figures prior to lockdown, but could you supply the data from start to date, as I certainly haven't seen that much usage and would it record the car that sits there a couple of days or more at a time?</p> <p>I do appreciate that there have been requests, so maybe if it's too far away for them then move the one from our area to a place it will be better served.</p> <p>I am not trying to be difficult but there is quite a problem with parking in this part of the road</p> <p>---</p> <p>Thank you</p> <p>If a car sits in the same space for 3 days although the light is green, would that show in your stats as 3 days?</p> <p>I am asking as the same car as usual was sat in that space for 2 or 3 days this week and didn't move inbetween?</p> <p>---</p> <p>I have received a badly penned letter from the council today regarding electric charge points in Laburnum This reeks of class bias by the council electric vehicles are not in the price range for those on minimum wage or on benefits this means any well off person can gain an allocated parking space in laburnum grove by using there financial advantage to by an electric car Shocking treatment of the less well off in this area Typical elitist policies of the and out of touch with the poor people of Portsmouth and there needs.</p> <p>---</p> <p>Unfortunately I object to this scheme do to the parking in the street, there are many houses with more than one car per household and parking is already a complete nightmare. We are a household with only one car but as my</p>
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husband works shifts can often take more than an hour trying to find parking when he finishes work on a late shift meaning that it's closer to 1am before he gets in then often has to get up to move his car early in the morning. Another reason is that there are now HMO's in the street which can house upto 8 in each house meaning even more restrictions on parking. As much as I would love to be able to support this scheme until the parking is improved and HMO's are not allowed in a residential area I cannot.

Laburnum Grove is an extremely busy road. It is often a struggle to find a parking space after 5pm with cars parking on corners and double yellows just to be able to park. On occasion we have parked 4 roads away as there was nothing closer to home. Having yet another space on the road marked off as an enforceable bay reduces the space for other cars to park, causing yet more problems.

The existing electric vehicle charge point on Laburnum Grove, located near no. 183 is hardly used correctly. Very often it is, like the numerous disabled bays, the only space available of an evening and not in use. In a nutshell, it is pointless. This is in a similar vein to the pointless double yellows around a tree outside no's 157/157A, which has removed a possible parking space from the road, outside 159, where before the yellows we could fit 2 vehicles and not impose on the bays in the turning circle OR the driveway of no 161. Now, only 1 vehicle can fit there

Whilst an electric vehicle charging point has already been installed outside 181, Laburnum Grove I do not feel the need of locating another charging point on 228 Laburnum Grove as proposed. Noting that the reservation of the charging point will mean

	<p>loss of one normal parking spot this will add to the great inconvenience which residents already face due to lack of on street parking spaces. Further the proposed spot is close to the present one; only that it is situated on the opposite side of the road. Therefore I do not support this installation on Laburnum Grove and request you to consider alternate locations on other neighbouring roads.</p> <p>---</p> <p>I have recently received a letter advising me that you proposing to install an electric vehicle charging point outside 226 Laburnum Grove, following 'registered interest by residents in the area' and that the location has been identified following resident request(s)'. Can you specify if this request is by a single resident or more than one, and if so how many?</p> <p>I would also like to know the criteria used in identifying suitable locations, other than the obvious need to have an available power source (lamppost).</p> <p>Having been a resident of this road for more than thirty years I am aware of the difficulty in parking. This particular section of road, numbers 224 to 246, between Belgravia Rd and Kensington Rd, consists of twelve houses of which four have been converted to flats and therefore demand for parking is higher than other locations. I also note that the proposed location is outside a house that is converted to two flats. As is the charging point outside 179 Laburnum Grove. Is this because there is less likely to be any objection from the home owner as they are not resident.</p> <p>For these reasons I would oppose the proposed installation location. I might suggest a very nearby alternative, just around the corner in Belgravia Rd, where the lamppost is set at the curbside, and would therefore make installation easier, cheaper, and less disruptive. This location would also be the first</p>
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	<p>parking space next to the double yellow lines, and would therefore only reduce local on street parking by one space, whereas as the proposed location outside 226 Laburnum Grove would require the loss of one and a half parking spaces. This location would also be to the side of house no.224, and not in front of properties where the need to park and unload shopping and other items is desirable.</p> <p>---</p> <p>I have recently received a letter advising me that you proposing to install an electric vehicle charging point outside 226 Laburnum Grove, following 'registered interest by residents in the area' and that the location has been identified following resident request(s)'. Can you specify if this request is by a single resident or more than one, and if so how many? I would also like to know the criteria used in identifying suitable locations, other than the obvious need to have an available power source (lamppost). Having been a resident of this road for more than thirty years I am aware of the difficulty in parking. This particular section of road, numbers 224 to 246, between Belgravia Rd and Kensington Rd, consists of twelve houses of which four have been converted to flats and therefore demand for parking is higher than other locations. I also note that the proposed location is outside a house that is converted to two flats. As is the charging point outside 179 Laburnum Grove. Is this because there is less likely to be any objection from the home owner as they are not resident. For these reasons I would oppose the proposed installation location. I might suggest a very nearby alternative, just around the corner in Belgravia Rd, where the lamppost is set at the curbside, and would therefore make installation easier, cheaper, and less disruptive. This location would also be the first parking space next to the double yellow lines, and would therefore only reduce local on street parking by one space, whereas as the proposed location outside 226 Laburnum Grove would require the loss of one and a half</p>
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parking spaces. This location would also be to the side of house no.224, and not in front of properties where the need to park and unload shopping and other items is desirable. As this proposed installation is due to be implemented in October/November, I would appreciate an early response.

Thank you for your reply. Please confirm whether the lamp column at the south end of Belgravia Rd is suitable for charging an ev vehicle.

Thank you for your reply. I would like to know how long it takes to charge an electric vehicle using a lamp column charging point. I appreciate this will vary depending on the level of charge required due to the usage of the vehicle. For example, if the charging began at 17.00 (time returning from work) and finished at 2.00am, would the owner be responsible for moving the vehicle in the early hours of the morning, making the shared charge point available for other residents. I make this point because you have informed me there are requests from two residents for this facility. So if two residents both own an electric vehicle, how are they able to share a charging point? Please advise me of your intended procedure should this be the case.

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As you are unable to confirm if the lamp column in Belgravia Road (adjacent to 224 Laburnum Grove) is suitable for an electric charging point I can only assume that you did not consider this location as a possible option. I would therefore conclude that the reason for choosing 226 Laburnum Grove as a suitable location of a charging point is solely based on the proximity to the requesting resident. With regard to the time taken to charge the vehicle I have been monitoring several nearby charge points, and have concluded that

sharing of charging points is not happening as you would like to believe. I have noted this weekend that the charge point at 66 Hartley Road was unavailable from last Friday until this morning. Similarly the charge point at 66 Oriel Road was unavailable from Saturday until this morning. So two charging points have been 'charging' for three days and two days respectively. I would conclude from this that local residents are parking in these charging bays, and leaving their vehicle plugged in for far longer than is necessary to charge the vehicle, because it is conveniently parked close to where they live. As you say in your email, 'it is not always clear when a vehicle has completed a charge'. I raise this point as in the case of Hartley Road and Oriel Road, both have additional charging points in the same road. I can only conclude that these have been provided following residents requests, and the requests have followed the non-availability of a charging point, although one has already been provided in that road. As we already have a charging point nearby at 183 Laburnum Grove, which is not used every day (once in the last week I beleive) it would appear your policy is to provide requesting residents with a charge point within close proximity to their house. Therefore, residents able to afford an electric vehicle will receive a charging point conveniently located, and also a parking space, providing they 'plug it in'. What is your policy regarding the maximum number of charging points permitted in a road. I understand this a trial scheme, and that there may be a requirement to modify your policies as ownership of electric vehicles increases.

Installation of Proposed electric vehicle charging point outside 226 Laburnum Grove

We strongly oppose the above application on the following grounds

Early in 2019 a charging point was installed outside 183 Laburnum Grove, which is a short distance from 226, in fact it is approximately 45 yards from 226 and can actually be seen from the middle of this block of houses. There was also one installed outside 74 Kensington Road, again a short distance away.

I have been told that the point outside 183 is probably only used by one or two car owners, so there is almost certainly spare capacity there; and at present time (with the number of electric vehicles on the road) it should be possible for users to plan their charging requirements, therefore two charging points in close proximity (183 Laburnum Grove and 74 Kensington Road) should be sufficient.

My husband and I have lived in Laburnum Grove since December 1969 and during that time the parking situation has become untenable. Over the years many of these large houses have been divided into flats (or HMO's) and on this block alone of the twelve houses approximately six are flats - many occupiers owning more than one car (that is not including works vehicles brought home overnight, at weekends and left over holiday periods.) There is also the problem of double yellow lines. On the south side of this short block of twelve houses there are lengthy double yellow lines on all four corners, likewise on the north side at the junction of Laburnum Grove and Kensington Road there are two corners. Understandably, double yellow lines are required for safety reasons, however, they severely limit parking spaces in this area of Laburnum Grove.

The proliferation of vehicles together with double yellow lines, extremely bad parking by some residents, also involving people taking up two car spaces with one car, in order to save a space for a family member/friend, the numerous disabled spaces in the road and off road parking on forecourts already leads to extremely tense and stressful situations.

My husband is now in his early eighties and I am in my late seventies and it is not unusual for us to park as far away as Battenburg Avenue, indeed we often feel lucky if we only have to walk from College Park. We have one small car and it seems extraordinary that in order for a few people to charge their cars NEAR TO THEIR HOMES we and the majority of people will inevitably have to park further and further away.

We are nor stupid, we understand and do our part to work towards a greener society, which of course, involves clean air and therefore cleaner fuel, but surely the recharging issues cannot and should not be implemented in such a piecemeal fashion based on random requests, but needs time, consultation and a considered study of need and the general demographic... and certainly some major investment in specialised recharging sites.

We and many others are desperate for PCC to do something about the increasing number of large commercial vehicles which are left parked in residential areas to the detriment of domestic motorists and the local population. If PCC could discuss this issue with companies and encourage them to change this behaviour it would be to the advantage to us all. (In fact, PCC are partly responsible for this, as we regularly have a PCC contractor, Colas, lorry parked on our block !) This approach would "free up" parking spaces, which would in turn help residents to find the installation of charging points more acceptable.

Finally I must add that we who oppose this installation are not "nimby's" or ignorant to the facts of global warming . People understand and have their own concerns regarding green issues but feel that in some cases PCC are overlooking the welfare and needs of those who for various reasons find the parking situation intolerable and for one reason or another will not be purchasing an electric car for a some time; or in our case that the car we have currently we will probably keep for the next few years before giving up driving

	<p>altogether. It should not be too much to expect that people who buy electric cars, plan ahead and are prepared to walk a little way in order that the rest of us don't have to walk miles.</p> <p>We also understand that PCC wants to be a flagship city nationwide in this new endeavour but please do not sacrifice the goodwill of many residents in order to "Gain brownie points " with national government.</p>
LANGFORD ROAD West side, outside No.36	
	<p>am writing to lodge an objection to the purposed charge point in Langford road PO15RJ.While i understand the councils commitment to the OLEV unfortunately not all residents are in a financial position to purchase a electric car and i feel this dedicated space for one house in a already heavily congestion road/area for parking would be unfair to all other fuelled vehicle residents. In the evening its almost impossible to park in the street and the later it gets the further you are away from the street sometimes i can be 20-30 minutes driving round and round looking hoping for a space. I know of one resident who is selling their property and moving out of the street as the he is an on call engineer and turns down work due to the parking situation. i am myself a registered 24hour alarm/key holder at my work and know when I'm called out its a lottery where i will be parked when i return. We already have a disabled space(opposite the co-op) in our street that the resident doesn't even live in our street and only uses it if they cannot park outside their property further down in New road opposite The Stag pub, this sits empty if he can park outside his property.The newly built houses in New road opposite the entrance to kingston cemetery when all sold will also bring an unknown amount of extra vehicles into the area.There is also the potential increase to the property value a dedicated space outside a property will bring and the decrease in value to the others in the street to consider. Perhaps the</p>

	introduction of residential parking permits would be a solution in the first instance?
LEOMINSTER ROAD West side, outside No.5	
	Thank you for this. I have this morning read the notice outside 5, Leominster Rd in Paulsgrove. One thing I don't understand is the bit that says that the unit won't be installed until the applicant has bought an EV. Is this not like putting the cart before the horse? I am not going to get an EV until I know I can regularly recharge it. Therefore I want to see it installed and the space acknowledged by fellow residents. Please could you clarify this?
LENNOX ROAD SOUTH East side, outside No.24	
	<p>To confirm I whole heartedly support this initiative that has been put in place by PCC. I think it is extremely important to improve the air quality within Portsmouth and the only way we will achieve is by putting in place enterprises like this. it is become increasing difficult to charge my car as there is significant demand for the nearby charging points. The current climate means that I don't need to charge my car so often, however shortly I will be going back to a normal working day so an additional charging point near to me will be imperative if I am to stick to a fully electric car.</p> <p>---</p> <p>Firstly I would like to say that I have no objection to the installation of a parking point for electric vehicles on our road. However I think the council continues to miss a trick with regard to the continued allowance of cars to park free along Lennox Road South for a period of three hours. Inevitably this means that we/residents take up the parking spaces on the Clarence Parade facing the seafront with our residents parking permits, which are payable parking spaces. I believe strongly that parking along our road for free should be changed from 3 hours to 1 hour, this allows enough time to visit the local shops, walk a dog and take a stroll along the prom. This</p>

	<p>really makes good economic sense for the council and will draw more revenue into the department. I would be grateful for your thoughts regarding this matter.</p>
<p>LINDLEY AVENUE (a) South side, outside no. 24 (b) South side, outside no.36</p>	
	<p>I am not opposed to electric vehicles or Electric Vehicle Charge Points (EVCP). I would however prefer the EVCPs to be situated outside of the house of the person(s) that own an electric car, rather than inconvenience everyone else. If this is already the case and the reason for identifying 24 and 36 Lindley avenue as the best place for a EVCP in Lindley Avenue then this is OK. But if not, I do wonder why it is 1. that the odd [house] number side of the street don't have an EVCP and 2. why the centre of the even number side of the street has to bear the brunt of the inconvenience of Electric Vehicles coming and going to be charged? I'd be interested to know the logic behind the siting of the proposed EVCPs?</p> <p>---</p> <p>Having received the revised notice for the electric vehicle charge point proposals for Lindley Avenue and seen the notices appearing on the street I would like to raise an objection. While I fully support the use of cleaner energy and transport, I think it is long recognised that vehicles that can only operate using power supplied from an electrical hook-up is not the solution for residential areas without off-street parking. As an experiment I would accept a single point being installed in Lindley Avenue on a trial basis. However, to restrict further the already insufficient number of parking spaces for residents by taking out two car bays is unacceptable.</p> <p>---</p> <p>My neighbour at xx and myself both charge our cars from home, and would be happy to share the space outside xx Lindley Avenue. If</p>

	<p>the space outside xx Lindley was for the second of us, we don't need that one.</p> <p>--</p>
LISS ROAD South side, outside no.88	
	<p>I support this proposal as I live in the area and own a hybrid electric car and would appreciate having a closer charging point available. Hopefully it would also encourage others thinking of purchasing electric cars to do so and provide environmental benefits to our city.</p> <p>---</p> <p>It is proposed to provide three charging points close together in this part of Southsea - in Liss Road, Empshott Road and Haslemere Road. The parking situation here is difficult - the new resident parking scheme has not eased the situation sufficiently at night. It is still almost impossible to park near your home when returning in the evening. The proposed parking bays for charging are only to be used when the car is being charged according to your letter. This means that, once charged, the car will have to be moved to park elsewhere, leaving the charging bay empty. At this stage in the programme it is assumed therefore that there will be three spaces left empty during the evening/night when parking is at a premium. I support measures to encourage the use of electric cars generally, but believe that there needs to be 'tipping point' reached before charging facilities are provided in roads without off street parking. Instead, would it be more sensible and practical to look at other off road opportunities for placing charging points near by? The obvious case in this part of the City would be to install charging points in the large car park near B&Q - the car park is never full during the day and at night empty, so placing charging points here would be an ideal way to provide facilities close to residential areas for charging cars without unduly worsening the parking situation in the roads near by. As use of electric cars increases, so consideration of</p>

	<p>providing facilities in the roads can be considered. Although in your letter you suggest that the parking bay would 'become enforceable' and a car has to be plugged in and charging otherwise a PCN may be issued, the question to be answered is whether the Council will be checking these sites in the evening/night after the resident parking times have expired. If not this would undermine confidence in the system.</p>
<p>LUMSDEN ROAD South-east side, within the layby, front of 32-44</p>	
	<p>I asked for a electric point so I could buy a electric car and was refused by PCC so I brought a diesel now instead , so have no interest in electric cars anymore</p>
<p>LYNDHURST ROAD (a) West Side, outside No. 93 (b) East side, outside No.146</p>	
	<p>I have now received a letter informing me that a charge point will be put into Lyndhurst rd this year, that's great news. It states I must register for there to be a white line added. I'd now like to register my details as below.</p> <p>---</p> <p>You may not be aware that the current parking situation in this area and indeed most of Portsmouth is already very bad and nowhere near enough spaces for all the residents. We also have 3 schools within close proximity whose staff use a lot of the parking in the area as they have no onsite parking. In addition to this we have many people from permit enforced areas leaving their work vans in our area and then driving their personal cars from their permit areas and leaving them here while at work and then dropping off their vans in the evening and driving their cars home. We have 1 car in our household and can barely park as it is due to households with 5 or 6 cars and now these plans are going to make things even worse for people like me and my family. I understand that electric cars are the future but given the</p>

amount of proposed spaces to electric cars in the area these spaces will remain empty a lot of the time and also cannot be shared with other residents while not being used which will be most days when people are at work. If permit parking was enforced in this area at least it would prevent all of the commercial vehicles that come from further in town parking here and it may also mean people with an unnessaccary amount of cars would be forced to reconsider what is essential in their households.

I strongly object the installation. The reason being that parking is a premium down this section of Lyndhurst Rd, and having a dedicated parking space is ridiculous, where there has being incidents of road rage over the lack of parking. Would it make more sense to locate it down Mayfield Rd, by the school, because it is only residential houses on one side of road. I look forward to your reply.

Firstly I do not object or support the ideas of the above but I do have some suggestions / questions? Why is it necessary to have 2 bays almost diagonally opposite each other on the same road? Cannot the 2 properties effectively share the charge point? It is not like many people would need to charge up daily unless they are doing 200+ miles per day and if one owns a PHEV you don't ever need to charge up 'technically'. How will you enforce these bays not being used as the 'personal parking spaces' of these 2 residents? The idea being that anyone (including school staff of Mayfield with an EV) can plug in and charge. I understand that a penalty notice PCN should be issued if a vehicle is parked in the bay and not charging, How can you guarantee enforcement of this daily? These are not DISABLED bays and do not need to be right outside ones house assuming the driver of the electric vehicle has

the mobility to walk more than a few yards to their car? There is already a charge point at the Junction of Laburnham Grove and Lyndhurst Rd, less than 4 mins walk from this location are these residents already using this charge point? Assuming they are able bodied? I do have concerns locally about 'taking out' 2 more parking places in an area which overnight, particularly Mayfield Road round the corner is becoming a 'lorry park' for large commercial vans and sometimes trailers. A better location for a couple of charging bays would be at the end of the "school keep clear zig zags" Opposite Mayfield Road #106/#108 area where these are next to a school wall to the fields and not outside any resident's specific house so they cannot take 'virtual ownership' of each bay. Or even on top of them as parking is only allowed on these markings outside the hours of 0800 and 1700 Monday to Friday, i.e overnight when most would charge up and thus become 'double enforced'. Or maybe outside the School itself? You can look on Google Street view for all of the above as a visual guide. (Further to the above, marking out proper parking bays in these roads for cars of normal size would stop large vehicles fitting a bay that if a resident parking scheme were brought in would not be allowed because 90% are not registered at the local property, they are business owned). As per my opening statement this is not an objection, I support progress and changing times, but I am unaware how local the decision makers on your planning team are, so this is extra information.

Thank you for your letter of 7 September. This is a short section of road, and although quite quiet at times, is very busy with the school drop off and collection by parents, and parking by a number of teachers in the daytime. There are a number of residents with 2 cars in the family, and in at least one case 3 cars. This puts a lot of pressure on parking. I can understand the wish to encourage electric vehicles, but I honestly feel 2 charge

	points in this section of road is at least 1 too many. May I kindly ask that you consider my request not to put a charge point at no 146. Thank you.
MALVERN ROAD West side, outside Nos. 19/21	
	I wholeheartedly support this, and indeed, My concern is that parking in this part of Malvern Road is difficult at the best of times, and is made worse by guests to the Florence Hotel who arrive in the afternoon, see plenty of space, and often park their large vehicles poorly across two spaces. What would be helpful is if parking spaces could be marked out with paint on the road, so that people know where one space is supposed to be. It's frustrating when I arrive back from work at 8pm to find nowhere to park within a reasonable walk from my front door. The installation of an electric charging point and a disabled space in this section of the road will make parking more difficult. It's also difficult on event days. There was a suggestion to limit the free parking to 2 hours, rather than 3, but I've not seen this implemented yet. The other point is that people who do have off-street parking don't always use it. And, I've lost count of the number of times I've walked past an open garage door to see it stuffed full with junk, rather than with a car. Very few people with garages actually seem to store a car inside. There are two garages at nos. 14-16 Malvern Road, but neither has a car inside. As such, I wonder whether the council would consider encouraging people to have a clear out, and put their cars in their garages, rather than on the road, thus limiting spaces for those that do not have access to a garage or off-street parking
MAYHALL ROAD South side, outside No.14	
	We have received a letter regarding a point for charging an electric car in our street, while I would like a cleaner environment for

ourselves and futures, how about making a change to the current parking situation in Copnor. Earlier this year we received a proposal for permit parking and this was due to start in April, I understand due to Covid this was not possible but to receive a letter regarding an electric space before permit parking was in place just adds to the problem. We have many work vehicles and households that have numerous cars, let alone flats that are currently able to use the street for parking, so to add another problem before the current situation is resolved, adds to our current headaches.

I wish to record my objections to the proposed charge point for electric vehicles outside number 14 Mayhall Road. Parking has always been an issue in our road and the surrounding areas, and the council should be doing more to discourage car ownership/usage. From the recent parking survey carried out for the now rejected parking permit scheme, you are probably aware that a lot of households have second vehicles, work vans or even both. I'm not sure of how many electric vehicles there are in the area, but given the demographic of the area I can't imagine there is many so it seems crazy to me to dedicate a whole space for someone who owns or runs a certain sort of vehicle. Would it not be better to invest the money in better bus services, pavements and cycle ways to get residents to ditch the car.

I received a letter with the proposal to put an electric charge point in the lamppost outside No 14 Mayhall Road. I have a number of concerns which are:

1. The lamppost is not on the kerb, so there will be the expense of adding a bollard to avoid causing a trip hazard.

	<p>2. This will result in the loss of a potential parking space for most residents in an area where there is a shortage of spaces. An electric car can be left on charge for weeks without damaging the car, so it becomes a reserved space for the wealthy, thereby unfairly disadvantaging those on lower income (without smartphones), who need a car because of the appalling, unreliable and very expensive bus service. I use a car because there is no bus service to my work, and even if there was, I can't afford it.</p> <p>3. I doubt that the Council has the means to monitor it - you certainly have never monitored the dangerous and illegal parking of some parents picking up or dropping off their children from Copnor School. Cars parked on double yellow lines and on the edge of junctions!</p> <p>4. No one in Mayhall Road (according to your letter) has an electric car, so why not set up a charging point in the local garage so that everyone without off road space, fills up in the same spot. Alternatively, set up a spot under Burrfields bridge where the pavement is wide enough to hold an additional parking bay or two. Another spot may be the dead space between the pavement and wood yard on the corner of Copnor Road and Stubbington Avenue?</p> <p>5. Based on my experience of alleged surveys and consultations involving Mayhall Road, whilst I have no doubt that someone in the general area (probably the usual suspect Councillor) has expressed an interest, I have genuine doubts that there is enough interest in Mayhall Road.</p> <p>I am very much against this proposal as outlined. I am not against charging points, but think they should be in streets where there is plenty of off-road parking (often not used) or in places where they do not deprive the less wealthy of the ability to park their cars (which are essential modes of transport). I am also fed up of the Council trying to make life more</p>
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	<p>miserable in Mayhall Road than it already is for working class people who live here. Time after time we are targeted for residents parking, even though we don't want it. The last alleged consultation included a wide number of people who do not live in this and the other four streets affected.</p>
<p>METHUEN ROAD North side, outside No.126</p>	
	<p>I'm hugely in favour of the council devoting resources to more sustainable transport options and am very keen to get an electric car myself. However, I don't believe the proposed plan will be beneficial to the area nor will it encourage more people to switch to electric vehicles. The plan effectively creates a private parking space for one person in an incredibly overcrowded street, but even for them it can only be used whilst actually charging. So once their car is charged, they'll then have to take up another space whilst the charging bay lays empty. Furthermore, if we did all go out and switch to electric vehicles we would have multiple people competing for the same single charge point with no guarantee of actually being able to park there and charge. There is no way I could justify the cost of an electric vehicle if I had no reliable way of being able to charge it to get to work in the morning. I'd much rather the council worked with employers and large retailers such as supermarkets to encourage them to install charge points on their premises. This way employees/customers could charge their vehicles whilst away from home and still know that they had a decent chance of being able to park when they got back. I see this as a far better option that would encourage far more people to think about going electric.</p> <p>---</p> <p>Just emailing to express my views on the proposed charging point in Methuen Road. I'm hugely in favour of the council devoting resources to more sustainable transport</p>

	<p>options and am very keen to get an electric car myself. However, I don't believe the proposed plan will be beneficial to the area nor will it encourage more people to switch to electric vehicles. The plan effectively creates a private parking space for one person in an incredibly overcrowded street, but even for them it can only be used whilst actually charging. So once their car is charged, they'll then have to take up another space whilst the charging bay lays empty. Furthermore, if we did all go out and switch to electric vehicles we would have multiple people competing for the same single charge point with no guarantee of actually being able to park there and charge. There is no way I could justify the cost of an electric vehicle if I had no reliable way of being able to charge it to get to work in the morning.'d much rather the council worked with employers and large retailers such as supermarkets to encourage them to install charge points on their premises. This way employees/customers could charge their vehicles whilst away from home and still know that they had a decent chance of being able to park when they got back. I see this as a far better option that would encourage far more people to think about going electric.</p>
<p>MEYRICK ROAD North side, outside No.186A Twyford Avenue</p>	
	<p>Thank you for your letter detailing the proposed charging point for Meyrick Road, this is much welcome. I have been considering the feasibility of having an EV despite no dedicated off-road parking for quite some time, this has been the thing to give me the final push. This isn't a case of saying if this were to be installed I would buy an EV, as from today I have already purchased one and pick it up next Wednesday. I didn't of course do this on the proviso that the Meyrick Road charge point be installed, as there are other solutions with the growing charge point infrastructure currently, but for this not to go ahead would be a blow as I can guarantee you it will be utilised greatly! I hope you consider my much anticipated interest, I really can't imagine there would be objections as</p>

	<p>this is a step in the right direction to a better planet. However, if there are objections I hope my case will prove to you that this scheme works and has greatly improved the incentive for non-assuming car owners like myself switching to electric. Portsmouth is a very dense residential city, I have lived in a terraced house here all my life, this is a perfect way to become a cleaner more desirable place to call home and to help it's denizens contribute to that mission.</p>
<p>MONTAGUE ROAD North side, outside No.33</p>	
	<p>I just read the new Traffic regulation order 75 regarding electric vehicle parking and charging point, which proposes a point . I know it says now it would not be installed until applicants have eclectic cars . That said, I am kindly seeking some clarity in that as I have not applied at all for that and was not informed either</p> <p>---</p> <p>Unfortunately the Montague Road one is a bit late. I emailed in Oct last year asking if one was planned because I was ordering a new car. Unfortunately I had to order a diesel car in the end because I had no access to charge points. I've had the diesel car since February. Is this space for another resident who has an electric vehicle? If not, I would be against it because it's already very difficult in our street without more reserved parking spaces.</p> <p>---</p> <p>I am writing to object to the plan to instal a electric vehicle charging point outside 33 Montague Road. Montague already has 3 disable bays (needed) now to instal another bay in this very short period is very poor planning. Many of the houses have been converted to flats, so parking is almost impossible, add to</p>

	<p>this the staff of the estate agents in London Road parking here make life more difficult. There are much longer roads close that would be far more suitable.</p>
NEVILLE ROAD East side opposite No.15	
	<p>Reference charging points in Neville road Baffins I've spoken to my neighbours from Neville's road and none have requested an electric charging point I realise these need to be installed but would it mane sense to place them on the east side of Neville road where there are 3 lampposts And could be used by all. The marked bay required for the electric charging would take up residents parking outside there own homes</p> <p>---</p> <p>I'm objecting to the vehicle electric point to be put outside number 7 Neville road ,because parking is bad enough and this would make the situation worse, I have no objection to the one proposed to be on the other side of the road opposite number 13. There is another lamp post opposite number 31 that would be another suitable point without disruption to residents parking</p> <p>---</p> <p>Hi. Having received the letter regarding a electric charge point In Neville road, I would like to tell you my concern., having spoke to many residents parking is a issue. Many of us buy these houses for the parking, there isn't any! I have previously emailed to ask if anything could be done but was told everyone down the road needed to email before anything was looked at. By adding this charging point, my worry is that electric cars are going to park down the road waiting for a opportunity to use the socket. Thus taking away valuable spaces which is already a issue with many households. Vans, cars, camper vans already feel the need to park and leave the vehicles all weekend. The only</p>

	<p>way I would be in favour for this is if permit parking was introduced. 2 hours is long enough for the shops and any longer Baffins DOES have a car park. Or my other suggestion would be to put it in front of the library where no one has houses and could fit 3 charging points if needed. I will be re-speaking to residents of the road to appeal this, unless some sort of priority or permit is introduced. Look forward to your response.</p> <p>---</p> <p>I can think of the number of points for consideration. Observations more than objections, green energy is important. Have you considered how hydrogen powered cars such as the one produced by River Simple could be re-fuelled? Would you consider allowing Portsmouth to be a pilot area? Will the charging point be exclusively for use by residents of Neville Road? Neville Road does not have residents only parking and therefore suffers from overspill from roads which do have it. Will residents from other roads be able to park near the charging point ready to pounce when it becomes free? That may increase the problem with overspill. How will owners pay for the electricity? Some sort of charge card? Will it be available 24 hours per day? Will that be noisy? Will someone who starts charging their car at midnight be expected to come back at 1am and move it?</p>
<p>NUTBOURNE ROAD North-west side, outside No.35</p>	
	<p>thank you for your letter informing us that you intend to put a charge point outside no XX but as it has probably been requested by someone with an electric car I suggest you consider installing it outside no XX as this resident has an electric car and I believe it is the only one at this moment in time in our street. so we do object to the point outside no XX as parking is very tight as it is and we should not be threatened with a parking ticket outside our home.</p> <p>---</p>

Dear sir madam again referring to the purposed charge point outside no 35 nutbourne road it seems to me that a far better area would be in zetland road just around the corner from no 1 nutbourne road as there is a lamppost and parking that does not aff... (Message ended here.)

Dear sir thank you for the reply to my emails another problem that you may need to consider is that you would have to put double yellow lines outside my house XX nutbourne as if the charge point is not being used then people could legally park meaning you would not be able to use the charge point with out blocking the road

For some reason, I am not sure about, I have received two copies of the letter regarding electric vehicle charge. I would like to ask how much it will cost or is it free. If not, how will payment be made? Perhaps at the same time, you would like to consider the parking problems for residents caused by the very large car showrooms, repair shop in Fitzherbert Road. The roads affected are not just Nutbourne Road but Waterworks Road, Zetland Road, Printhead Cres and the western ends of First & Second Ave. Anyone who lives in this area finds it impossible to park if they dare to move their car between 8am and 9.30 am and even then there is no guarantee that any resident will be able to park within several hundred yards of their home. That is always assuming that you can get past the one or two, sometimes three, car transporters loading and unloading on double yellow lines. I live in Nutbourne on a bend and where there is no drive opposite and where vehicles, in particular large vans, park overhanging the white lines across my drive, often making it impossible to back in (or out) of my drive. This area has several households with young children and many elderly people who are in need of carers who cannot get

	<p>near their patient. Residents and visitors alike, often park on the grass verge or pave their front gardens without having the kerb dropped so that the grass area gets muddy and looks a mess. Whilst I have no problem with charging points per se, I do think the loss of even one space will only make the parking problem worse</p> <p>---</p> <p>While we support the Council in addressing the need for electric charge points, as residents of Nutbourne Road we would like oppose the location of this point being installed on the following basis: We do not feel this charge point would be in the interests of the whole community as the location of the point in question would only benefit one resident in the road, this being No 31 Nutbourne Road. On top of this the same resident is also applying for a disability parking bay outside of the address, and while we would not object to this, our view is this resident is now seeking to benefit from two dedicated parking spaces.</p> <p>---</p> <p>The reasons being Nutbourne road has limited parking at the best of times especially during working hours. The employees of the surrounding factory's and businesses park freely in our street leaving us residents with no or very limited spaces. We have a lot of elderly residents in our road, some who require careers and regular visits/pick ups and drop off's from family members and the parking is already a major issue. I don't feel the elderly generation or disabled residents of our community will benefit at all, it will in fact hinder their quality of life. Zetland road has more spaces and electrical sockets and I feel this would be a better location if a charge point is required. It would also be closer to the surrounding employees to have access to a charge point while they work.</p> <p>---</p>
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I read in horror your notice that you intended to install a charging point near my home in Nutbourne rd. I do not see a need for this as residents in this narrow road with severe problems already due to staff in nearby businesses parking in the day. Most of us have off road parking because of this so are quite able to supply their own charging systems if need be. My main worry is that trailing leads from the lamp post to the car will be a trip hazard as the posts were moved from kerb to the property wall. It will also stop owners converting forecourts to allow off road parking. I would suggest spending the money more wisely by providing the charging points where they are needed and will not block owners from providing their own off road parking. Luckily I have a drive and garage so it is the trip hazard and the parking chaos that will be increased by this needless charging point.

I am contacting you to wholeheartedly oppose the above project. I am a resident of Nutbourne road and find parking my own vehicle near to my house a daily issue (as I'm sure many others do). To add to this problem there are a few families that have children within a year of gaining a driving licence ! I understand that that access to charge points need to be encouraged but this is an extremely poor choice of placing one. As residents we have a major issue with employees of fitzherbert road industrial units parking in our street, at 8 o'clock our road becomes a race track of people trying to park with no apparent respect for locals ! Returning from work only to find on most occasions that every available space has been taken by non residents is extremely frustrating. So as you can imagine having a much needed space removed only to be used by electric car owners just doesn't make sense. If this access point has been requested by a Nutbourne resident this also doesn't make sense as all of my immediate neighbours have the ability to

	<p>access external power either through driveways or remote garages.I feel a better choice of position for this charge point would be in Zetland road on the industrial unit side of the street</p> <p>---</p> <p>Further to your letter I am raising concerns to the proposed charge point outside 35 Nutbourne Road for the following reasons:</p> <ol style="list-style-type: none"> 1. The parking in Nutbourne Road from Monday to Friday is, most if the time, awful as employees use it as a works car park and therefore parking is very difficult and losing another space will just worsen the situation. 2. The best place ro have a charging point is outside Nutbourne House or in Zetland Road the side of the back of the factories. This would have minimum affect on residential parking. 3. All houses in Nutbourne Road have a drive or a garage. <p>Thank you for asking for views on this.</p> <p>--</p> <p>I am contacting you regarding a proposed charge point in nutbourne Road. I'm all for looking after the environment and the use of electric cars but I think there would be better places for a charge point. Parking is a nightmare in our road already with ever growing families around us. I'm not away of many residents having electric cars in the road. Also I've spoken to a few elderly residents and they have complained about the lack of parking for family/health workers to visit them. I have been working out the front of my house and seen multiple members of staff from Richmond hyundai walking to their car parked in our road. 16 members in fact. This means 16 cars and spaces taken which residents can't use. Not only Richmond staff but lots of other facories/businesses use our road. I think a charge point in Zetland road would be much better and accessible for residents of</p>
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	<p>prinstead Road, nutbourne Road Zetland Road waterworks Road and any workers that chose to park there.</p> <p>My neighbour has to park his van nearby and walk to his car as he's unable to park outside his own house. I think this is unfair and having the point in the location you propose would not help the cause.</p>
OXFORD ROAD East side, outside No.52/54	<p>reason why I do not agree because I pay parking for two cars annually so I can park the cars, anyway I can't find a parking space because there are to many cars that do not have any parking allowed. Therefore please consider this request and understand my situation</p> <p>---</p> <p>Today we got a letter about the proposal to install a new electric vehicle charge point in Oxford Street.</p> <p>We highly appreciate you for this project and completely support this plan. This step is crucially important to make the air in Portsmouth cleaner. Good luck with your important task.</p> <p>---</p> <p>I am writing today to oppose the proposed electric vehicle charging point that you are considering outside 52 Oxford Road, Southsea. We already have one in Oxford Road outside no: 73 which rarely gets used (I have only see it used once) and I don't see the need for another one. I don't know of anyone who lives in Oxford Road who actually owns a plug in electric car. I'm getting a little fed up of having to drive around to look for parking after 8pm only for you to take away another parking space in the road.</p> <p>---</p> <p>I would like to register that I object to this proposal. There is already an electric vehicle</p>

charge point just a little up the road outside number 75 which I have never seen used. Parking in our road is already difficult, let alone removing another space when there is clearly not a demand for this service.

Please take this email as an objection to the proposed second electric charge point in Oxford road. The current one is never used and parking is already enough of a nightmare without removing yet another space to reserve for electric vehicles that will also likely never be used.

I wanted to express my delight and full support behind the installation of a second electric charging point on Oxford road. I am a resident, with an unfortunately petrol car that I cannot afford to upgrade to electric yet. I am extremely pleased that when I can invest (hopefully not too long) I will have places to charge it. I am absolutely happy to lose a parking space on this road to create a greener Portsmouth.

Regarding your proposed new electrical point - I am displeased with this location! There is already one in the road - taking into account the length of the street- I am bemused why you should place 2 points so close together!!

I want to register my objection to the additional proposed electric vehicle charging point on Oxford Road. We already have one charging point on the road and I have never seen it used in the time since it was installed - to use up another parking space for something where there is clearly not demand is counterproductive and unhelpful to residents.

	<p>---</p> <p>Seconded. Please add my name to the list of those that object.</p> <p>---</p> <p>I would like to lodge an objection to another electric vehicle charging point be installed outside No52/54 on the grounds that we already have a vehicle charging point outside No75/77 & that bay has NOT been used from the first day it was installed, there is no point installing another one, If No 52 or 54 has shown interest in an electric vehicle let them use the bay at No75/77, its only just across the road, almost opposite. Under your current rules for charging bays the person must move there vehicle after charging is complete anyway, so No52 or 54 can charge at No75/77 & then move the vehicle nearer there own house, rather then charging it outside there house & moving it outside someone else house & leaving two electric bays empty. We all pay for parking & there is NOT enough spaces to go around, Having two electric bays just add to the problem, If the bay outside No75/77 was in constant use i could understand the argument for another bay but forcing this on us will not make us buy electric, one reason is the cars are far to expensive & a lot of people in these streets haven't got that sort of money or we wouldn't be living in these streets in the first place, i for one would live somewhere descent & second reason is you cant drive far enough on one charge that for me is the main reason. THE ANSWER HAS TO BE NO TO ANOTHER CHARGING BAY.</p> <p>---</p> <p>My father checks on my property, XX Oxford Road, whilst I am deployed abroad with the Armed Forces. He has sent me pictures of a letter from yourself concerning a charging point to be installed. I have a few questions I would request are answered. Although I</p>
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	<p>support the concept of this idea, and any green initiative being chased by the city, I remain unconvinced that Oxford Road is a suitable location.</p> <ol style="list-style-type: none"> 1. I believe there is already an electric vehicle charging point has already been installed on Oxford Road. Do you have data on how regularly this is used? 2. Has a survey been conducted to identify how many people living on Oxford Road own an electric vehicle? 3. Electrical vehicles are currently outside of the budget of many people within the country. Has an economic assessment been conducted as to whether it is viable that the people living on Oxford Road are able to afford an electric vehicle? 4. Given the current lack of electrical vehicles around, does this point actually provide value for money for the tax payer? How has this been assessed? 5. Where else are the other points being installed? 6. Where are points already installed? 7. Has the density of vehicles on the street been considered? 8. Will an exemption to the PCN be given to residents who live within the immediate vicinity of the space? 9. What other policies are being chased by the City Council to provide cleaner air to the city? 10. Please could you send me evidence of these residents requests for a vehicle charging point in Oxford Road? <p>As I only have intermittent ability to communicate, I would request that this is not pursued until I return from my deployment and can be fully consulted on the issue.</p> <p>---</p> <p>This is in response to the letter received about the proposed new electric vehicle charge point on OXFORD ROAD. In the time it's been there I've only seen it used a couple of times.</p>
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	<p>Obviously parking spaces are at a premium near Albert Road, though things have improved on Oxford Road since the Residents scheme was introduced last year.</p> <p>Right now it seems crazy to lose another space in this street given parking in the bay incurs a fixed penalty notice when the current charging space is barely ever used.</p> <p>I'm in favour of more EV infrastructure, but until the current bay is being used regularly I would like to object to the suggestion of another restricted bay in my road. I would be keen to see any usage data you have on the existing charge point if possible please.</p> <p>--</p> <p>I understand you propose to install another electric vehicle charge point outside 52/54 on Oxford Road. I wish to register my objection. I live in Oxford Rd. There's already an electric charge point outside 75/77 which since installed about a year ago I have only ever seen used once. Parking is at an extreme premium in Oxford Road and although improved since the introduction of residents parking permits it's still extremely busy and there are times I struggle to find a parking space for our single car. Although I am all for green options losing another parking space for an electric charge spot which will be unused for at least 90% of the time seems nonsensical and counterproductive</p>
PERCY ROAD North side, outside no.7	
	<p>I was delighted to see that you are planning a charge point in my road! We need loads more to make our environment less polluted.</p>
RANDOLPH ROAD East side, outside No.96	
	<p>Thank you for the letter concerning the electric vehicle point in Randolph Road and for the opportunity to comment on it I think it is admirable that Portsmouth City Council is looking to carry out this sort of work now – far more electric points will be needed in the coming decades, so I think it is a fine idea.</p> <p>One obvious knock-on effect of this, however, will be to put further pressure on the already</p>

	<p>limited parking spots in this section of Randolph Road. If I may, I would like to propose a couple of solutions that may help to ease this – firstly, could the length of the double yellow lines at the northern junction of Randolph Road and Battenburg Avenue be shortened? There is currently about 12 metres of double yellow line there, and shortening them by 3 metres would comfortably allow the parking of another car on each side of the road. Secondly, is it possible to mark parking spaces on the road? Although most of our neighbours park as considerately as possible, some still insist on taking up as much room as possible, apparently to prevent other people parking outside their houses. Some of these cars are not even used from one month to the next!</p>
REGINALD ROAD (a) North side, outside No.178 (b) South side, outside No.45	
	<p>I would like to comment on the proposal to site one of the electric charging points outside 174 Reginald Road. Whilst I support the Council in developing EV charging bays, the position of the one in Reginald Road is inappropriate unless it has specifically been requested by the resident of 174 for a car they intend to buy. To date there appears to have been no site audit that would include a comparison with alternative placements and options for locations nor consultation with affected parties to demonstrate that the charge point is required. In your report 'Electric Vehicles on- street residential charge point scheme - Proposals under TRO 1202018' you state the locations are based on requests from residents who already own an electric vehicle or they require the charging infrastructure to be in place to enable them to convert to an electric vehicle in which case a charge point will be located 'in the vicinity of the nearest suitable lamp column to the resident's address' As far as I am aware this doesn't not apply in this instance. You also state in the report that 'locations are based on known interest, reducing impact on parking congestion as the space would be used by</p>

residents currently parking in the area i.e. not an additional burden on capacity'. Again I am not aware of any known interest and we certainly haven't been surveyed but if a resident of this section of Reginald Road has requested it I would have no objections. However, if there is no interest from existing residents of this section of Reginald Road, I think the proposal should be withdrawn, as the installation would be of no benefit to us, indeed it would be detrimental. Your argument in the letter received on 4 September (but dated 7th September) that 'in built-up cities like Portsmouth, off-street parking is not an option for many residents' is exactly the reason for not installing a charge point in this part of Reginald Road. Already as a council you have consigned us to being the parking lot for the area by not including Reginald Road in any parking permit schemes resulting in it being impossible to find spaces after 5pm and at the weekends. Come and visit Reginald Road on a Friday night and just look at the number of work vans and trucks to understand the difficulties we face. Adding another restriction which further limits our ability to park, unless the resident of 174 has an electric car, is therefore unfair. It would be much better placed in an area with permit parking to at least give residents a fair chance of being able to find a space to park, or on the school side in Methuen Road opposite the junction with Pedam Close and Metheun Court where there is a lamp post but are no houses on either side of the road to impact on. To conclude, unless the residents of 174 or close neighbours have requested a charge point and are going to buy an electric car I think the location is inappropriate unless you are going to fast track introducing a residents parking permit scheme for us that comes into place at the same time. Please refrain from using Covid as an excuse for not doing this because if you can find the resources to introduce a charge point in such a short time, you can do the same for a parking permit scheme consultation. If not, you will just render the area even more impossible to live

	<p>in for those who have no option but to use their vehicles to carry out their work.</p> <p>---</p> <p>Thank you for your letter correcting your error regarding the placement of the proposed charge point outside 174/178. As per my email and letter copy sent on 4th September I still object unless the residents in that immediate section of Reginald Road have requested it for a car they intend to purchase. Currently none of us have an electric car and to remove a much needed parking space otherwise is unfair, especially in light of the fact that we have yet to receive an update on when we are going to be consulted regarding parking permits, and due to their having being introduced in neighbouring streets find it impossible to park already.</p> <p>---</p> <p>this is to let you know that I have just received your letter, and I am extremely happy about the electric vehicle charge point in Reginald road, I have been sending emails to the local politicians about electric vehicle charging points, one way systems and more plants in Reginald Roads. I am very glad that the first 2 are progressing, however, I would like to highlight 2 points: 1) MORE GREEN It could be beneficial to add a couple of more plants on road. Maybe some green islands at the entrance of the road would be very beneficial: this will help to reduce the speed, increase the green and increase the estate value. This has environmental, financial and safety benefits. Please consider this suggestions, and let me know if you need a little sketch to explain better my idea. 2) PERMIT Reginald road will be in the "parking permit area" (resident in the road will need to pay for a permit). I would suggest to exclude from the permit requirement the electric vehicle charging point for the time being, because there are still very few in Portsmouth. if you leave them free for everyone, it is a sort of encouragement to use more electric vehicles.</p>
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	<p>---</p> <p>In regards to the letter posted regarding the proposal of two electric vehicle spaces in Reginald road. I would like to object to these spaces being made due to the already severe shortage of parking spaces in the road and dangerous parking as a result by people especially next to an infant school where young children are crossing. We have one small car in our household and struggle to find parking in the evening which I know is a struggle for many Portsmouth residents. I also wondered if you had information on whether Reginald road is being temporarily tested as a one way street as we had a letter from the lib dems several months ago about this happening however nothing has happened yet and also wondered if our road will be asked if we would like to have permit parking in the near future?</p> <p>--</p> <p>I was in the area earlier today and saw the notification on the lamp post that one of the proposed locations is outside XX. As much as I am in favour of electric vehicles I'm not too keen on it being outside XX due the fact that immediately opposite is Cumberland School where there are no residential properties. Has this been considered instead as a location? Any consideration or feedback from yourselves would be greatly appreciated.</p>
ST AUGUSTINE ROAD West side, outside Nos.49	
	<p>This couldn't have come at a better time. We had just started looking at properties with off street parking. Which in Southsea is very pricey.</p> <p>---</p> <p>I am definitely opposed to this scheme taking up space in the road for vehicles which may stay there for a long time. Parking is difficult</p>

	<p>enough in St. Augustine Road with the many large white vans which do not seem to have diminished since the new parking scheme. Garages are the place for electric cars to charge up not residential streets.</p>
ST RONAN'S ROAD East side, outside No.80	
	<p>We received a note today regarding the proposed electric charge point outside our property at 82 St Ronans Road and we would like to object.</p> <p>---</p> <p>As the residents of XX St Ronans Road outside which you intend to install an EV charge point, we wish to object and propose alternative positions. We object on the following grounds:</p> <ol style="list-style-type: none"> 1. Although Mr X uses a company-owned electric vehicle, he charges it for free at work and has never had any need to charge in Portsmouth. Therefore, in addition to paying for the parking permit, he will also be charged for parking outside our premises as, only by hooking up, will we be able to park outside our own property. As his working day is from about 07.15 until 18.45, he is unlikely to enjoy any parking permit benefit during the working week as it is. 2. Until such times as the price of an EV is very much reduced, I am unlikely to be able to afford one and, as I do most of the shopping and spend more time needing to load and unload my car, an EV charge point directly outside our door means that I will NEVER be able to park outside my own house and enjoy the benefits therein. 3. As more people begin to use EVs, there will be more demand for the charge point, thereby less chance for my husband to be able to park outside our own house. 4. At our end of St Ronans Rd, we have fewer properties with any off-street parking and yet quite a few HMOs. Furthermore, being close to Albert Rd, we will often get shoppers and employees both from Albert Rd and from Craneswater School and the EMAS provision

	<p>parking at this end of the street meaning parking is already restricted.</p> <p>5. Given that, despite many having off-road parking, the Craneswater parking permit zone has a midday parking restriction. This means that there will already be a higher demand for parking in St Ronans Road as people will be able to park all day in our road for beachfront access, whilst not in the Craneswater zone.</p> <p>6. We are within 5 years of retirement age, at which stage my husband will no longer have his EV negating any need for the charge point (it is likely that we would only own one car at this time). We will, sadly, also be moving into a period of lower personal mobility so would really like any opportunity available to us of being able to park directly outside our house. Of course, we do appreciate that EVs are the way forward and we are in support of improving the City's air quality. However, instead of positioning an EV charge point directly outside our property, may we suggest the following alternatives, which are near lamp-posts for power (though some would require bollards to bring close to the kerbside):</p> <p>Alternative positions:</p> <p>(A) Near but not in St Ronans Road options:</p> <ol style="list-style-type: none"> 1. On the turning into Old Bridge Rd (travelling south). Image (1) attached 2. On the edge of Parkstone Avenue (LHS turning from Old Bridge Rd). Image (2a) attached <p>And further down on the LHS which is basically rear access to houses on Bembridge Crescent. Image (2b) attached</p> <p>Reasons for the above 2 locations:</p> <ol style="list-style-type: none"> 1. In respect of objection point (5) above, there is already more parking available in this zone with fewer residents being affected. 2. The position is easily accessible to those within Craneswater as well as those in St Ronans Rd. 3. There is additional parking in the area due to one or more of the following: <ol style="list-style-type: none"> 1. It is not directly outside a property that has no off-street parking alternative &/or
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	<p>2. There are properties in the vicinity with off-street parking meaning there is more parking available generally &/or</p> <p>3. The properties enjoy a larger footprint meaning that there is already additional car parking along the front of the premises &/or</p> <p>4. In respect of (2b), they are the rear of other properties which already have street parking at the front (in a different road) as well as street parking (and some off-street) to the rear of the property and many other properties in the street also enjoy off-street parking (Parkstone Ave)</p> <p>(B) In St Ronans Road alternative options further south:</p> <ol style="list-style-type: none"> 1. On the 1st bend of St Ronans Road (LHS travelling south). Image (3) attached 2. On the 1st bend of St Ronans Road (RHS travelling south) . Image (4) attached 3. Just beyond the 'Exchange' property on St Ronan's Rd (LHS travelling south). Image (5) attached <p>Reasons for the above 3 locations:</p> <ol style="list-style-type: none"> 1. In respect of objection point (4) above, these positions are still accessible to residents of the area but, as they are not as close to Albert Road, they are less likely to take up a parking space already used by Albert Rd and Craneswater School/EMAS visitors and employees adding to increased demand for parking spaces at the north end of the road. 2. These spaces are outside properties which already enjoy off-street parking for at least one vehicle so are not as adversely affected as we will be. 3. The positions are on the edge of a parking strip and so will be easy to access/take up an exact space in a way that a mid-way position may not. <p>(C) In St Ronans Road alternative options within the same vicinity as number 80:</p> <ol style="list-style-type: none"> 1. Outside Craneswater School <p>Reason:</p> <p>If the charge point is mainly currently due to Mr Hiller's EV, his work day is such that he is not in Portsmouth after 7.30 am nor before 6.30 pm on any weekday. Should he require</p>
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	<p>the charging point, therefore, it is still accessible to him - as it is to anyone - between the likely charging evening hours of 1600 and 0800. There is the additional benefit, however, that this position does not take up a much-demanded daytime parking space.</p> <p>2. Outside Gainsborough House. Image (6) attached</p> <p>3. Outside Terence Gdns. Image (7) attached</p> <p>Reasons for the above:</p> <p>1. Both of the properties/blocks that these front, have additional off-road parking provision.</p> <p>2. Both of these locations are on the edge of a parking strip and so will be easy to access/take up an exact space in a way that a mid-way position may not.</p> <p>3. With respect to location (3) Image (6), there would be the added benefit/safety consideration of additional vision for those exiting the rear parking of Terence Gdns or crossing the road whenever the parking space is vacant - most likely during the working/school day.</p> <p>Link to photos of suggested alternatives: https://photos.app.goo.gl/Aoin8Z1jH51MjnCn7</p> <p>In short, we do not wish for, nor have any requirement for, a charge point to be positioned outside of our property (attached Image 8 of the exact view from our front door), as there are many better alternatives. We should not and do not want to be penalised for opting for an electric car when we are the ones who are having, by the very nature of this choice (only affordable because it is a company car), less of a carbon footprint than others.</p> <p>Although you may get little further objection to the EV charge point proposal being placed outside our house, it is, in fact, ourselves and our immediate neighbours who will be the most and, in our opinion, severely and negatively impacted by your chosen location. For this reason, despite perhaps no additional objections, we feel our arguments against the</p>
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	<p>positioning and the much better and fairer alternatives that we have suggested should be considered. Thank you.</p> <p>---</p> <p>Thank you for your recent letter alerting us to this proposal and I would like to register my opposition to this, as a resident on the east side of St Ronans Road. I hope you will be aware of the level of concern and correspondence during the recent residents parking zone issues, particularly in relation to the paucity of parking at the northern end of St Ronans Road. You now propose, with this enforceable space, to deprive residents of yet another parking space, which is unfair. By way of explanation, parking in this area is already severely reduced as follows: 1. Craneswater Junior school restricted parking through out the day. 2. The entrance to St Ronans Avenue and the attendant double yellow zones on the approach/egress from this road, 3. The entrance to Gains Road and the double yellow zones on the approach/egress from this road. 4. The no parking areas in front of Gainsborough House garages. 5. The (very questionable!) disabled parking space outside no84 St Ronans Road. I hope you can see from the examples above that the proposed site will unfairly and disproportionately disadvantage residents in the north of St Ronans Road. I hope you will therefore reconsider the proposal and site the proposed charging point on either the north or south sides of Old Bridge Road, where there is considerably more space, fewer residences and therefore less demand. I would be grateful for your acknowledgement of this email and also how (and when) this proposal will be determined, and how I may find out.</p>
SHADWELL ROAD (a) South side, outside No.43 (b) South side, outside No.117	
	<p>I wish to register my strong objection to an electric charging point opposite 117 Shadwell Road for the following reasons:</p>

	<p>parking is already limited and/or compromised by</p> <p>Two garages at the entrance to Shadwell Road</p> <p>Numerous disabled bays within 100 yards</p> <p>Several homes of multiple dwellings Within 100 yards with multiple cars</p> <p>Council owned care facilities and care workers with cares coming and going</p> <p>Use of Shadwell Road by residents of Gladys Avenue, Oriel and Wadham Roads</p> <p>Use, by Victory Windows Ltd as a car park for multiple business trucks</p> <p>The above has a combined impact on the current parking situation plus conversion of homes into flats means parking spaces are at a premium, and therefore - the effect of another Protected space, (albeit for good environmental reasons) disproportionately impacts the residents of the first 250 - 300 yards of Shadwell Road.</p> <p>This does nothing to improve the situation and if cars park up to wait whilst the charging slot is being used will also add further barriers to residents parking.</p> <p>It is about time we had permits...</p> <p>---</p> <p>I am writing in relation to the proposed electric vehicle charge point in Shadwell Road, Portsmouth. I live there with my husband and 2 young children; we do not have an electric vehicle. My father (who is disabled) frequently spends time at our address and may well in the future live with us. If this were to happen, would the fact that there would be an electric charge point prevent us from applying for a disabled parking space?</p> <p>It concerns me as I haven't seen anybody with an electric car in our road so I wonder of the value of it at this time. Electric cars are expensive and we couldn't afford to own one.</p>
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	<p>There is a lamp post towards the end of the road which is not directly outside any person's home - could it not be positioned there?</p> <p>---</p> <p>I wish to convey my objection to the installation of charge points and the associated allocated bays for electric vehicles only. Parking in this road and the roads around here is bad enough as it is without restricting several parking opportunities to electric vehicles.</p> <hr/> <p>---</p> <p>Back in 2013/4 I was looking at purchasing a EV but had to discount the idea because of the lack of on street charging points. It is therefore excellent news that these are now going ahead, and expect that we will be making use of these once we purchase an electric car hopefully within the next 12 months.</p> <p>---</p> <p>Whilst I understand the need to provide charging points for electric cars, taking away vital car parking space in an already congested parking area is less than ideal. There are 14 plus disabled spots plus all the works vans to contend with. Weekends and after the working day is a complete waste of time trying to park anywhere near my house. Blocking more spaces is not the answer.</p> <p>---</p> <p>We have owned this home since ... and have seen many changes over the years, the biggest change we have experienced is the difficulty in parking in the vicinity of our home sometimes having to park streets away, of course this is not just a problem for Shadwell Road. Parking is a contentious issue anyway and is regularly discussed with various neighbours during conversations, issues raised include, a rise in social housing in total</p>
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4 at this end of Shadwell Road(staff need to park) houses being turned into flats and of course work vans. We feel strongly against the proposal to install this charging point outside our home and feel it can reduce the value of our property and feel our entitlement to park (at least sometimes) outside our home has been removed.

The reasons are firstly there is already not enough parking spaces in this road and the problem of parking is being put on to other roads around this area. Last time this scheme was raised people who live in surroundings roads complained that if they had to come to a charging point they would lose their parking space in their road, secondly I would like to know how many people have or have requested charging points for this scheme in Shadwell Road. Personally I think it would be a better proposition to have these charging points in Supermarket car parks like they have in Milton Keynes and other shopping areas.

I wish to object to Charging points being placed in the middle of Shadwell Road outside No.39, where the yellow notice on the lamp posts states 43 as did the Portsmouth News paper, also the phone number in the letter I received went to the wrong office when I phoned the Council. These Charging points should be in car parks such as Tesco's, Lidl's and other Supermarkets or on the end of roads which are easier to access, as you know or should be aware of that parking in this road is abysmal, I'm sure someone will come along one evening and see a parking slot without realising it is a charging point will they be fined or allowed to do this as we as residents have to drive around for looking for a parking slot especially in the evenings. Also once electric cars are charged will the person be penalised if they do not remove their car

from this space as once it is fully charged. I was lead to believe also when you buy an Electric car you are provided with a charging cable that plugs in to a socket in ones own home for charging. I would like to know how many residents in Shadwell Road have requested Charging Points as I do not know of anyone with an electric car in this road.

I am writing to say that I object to the two electric spaces being considered for Shadwell Road. Parking is already terrible here as its not a permit area and these spaces will simply be a free parking space for electric cars.

I wish to oppose installation of the charge outside 43 SHADWELL ROAD PO2 9EH.

1. The understand the lamppost you propose to use is between no 39 and 41 Shadwell Road but the charging points will be outside no 43 at least 20 feet from power source.
2. Most (76%) charging connection on Electric Car are on the Passenger side of cars so charge point needs to be on North side of road not South side as this is
ONE WAY from Gladys Ave to London Road.
3. These charging points should be in supermarket car parks so they can charge whilst shopping, on main Roads or end of side roads NOT in the middle of roads as they will be vacant most of the time. I don't know of anybody who has an electric car in this road.
4. There is a Disabled Bay outside no 45(next door) has this been taken into account.

Could I suggest someone from this department come to Shadwell Road and see the problems maybe knock on some doors for feedback from residents.

With ref to your proposal for installation of chargepoints in Shadwell Road, I have great concerns. I have been a resident for 35 years and the parking has gotten increasingly difficult year after year. Whilst I am in full support of chargepoints - in my opinion put in the wrong place will cause more issues than not. People will park in the bays when a parking space can't be found late at night (as they do in residents disabled bays and in front of areas at the end of Shadwell Road) And who will enforce that? Nobody I expect. My thoughts would be that the vast space of the Mountbatten/Alexandra Park area could be greatly utilised for this proposal. Not just Shadwell residents but certainly PO2 9, as it would be off road elivating more parking frustration & congestion in our roads. Let's use this space instead of making more misery for us residents.

I write to request clarification on the proposed electric charging bays in Shadwell Road. We have received a letter by post (photo attached) stating that an electric charging bay has been proposed outside number 39 Shadwell Road.

However, the signage on the street (photo attached) seems to contradict this, and states that a bay will be placed outside of number 43 Shadwell Road when the resident purchases an electric vehicle.

Please can you clarify whether both spaces will be implemented in October/November or if one of the communications has been mislabelled? Please also clarify how PCC aim to establish that number 43 Shadwell Road have purchased an electric vehicle.

I would also like to request to see the analysis performed on the suitability of this particular spot on Shadwell Road. I note that both of these proposed spaces, and that outside of number 117 are on the south side of the road, this causes an issue as not all electric vehicles charge on their right side. Are you aware that Shadwell Road is one way, west to east.

	<p>Further to this can you please share the survey that would have been carried out to assess the lampposts in Shadwell Road, and articulate why this particular lamp post has been chosen.</p> <p>---</p> <p>OBJECTIONS: Proposed Electric Vehicle Parking Charging Points, 43 and 117 Shadwell Road</p> <p>Shadwell Road is a one-way street in North End, Portsmouth. It is close to the ferry terminals and major road links to the A27, but there is currently no residents permit parking in place.</p> <p>There is already a severe shortage of parking spaces for residents, resulting in some residents having to park their vehicles overnight in public car parks, such as the Mountbatten Centre, a ten minute walk away.</p> <p>Specifically:</p> <ol style="list-style-type: none"> 1. On Tuesday 1 September 2020 Shadwell Road was blocked to traffic for one hour between approx. 12.15pm and 1.15pm. An ambulance had been called to attend on a resident at No. 46 Shadwell Road. There was insufficient space for the ambulance to parallel park, so it was forced to block the road and vehicles queued back into Gladys Avenue. 2. On Thursday 3 September 2020 Shadwell Road was blocked to traffic for an hour between approx. 3pm and 4pm. An ambulance was attending a patient but again there was insufficient space for it to parallel park, so it was forced to block the road outside No. 18 Shadwell Road. <p>Sadly, these are NOT isolated incidents. There are regular (i.e. almost weekly) road blocks by ambulances unable to park and, since the onset of lockdown in March 2020, by delivery vans on a regular (hourly) basis.</p>
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	<p>Furthermore, emergency vehicles have difficulty accessing Shadwell Road due to the almost continual parking on double yellow lines at the entry point from Gladys Avenue. In the event of a fire or major incident, there is a high probability that a fire engine would not be able to access Shadwell Road due to the vehicles (often including 2 or 3 tonne high sided commercial vans) parked on these double yellow lines. Local traffic wardens are aware of the problem but, as I have been told, "We can't be everywhere at all times."</p> <p>3. I live at XX Shadwell Road and I have NO PLANS to buy an electric vehicle, particularly whilst it is frequently not possible to park close by to my own home. Having an electric parking bay close to my home DOES NOT ENCOURAGE ME TO BECOME GREENER. Much as I would like to, I cannot currently justify the expense of an electric vehicle. And secondly, if I could, I would NOT want to come home, charge the vehicle and then have to drive around looking for a parking space and potentially have a 10 or 15 minute walk home in the dark, late at night.</p> <p>4. The residents at No. XX Shadwell Road have informed me that they have NO PLANS to buy an electric vehicle.</p> <p>5. The parking bay outside No. 45 Shadwell Road has effectively been out of bounds to residents for the last 10 months. It is marked as a Disabled Bay, but the driver of the vehicle passed away in early January 2020 and the vehicle has not been moved since before that date. Portsmouth Council is aware of the situation, but has yet to take action to make the space available to other residents.</p> <p>6. Despite promises in 2019 that no further HMO applications would be considered in this area, Portsmouth Council is now currently considering an application for a proposed six room HMO at No. 13 Shadwell Road. This proposed change of use will potentially lead to a further increase in demand for parking spaces in an already over-saturated area.</p> <ul style="list-style-type: none"> • The above points demonstrate that there is NO requirement from residents for an electric
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	<p>vehicle charging point to be located outside No. 43 Shadwell Road.</p> <ul style="list-style-type: none"> • There is no evidence to suggest that this facility would encourage any residents to “become greener” and buy an electric vehicle in the near future. • Safety of residents could be further compromised as more vehicles are forced to park on double yellow lines, simply because there is no alternative, thus prohibiting safe and rapid access for emergency vehicles. <p>There are huge problems with a lack of available parking spaces in Shadwell Road and its adjoining streets. Portsmouth Council needs to address these challenges, by re-visiting the options of residents parking permits/banning commercial vehicles from residential streets overnight/making better use of Mountbatten Centre car parks/ BEFORE exacerbating the problem by further reducing the availability of residential parking spaces.</p> <p>I would also suggest that Portsmouth Council needs to demonstrate to residents that it has maximised the number of electric vehicle charging points available in all public space car parks (e.g. sports centres, supermarkets) AND that these spaces are being used to charge vehicles more than 80% of the time, BEFORE making life even more challenging for the majority of its residents, who do NOT own electric vehicles and, at current market prices and given the current economic climate due to Covid-19, are unlikely to do so for some considerable period of time.</p> <p>We would all like a greener world, but installing the proposed bays in Shadwell Road and forcing Portsmouth residents to drive ever-further distances around neighbouring roads, searching for a parking space, is NOT going to help achieve it.</p> <p>--</p> <p>I have a question regarding the proposed vehicle charge points.</p>
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Firstly I would like to know why these particular points on the road were chosen? Shadwell Road and the other surrounding roads are one way. Placing the points on the south side of the road means that the charger would be on the drivers side of the car. Based on my limited research this means that 76% of the models of hybrids and EVs available would have to be plugged in on the road side, when plugged in this protrusion could potentially be knocked by cars driving down the road causing damage to the vehicle. I have noticed that Oriel Road has 2 charging points on the north side of the road. However this road goes in the opposite direction meaning that again cars are likely to have their chargers on the wrong side. I would urge you to please consider installation of both chargers on the opposite side of the road to provide better ergonomics for the majority of hybrid and EV models available. As someone who would consider a plug in hybrid for their next vehicle I would have reservations about using a charge point with my plug sticking out in the road, I expect repairing any damage incurred would be at my expense, not the council.

Could I please take this time to point out that a general feel of the installation of these charge points on Shadwell Road is seen in a negative light by it's residents. Might I suggest as a way to get more people on board you consider tackling the issue of commercial vehicles parking in and around the area overnight? By addressing this matter you are more likely to get by in for what is very important for the future of Portsmouth and the environment.

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Thank you for you response. I'd like to note that I do not object to TRO 75/2020 entirely. My main concern is that their placement is not fit for purpose and is potentially wasteful.

	<p>I am by no means an expert on lamp posts but I am very confident that the posts on both sides of the road are identical. I also do not feel that proximity to the requestor is a valid argument as time and time again we are told by the council that we do not own the parking spaces outside our homes and that parking in proximity to our house is a luxury, not a right.</p>
SHELFORD ROAD West side, outside No.3	
	<p>Received notification of the EV charge point. I live at XX Shelford Road. Happy to offer my support for this and any future EV points in the future.</p> <p>---</p> <p>We object to the above proposal for the following reasons,</p> <p>There would be a further loss of parking in Shelford Road.</p> <p>There is no information about the electricity, i.e. is it environmentally friendly?</p> <p>Are the people who have registered interest actually resident in Shelford Road?</p> <p>Will the owner of X Shelford Road receive compensation for the siting of this business outside their house?</p> <p>Will rates be paid by Ubitricity to the local authority and the highways agency?</p> <p>Are new building developments required to provide charging points?</p> <p>This method is only a short term benefit until proper charging facilities are made available. Charging facilities should be provided by the council or private enterprises, and not on residential roads where there is no off road parking available.</p> <p>The Ubitricity website map shows that there is minimal siting of charging points in areas with off road parking compared with areas with minimal parking spaces, such as Shelford Road.</p>
ST CHAD'S AVENUE North side, outside No.7	

	<p>Im responding to the letter received today (4/9/20) with regards to the proposed charging point outside number X St Chads Avenue.</p> <p>I must object to this in the strongest terms as parking down this road is dire to say the least at the best of times. The amount of times Ive had to park as far away as Mayfield Rd and other roads of a similar distance or further is unacceptable as it is, but to have another space lost because of one of these charging points will just make the problem worse. Im not even aware of any cars that need it down this road , although there maybe, but the point is another space gone on top of the work vans and selfishly parked vehicles parked in the middle of a space big enough for two cars will just make a infuriating problem even worse. Please keep me informed of any progress with this matter.</p> <p>---</p> <p>I would like to write to object to the proposed vehicle charging point in St Chads Avenue.</p> <p>Parking in St Chads Avenue is already appalling, not helped by the new flats being built and the landlord charging for spaces, meaning residents are parking in the road instead of in the car park.</p> <p>We also already have multiple disabled bays in the road and adding another restricted bay will only make the parking situation worse.</p> <p>We frequently have to park in other roads already and I cannot see that helping potentially 1 resident charge an electric car, while making the rest of us drive around and around looking for a space, is going to have a positive environmental impact.</p>
STUBBINGTON AVENUE North side, outside No.207	
	<p>whilst I agree with the citing of EV point might we request it is placed in the old bus stops on Stubbington avenue outside approx 214/216</p>

	<p>or 225/227 to not take another on street parking space from an already crowded area for parking due to the restrictions of distance from copnor road lights, or the other side of Kensington road junction</p> <p>---</p> <p>I have just received the notification letter through for this proposed charge point which invites feedback. This end of Stubbington Avenue between Kensington Road and Connor road is very tight on parking already as much of the road section is not parking due to the traffic lights. It would make more sense to install it further east where parking is easier today - closer to 165 Stubbington Avenue, or up Kenyon Road/ Kirby road since there's already one on Kensington Road and Laburnum Road, and Lyndhurst road has reduced parking due to the schools. The houses are also bigger up Kirby and Kenyon roads so there's generally fewer cars per meter of road and parking is always lighter in these areas.</p>
	<p>---</p> <p>I am particularly grateful for the inclusion of Stubbington avenue as a EV charge area, this is great news!</p> <p>---</p> <p>I live in Stubbington Avenue and I object to this proposal. I object because of the amount of parking in this road is overcrowded and the lack of use for the electric vehicle charging bay once the electric car is charged no one else can use this parking space. Also the amount of HMO properties within this area has put a great stress on parking and there is no room for additional cars or to removed parking from the street.</p> <p>---</p>

	<p>We would like to object to having an electrical charging point for the following reasons</p> <p>1) have an elderly parents often over the weekend and are concerned how have an electrical parking space will reduce our ability to park near our house which is a major concern for us. My father already has a disability badge and space outside his own house: it would be shame to have to limit family visits due to car parking issues.</p> <p>2) My partner has his own business needing to get ladders / scaffolding towers from our back gate to his van - obviously not being able to park near our house could be a major issue.</p> <p>3) Partner has known degenerative hip bone issues, currently this reduces his working week to an average of 3 days a week and expect future issues with the potential need of our own disabled parking space outside our house.</p> <p>4) we continually have issues with people parking across the drive in some cases meaning the drive is out of action as a parking option or causing bumper to bumper parking which we are very concerned this will increase with the electrical charging point. This will increase disputes and issues over over parking.</p> <p>---</p> <p>Further to my email dated 14 September I would like to add the following further comments</p> <p>1. I assume you are not aware of the parking issues in STubbington ave regarding the shared driveways, such as people parking over the marked driveways both sides continually. Which causes problems of bumper to bumper parking and often situations of people not being able to get there car out, through there own inconsiderate parking on a daily basis, which often leads to arguments.</p> <p>I would like to recommend the following options for the proposed electric point</p> <p>1) outside no 199 stubbington there would be no driveway issues as it is the last space in</p>
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	<p>this section of road- photo attached , showing red car as the last space and has lamp post to connect the electric point</p> <p>Spoken to a few people and they all agree is is the most practical option to put the space on the end parking space, meaning there would be an issue with being blocked inside</p> <p>2) the other option would be 217 as there is a split driveway which is not in use. See second photo again showing lamppost and the non useable driveway .</p> <p>I would like understand is it a parking space for the electric cars or just a charging point and therefore limited to a time slot, if so how</p> <p>Is it going to be policed - to stop people just parking and leaving the car there. People will not adhere to charging times and it will become a parking space. (Photos attached to email.)</p>
<p>TASWELL ROAD East side, outside No.32</p>	
	<p>Further to your letter regarding an electric charging point in Taswell Road I wish to object strongly. Currently we have 2 electric charging points within a minutes walk of Taswell Road. One is used as a parking space Some evenings and the other most days is empty. Why have another in one of the shortest roads in Portsmouth when I can see 2 rarely being used.</p> <p>Taswell Road is used as a parking place during the day for all Teachers at the schools in the area. Residents cannot park due to this. In the evening all the roads across Waverley Road Park so again no parking for residents. In the summer when there are no schools it's all the beach people. So now with 1 less space things will be worse. There are many other longer roads in the area without electric charging points so why have you chosen the short road that actually has 2 points within reach. I am aware some people have already said they will use the point to park their car and not charge it as no one checks anyway. They are going to use this as their private space.</p> <p>I would suggest if we have to have this point then actually make the resident parking</p>

	<p>restrictions worth having as in Fratton all day 2 hours does not cover all workers coming home.</p> <p>Why act on something that is already available when the majority of cars by far are not electric. I rarely can park in my own street less than once a week.</p>
WADHAM ROAD South side, outside No.63	<p>Wadham Road already struggles with parking due to the recent three HMO's which house up to 6/8 people, whom most of them have cars. I get home around 3pm and even at this time I am having to drive around the block about 4 times before I can find a parking space, or having to park in a different road. Wadham Road also has staff from Harbour Vets parking up and down the road, plus many works Van's and the company that used to be called Sunlight on Gladys Avenue, staff also park in our road. So having a marked parking bay will only add to the major parking issues we already have. I have actually emailed Portsmouth City Council Parking Department, but was informed that due to the Coronavirus, the department is currently not operating ? I think parking as a whole needs to be looked at first before adding marked bays for electric vehicles. The road either needs to be permitted or bays/road markings put in place so people actually park properly. There have been residents shouting at each other over parking, and some residents have been putting their bins in the road for works Van's or to save their space. Unfortunately until the parking in Wadham Road is assessed, I object to the proposed electric vehicle charge point in Wadham Road.</p> <p>---</p> <p>I live at XX Wadham Road and have received the letter with regards to the proposed Electric Charge Point. Whilst I am fully behind the gradual change from petrol to electric cars, I strongly object to yet another parking space within our already over congested road. We currently have more than a handful of</p>

	<p>disabled spaces, (a couple of which often have cars without badges parked in them), houses of multiple occupancy that unsurprisingly have not stuck to the idealistic planning proposal of mainly using bicycles and more than a handful of large work vans regularly parking in the road as the whole area is already fit to burst with parking needs. Putting a charge point in and making another space largely redundant or only useable by a very small minority especially with other charge points in the vicinity is just going to exasperate the problem even further.</p>
WAVERLEY GROVE South side, outside No.2	
	<p>While I am wholly supportive of electric vehicle chargepoints across the city, I am strongly opposed to having one sited in Waverley Grove.</p> <p>Parking spaces for residents of Waverley Grove is always at premium due to the road being largely comprised of flats. In addition residents of Waverley Road use it for parking, staff of Mayville School, seafront visitors in summer and the usual mix of tradespeople year round.</p> <p>We had some hope that a residents parking scheme could help but omitting us from the new Craneswater MF parking zone has put even more pressure on parking, especially during the evening when Parkstone Avenue was our last resort for finding a space.</p> <p>So this proposal to take another parking space out of the road has come at a particularly bad time. You should look for a location where there are always spaces available. I provide some photos below that may help. They were taken at 10.50am Bank Holiday Monday 31st August, two days after the introduction of our RPZ.</p> <p>I have already written to local councillors detailing my feelings about this inequitable zoning decision:</p> <p>My main concerns are:</p> <ol style="list-style-type: none"> 1. Inadequate and unconvincing justification of the Extension + MF parking zone decision

	<p>2. The clear inequality of parking opportunities for different demographics and how this reflects on Portsmouth City Council The case presented for the Extension + MF decision thoroughly fails to convince. The vague reasons given have been built upon to create a case that remains both flimsy and risible.</p> <p>The primary reason to not proceed with the obvious option seems to rest on this documented point:</p> <p>‘After the MD zone was introduced in September 2019, feedback from residents of Waverley Road and side roads such as Gains Road and Allens Road indicated a preference to be included in the MD zone. The reasons given for supporting permit parking were more aligned with those of the MD zone’</p> <p>The question remains what was the basis of those preferences, what were the reasons given and how many people expressed them? These must be very strong reasons and submitted in large number to be selected from all residents’ comments to represent the will of the people. They are doing an awful lot of heavy lifting in driving this parking zone decision, against what would be the most obvious new zone as surveyed in March 2019.</p> <p>A disinterested person examining the evidence available would likely have come to a totally different decision, even without considering the disadvantage conferred on the residents to the west of the new MF zone. I am left with the conclusion that this outcome was desired by the Craneswater residents, who are capable of representing their wishes robustly, and local councillors who had an interest in achieving it.</p> <p>My original point remains that Portsmouth City Council is diminished by this egregious decision. It represents not fairness and equality for all residents but the protection of the interests of a particular demographic: Portsmouth’s affluent middle class. (6 photos attached: Waverley Road and 2 of St Ronan’s Road, in the MD residents’ parking zone, and Craneswater Avenue, Parkstone Avenue and Bembridge Crescent, all in the MF zone.)</p>
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	<p>---</p> <p>Hi I support the charging point.</p> <p>---</p> <p>I would like to email in support of a charging point being installed on Waverley Grove as I intend to obtain an electric car in the next couple of years.</p> <p>---</p> <p>Whilst it's good to hear that Portsmouth are investing in improving air quality, I think it's prudent that location of charge points are considered very carefully. Waverley Grove is made up solely of houses broken into flats with no individual houses. This means due to the high amount of residents in the road that parking is already quite a struggle. I currently pay for two parking permits which has made little to no difference to this area. In addition, the lack of parking in Waverley Road means Waverley Grove takes on a lot of spill over parking. I often see that the charging point in Wimbledon Park Road is empty and this loses a parking space within that road. This simply isn't something that can be afforded in Waverley Grove. I think it would be more sensible to acquire a space on a road of houses, such as St Ronans Road, for a location where there is the possibility of less people trying to park. Or perhaps another space on Wimbledon Park Road along the stretch near the park where there are no houses. Or on Old Bridge Road where again, there are no houses. As a young female, I am severely concerned that this is one space removed from near my property. I already often have to park roads away and fear for my own safety whilst walking back in the hours of darkness. There will only be frustration added to this if the charge point is not utilised. I really hope my views are considered as I object to Waverley Grove as and option for a charge point.</p>
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	<p>---</p> <p>You have stated that the charge point will be installed on the south side of Waverley Grove , number 2. I understand these charge points are connected to lamp posts. There is no lamp post on the south side of Waverley Grove outside number 2, although there is one on the north side outside number 1. Where exactly is this charge point going to be installed and what power supply is it using if it's outside number 2?</p> <p>You've posted the notice regarding this charge point on a lamp post between numbers 6 and 8 on the south side of Waverley Grove. Is this actually where you intend to install it?</p>
<p>WHITE HART ROAD West side, outside Mountjoy Court</p>	
	<p>In response to your letter dated 07/09/20 re "electric charging point", I am in total agreement with your proposal.</p> <p>---</p> <p>Reference your letter dated 7 September 2020 advising residents of the proposed electric vehicle charge point in White Hart Road, whilst I am in support of improving air quality in Portsmouth and encouraging ownership of electric vehicles, I am somewhat surprised with your proposal that an electrical charge point be installed in White Hart Road.</p> <p>Given the problem of youth behaviour in this area, especially during the summer months, coupled with the fact of this being a pedestrian thoroughfare from Gunwharf to Broad Street, I believe such a charging point in this road would further exacerbate the problem residents experience with damage encountered to cars, such as scratches, by youth behaviour late of an evening. I can only image such a charging point will be an incentive to youths in that they will have great delight in trying to unplug any car that is plug</p>

	<p>in to an electrical point irrespective of the likely damage such behaviour will incur.</p> <p>If the youth culture in this area was not so detrimental I would fully support your proposal but feel White Hart Road to be unsuitable for the installation of a charging point.</p>
WHITWELL ROAD South side, outside No.36	
	<p>I support the installation of a charging point at 36 whitwell road. It would also encourage others in the street to use EVs.</p> <p>---</p> <p>This is something we would support wholeheartedly.</p> <p>---</p> <p>I am just responding to the recent letter regarding a new electric vehicle charge point in our street (Whitwell road) as part of plans to introduce more to the city. I think this is a great idea and am fully supportive. A lack of charge points has been a big factor in my reluctance to get an electric car or 1 in the future (as majority of Portsmouth roads without drives mean you could never charge near your home) I hope this trial goes ahead and is successful so that more charge points can be installed</p>
WYKEHAM ROAD South side, outside No. 81	
	<p>I am emailing to object to a charging point in our road. Parking is at the limit anyway and this would take away a parking space. There is a charging point around the corner in Laburnum grove where I have seen a car charging 3 times since it was put there and it has been the same car each time!</p> <p>---</p> <p>We have been sent another letter changing the electric charge point in Wykeham road. I still object as there is one around the corner in</p>

	<p>Laburnum grove which is hardly used. If the requester lives at number 81 it would not mean they have a permanent parking space, if not, how does number 81 feel about this? It again takes a parking space away from a road that already has parking problems. Maybe consider residents parking again</p> <p>---</p> <p>My husband & I object to the proposal. We are in the dead end part of the road which has 20 houses, and we already have 3 disabled parking bays restricting our parking options. We would suggest a better position would be not outside someone's house. There are 2 large areas of 'wall' in Wykeham Avenue which are the sides of houses in Stubbington Avenue on the corners of Wykeham Avenue. Also, alongside no. 1 Wykeham Road. We have also not identified any electric cars in our area. My husband works shifts and already has a severe problem trying to find a parking space when returning home from work late at night. The proposed restricted space would only increase the problem.</p> <p>---</p> <p>I am writing to express my objections to your proposed electric car charging point at no 81 Wykeham Rd. No 81 is situated in the cul-de-sac area of which there are approx only 19 spaces for parking. 4 of these spaces are already taken up by disabled spaces and 2 by hard standing/gate areas, so there is very limited space already. Having asked most residents in this area - not one (underlined) has said they would be getting an electric vehicle, now or in the foreseeable future. So I would like it to be recorded that I object strongly to this proposal, as do my neighbours and if the point is required in WYKEHAM ROAD put it at the next lamppost down, also the house next door to that post does not, and never has had a car. Once again, I object to this proposal.</p>
WYMERING ROAD, NORTH END	

South side, outside No.120

With Reference to the Notification of an Electric Car Bay outside No. 120

This is totally, selfish, ridiculous & unacceptable yet alone no thought for the residents of Wymering Road.

This road must be one of the hardest roads for residents to try & find somewhere to park, without taking away another parking space for the very very small minority of electric cars in this area, that don't even have to pay road tax.

When the school hours are in force this road is jam packed with cars going round & round trying to find somewhere to park without taking away another parking space.

The council does nothing to ease this situation which is very annoying for the residents, & also all the cars parking on yellow lines in this road & all the other roads in this area making it very hard to manoeuvre round corners. Where are all the traffic Wardens????

There is some parking available near the school so why introduce this bay at just over half way in the most congested area of the road. We counted 22 vans parked in the road the other day, so if you come home after 5pm there is almost nowhere to park. If anything this road should be made Resident Parking Only, because of all the work vans left here all day long.

You mentioned that it was a residents request for this bay, so I would like to know why when a disabled bay is required, they have to fight literally tooth& nail to have a bay installed & go through all the form filling.

As I have mentioned before this is totally absurd & thoughtless. Probably if one of you lived in this road you would see the difficulties we all have in finding somewhere to park without taking away another space.

If you come home after 10pm then you may have to park 4-5 streets away.

Does this mean that no one else can park in an Electric Bay????

From a furious resident.

Road not relevant or identifiable from message	
	<p>Good afternoon, thank you for the e-mail regarding The Portsmouth City Council (Various Roads) (Electric Vehicle Recharging Parking Places) (No75) Order 2020 which I received today. I wish to register my support for this programme of works, an important step towards improving air quality in the city.</p> <p>---</p> <p>I am utterly baffled as to how anybody could have come up with a scheme as stupid as this, beyond the fact that it is free. In three years' time, it will doubtless be hailed as a huge success by the ill informed green mob and rolled out further. What will actually happen is that there will be a huge backlash from the general public on several grounds. Very few people can afford the absurd prices of electric vehicles. Electric vehicles might not be available or capable of doing the job in the first place. If they cannot charge, the following day is written off. That will cost jobs. If they cannot park without attracting PCNs, there will be real trouble from motorists and residents.</p> <p>---</p> <ol style="list-style-type: none"> 1. How many vehicles a day/night are you budgeting to be charged per 24 hours from each shared point? I ask because the existing charging point in my road is treated as a personal parking space and is fully occupied by one vehicle which remains there all day/night with the cable attached. Are they being charged per hour or per kW? Having a cable plugged in does not equal charging. If 6 hours as suggested, how do you ensure that if someone arrives at the bay after work, say 5.30, we should be able to get another car into the slot at 11.30, so we get two cars charged per night? You mention that you can only park there when actively charging. How do you know when a car is actively charging, and when it is fully

	<p>charged and available for use? Is there going to be a booking system, so for example you know when a particular socket is available, or when it will become available. How would my neighbour know my car is fully charged and so the space should now be available for them? If I put my car in the bay and it is fully charged, how many hours leeway would I get before I have to move it or get fined? How much is the proposed PCN? Are PCNs payable at night, what happens if my car becomes fully charged at night, and my alarm clock doesn't go off? I've been ticketed in my road at 4am in the morning when my car not causing an obstruction, so I know our traffic officers work 24 hours! But if electric cars exempt from night PCN, why would anyone be motivated to move car once in charging space? I've looked at the Portsmouth website but the links to tell you more about the charging and costs etc isn't working. Please can I suggest that you need to get that fixed so that we can see the costs, both in charges to my rates and personal charges for electricity used. Do you pay per hour cable attached, or per kW stored? What is the breakeven point when you start to make a profit to feed back into Portsmouth city finances? What are the success criteria (KPI) for the three year trial? Will they be published? Once the Ubitricity contract ends in 3 years, or the technology improves, who is responsible for removing old non functioning bollards so we aren't littered with non functioning bollards the way Portsmouth is littered with old non functioning CCTV and speed cameras? This is an interesting scheme, and I wish it well, but there are a lot of gaps in the info provided.</p>
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* HIGH STREET, OLD PORTSMOUTH South-east side, outside No. 17

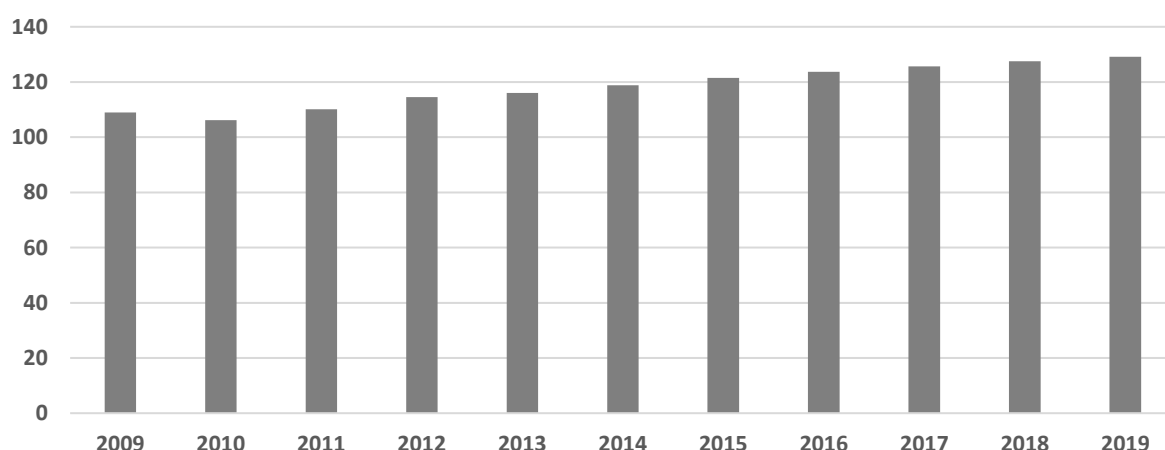
Comments by the Friends Of Old Portsmouth Association (FOOPA)

Thank you for giving local residents in Old Portsmouth the opportunity to comment on the Council's proposal to install an Electric Vehicle Charging Point (EVCP) at 17 High Street. FOOPA welcomes endeavours to reduce illegal air pollution and contribute towards Portsmouth meeting the National Air Quality Objectives in the shortest possible time. FOOPA fully supports the policy to increase the number of EVCPs throughout the city to incentivise residents to switch from polluting Internal Combustion Engine (ICE) vehicles to clean ULEVs. Nevertheless, we would like the Council to go further by pro-actively installing more on-street EVCPs throughout the city to lead and encourage demand, not merely being reactive when residents might request them.

However, the Transport Planning Team letter seems to be based on an underlying assumption that an increase in EVCPs will make a major improvement in cleaner air by encouraging residents to replace and so reduce the number of polluting motor vehicles in the city. However, DfT data shows this is not the case. The overall number of motor vehicles in Portsmouth of all types continues to increase as shown in the chart below.

Total number of vehicles registered in Portsmouth (thousands)

Source: DfT data table veh0105



The number of motor vehicles registered in Portsmouth continues to increase. Where do all these vehicles go? Every concession made by PCC for more road space and more car parking reduces the space available for walking and cycling.

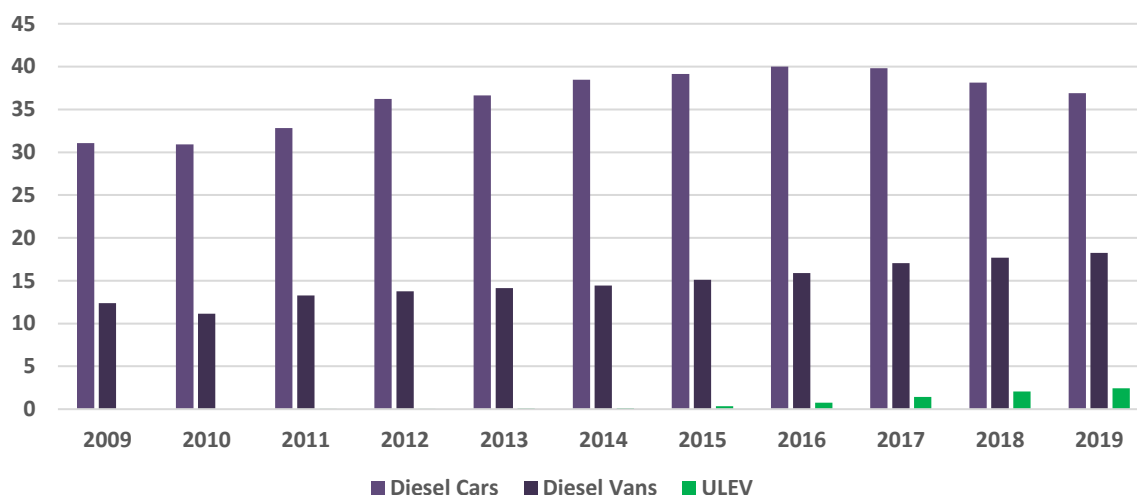
In 2019 the number of vehicles of all types increased by ~1600. The number of ULEVs increased by 370. Although the increase in the number of ULEVs is welcome, it is apparent that the overall increase in air polluting Internal Combustion Engine vehicles is over 3 times greater.

In 2019 the annual increase in the number of ULEVs was less than a quarter of the overall increase in motor vehicles. Therefore, it should not be assumed that when a resident replaces an ICE vehicle with an EV there is a net reduction in the number of polluting ICE vehicles.

Furthermore, DfT data also records that by the end of 2020 Q2, 92.5% of the ULEVs in Portsmouth are company owned.

Total number of diesel cars, diesel vans and ULEV registered in Portsmouth (thousands)

Source: DfT data table veh0132



The welcome reduction in the number of diesel cars is cancelled by the worrying increase in the number of diesel vans.

In June 2020 92.5% of all Ultra Low Emission Vehicles registered in Portsmouth were company owned. Only 222 ULEVs in Portsmouth are privately owned.

This year-on-year increase in vehicles is an unsustainable situation and is 'driven' by the fact that Portsmouth is predominantly a vehicle-friendly city. There are no measures to discourage driving, in fact the opposite is the case. It is very convenient to make short journeys in the city by car. Car travel is quicker and safer than active travel and is more comfortable and cheaper than public transport. Until this is environmentally unfriendly disparity is redressed, no number of new EVCPs will reverse the trend of worsening congestion, air pollution and public health concerns.

FOOPA raised concerns when the first EVCP was installed in High Street. PCC declared to OLEV that the EVCP would be made available for public use and no caveat on the availability date was recorded, and the High Street EVCP was listed on a large number of nationally-available apps as being available as soon as it was installed. However, the charging bay was not marked and the EVCP was not made available for public use until about 6 months later. There is no way of telling how many visitors to the city were guided by an app to High Street only to look in vain for the EVCP because the charging bay was not marked, or how many EV owners who were guests of Old Portsmouth residents were denied the opportunity to charge their vehicles in the High Street.

The PCC letter indicates that the EVCPs are primarily for residents' use. FOOPA requests clarification on the precise conditions of the OLEV grant i.e. is public money being provided for a facility to be shared equally by the general public including OP residents, or is public money being targeted on a facility to be made available only when an OP resident has acquired an EV?

Finally, FOOPA has received comments indicating that some residents consider this to be tantamount to PCC providing a reserved free parking space for the lucky EV owner. What

measures does PCC use to prevent 'charger-hogging' e.g. leaving the EV connected to the charging point when the charge is complete?

Appendix C: ORCS FAQs

Electric charge points FAQs

FAQs for on-street electric vehicle charge points

Why are we getting charge points in residential areas?

The number of electric vehicles on the road is getting bigger. Until now, charging electric vehicles has normally happened off-street in car parks, garages and driveways. In Portsmouth, off-street parking is not an option for many residents.

By installing charge points on-street, residents without off-street parking can enjoy the convenience and value of charging their plug-in electric vehicles at home.

Will the charge point make any noise when a car is charging?

No, there is no noise emission from the charge point.

Where can I find out where the chargepoints are located?

You can download the ubitricity app from the app store.

Will the parking bay be enforceable?

Yes –To park in the bay, the vehicle must be plugged into an electricity supply, otherwise a penalty charge notice may be issued.

Can anyone park in the space?

Anyone with an electric vehicle can park in the space as long as they are plugged into an electricity supply. These are shared-use charge points, rather than for private use.

Can other cars use the space if there are no electric cars using it?

No, we want to keep these spaces clear for those with an electric vehicle. To park in the bay, the vehicle must be plugged into an electricity supply, otherwise a penalty charge notice may be issued.

How long can an electric car park there?

This scheme is a trial. There are no plans for time restrictions for electric vehicle charging bays, but a car must be plugged into an electricity supply to use the bay.

How do I request a charge point in my street?

Contact our transport planning team: transportplan@portsmouthcc.gov.uk or 023 9283 4204

How does the charge point work?

The charge point draws electricity from the lamp column. To charge an electric vehicle a charging cable is required. Our charge points can be used with a standard charging cable or a 'SmartCable'. To find out more about the SmartCable, visit the Ubitricity website.

How long does it take an electric car to charge?

As the charge points we are installing will draw electricity from lamp columns, they will take longer to charge than other types of charge points. The scheme is designed for residents

to use for overnight charging. It is estimated that six to eight hours would provide most electric vehicles a full charge.

The charge points are 5.5kW of charge. The time it takes to charge an electric car depends on the size of the battery inside the car. Each car has a different size battery, meaning the charge time varies.

To work out how long it will take to charge your vehicle, divide the battery size by the power of the charge point. For example, a 30kW battery / 5.5kW charge = 6 hours, which can be seen as a typical overnight charge rate.

How much does it cost?

Please refer to the leaflet in appendix x

What type of charging point is it?

We are installing 'Pay As You Go' charge points. All you need is a Smart Phone that can scan a QR code on the charge point. You do not need to register to use the charge point. Simply turn up and scan. Each charge point is fitted with simple instructions for use. A SmartCable can also be used at the charge points, by plugging in and following the instructions on the screen of the SmartCable.

Can any electric car use it?

Yes, so long as it can use a type 1 or type 2 plug. This is standard for nearly every electric vehicle (EV). The charge points are suitable for charging hybrids as well as pure EVs.

Will the charge point drain electricity from the street light?

No, the charge point will use the spare electricity in the street light circuit.

Where can I find out more?

There are more FAQs, and additional information, on the ubitricity website.



Appendix D: Tariffs



On-street electric vehicle charging

What is being installed in my area?

- With support and funding from Portsmouth City Council, ubitricity is providing the very first electric vehicle charging points fitted onto street lights on your road.
- If the streetlight is located away from the kerb, an innovative charging bollard will be used.
- Each charging point will be marked by a electric vehicle bay.

How does it work?

- Each charging point is capable of providing a charge of 5.5kW to an electric vehicle.
- It is primarily aimed for residents who want to make the switch to electric vehicles but do not have access to off-street parking.

There are two easy access methods:

1 Standard Cable & Pay As You Go

- Plug in your electric vehicle with any standard charging cable.
- Scan a QR code using your smartphone's camera or the free ubitricity app.
- Enter payment details when prompted, charging will then commence.

2 ubitricity SmartCable

- The ubitricity SmartCable enables users to get the cheapest electricity tariff on offer.
- Once you have your cable and account, simply plug in your vehicle and charging commences, it really is that simple.



ubitricity

What are the costs?

Portsmouth Residents

SmartCable Tariffs:

- Each user receives one bill at the end of the month detailing all charging events.
- A complete overview of all charging transactions is available on the ubitricity web portal and on the free ubitricity app.
- The SmartCable will also work on non ubitricity EV sockets (you won't be charged twice, it will be operate in a passive mode).

Standard cable Tariff:

- An email at the end of each charge will detail the cost.
- You are only charged for the energy you use.

How can I see where the sockets are?

- ubitricity has a free app available on iOS and Android which shows where all the sockets are. They are also available to view on Zap-Map.

How can I purchase a SmartCable?

- Please visit the ubitricity website for further information on the scheme or to purchase a SmartCable: www.ubitricity.co.uk/pec or email support@ubitricity.co.uk.

For more information about electric charge points in Portsmouth visit www.portsmouth.gov.uk and search 'electric vehicles'.

Portsmouth Subscription

Monthly subscription
£6.99
Cost of electricity
12.9p/kWh

The SmartCable is a one off
cost of £99

Portsmouth Flex

Cost of electricity
14.9p/kWh
Plug-In fee
19p

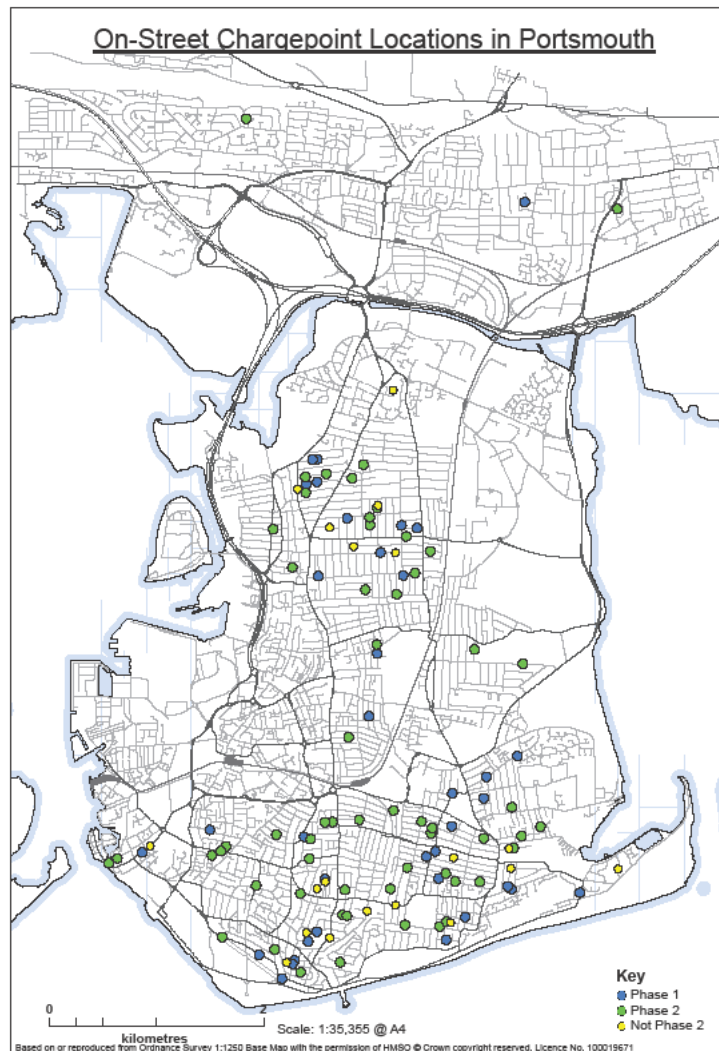
The SmartCable is a one off
cost of £199

Portsmouth Pay As You Go

(with any standard cable)
Just 22.9p/kWh

All prices quoted are inclusive of VAT

Appendix E: Location Map



Appendix F: Integrated Impact Assessment

See separate attached PDF document for this Assessment.

(End of report)

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Transport Planning

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

On-Street Residential Chargepoint Scheme (ORCS) Phase 2

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

- ☒ Existing
- ☐ New / proposed
- ☐ Changed

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

Using funding from the Office for Low Emissions Vehicles (OLEV) PCC will deliver an additional circa 60 chargepoints in locations where residential demand has been identified and off-street parking is not available. The goal of this scheme is to encourage the uptake of electric vehicles in Portsmouth where street layouts are a barrier to ownership. The scheme utilises lamp column electricity in order to provide

the charge necessary for an overnight recharge of most standard electric vehicles, where the lamp column is not kerbside a satellite bollard is installed. The scheme offers both pay as you go and subscription payment options. Once electric vehicle ownership has been identified a dedicated bay is marked on street, vehicles must be plugged in in order to not receive a PCN.

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

Consultation is due to begin week commencing 7th September. All feedback will be taken into account when finalising the list of chargepoint locations

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?



In thinking about this question:

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

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

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

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

Charging cables auto lock to prevent removal. chargepoints have internal software that can remotely track status such as damage (criminal or otherwise.)

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

Reports of criminal damage will be monitored, there are currently no issues with crime relating to the chargepoints installed during Phase 1.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?



In thinking about this question:

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

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

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

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

n/a

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

n/a

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

n/a

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

n/a

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

The scheme is based on residential demand.

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

Locations will be monitored as an ongoing exercise, if it is considered an issue that areas of the city are not being served by this scheme mitigating measures could be put in place.

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Satellite bollards on the footway can increase hazards for visually impaired residents. The same bollards were installed as part of phase 1 of this scheme in 2019 and no complaints have been received. Bollards are installed in such a way that there is no reduction in footway width due to the bollard being no bigger than existing lamp columns.

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

Ongoing assessment of resident feedback.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

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

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

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

By encouraging uptake of electric vehicles this scheme will aid in the reduction of exhaust emissions in the city.

How are you going to measure/check the impact of your proposal?
Ongoing measuring of NoX levels in the city.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B2-Energy use - Will it reduce energy use?

In thinking about this question:

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

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

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

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

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

Electricity will be required to charge the vehicles.

How are you going to measure/check the impact of your proposal?
Back office online facilities enable PCC officers to monitor usage of chargepoints across the city.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

Encouraging uptake of electric vehicles will reduce exhaust emissions, aiding in climate change mitigation.

How are you going to measure/check the impact of your proposal?
Continual NoX emissions monitoring in the city.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

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

This scheme has been designed to have minimal impact on the streets of Portsmouth.

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?

In thinking about this question:

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

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

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

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

Encouraging electric vehicle ownership will reduce exhaust emissions in the city, improving air quality.

How are you going to measure/check the impact of your proposal?
NoX levels are continually monitored in the city.

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

Electric vehicles are personal vehicles and therefore not considered more or less safe to other road users.

How are you going to measure/check the impact of your proposal?
Collision data is monitored continually.

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

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

n/a

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

n/a

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Where bollards are to be installed a 'manchester style' variant is used, that matches the aesthetic of more historic street furniture.

How are you going to measure/check the impact of your proposal?
Manchester style bollards were used in Phase 1 of this scheme, and no negative feedback has been received.

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

n/a

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

n/a

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

Schemes such as this show that Portsmouth is a forward facing city, looking to support innovative technology to encourage growth and regeneration.

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

n/a

Q8 - Who was involved in the Integrated impact assessment?

Daniel Hughes
Gina Perryman

This IIA has been approved by: Felicity Tidbury

Contact number: 02392 688267

Date: 21/10/20

Agenda Item 13

THIS ITEM IS FOR INFORMATION ONLY

(Please note that "Information Only" reports do not require Equality Impact Assessments, Legal or Finance Comments as no decision is being taken)



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Subject:	Solent Future Transport Zone
Date of meeting:	29 th October 2020
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	All wards

1. Requested by

- 1.1 Cabinet Member for Traffic and Transportation.

2. Purpose

- 2.1 To inform of the success of the Solent Future Transport Zone (SFTZ) bid.

3. Background information

- 3.1 There is currently a significant focus of Department for Transport (DfT) policy-making and funding on the Future of Mobility, recognising that we are at the cusp of significant technology - driven changes in transport and mobility. DfT have published several documents and strategies, including the Future of Mobility Urban Strategy, which look at important future trends, challenges and opportunities for the UK transport system and outline the government's approach to maximising the benefits from transport innovation in cities and towns.
- 3.2 One element of the Government's response is the Future Transport Zones (FTZ) programme (previously named Future Mobility Zones), which is intended to fund local bodies such as councils, hospitals, airports and universities to test innovative ways to transport people and goods in several designated zones. £90m of funding to set up Future Transport Zones was made available for eligible authorities in England (Combined Authorities and cities shortlisted for the Transforming Cities Fund) to bid for in 2019.
- 3.3 DfT required Future Transport Zone proposals to include projects delivering the following outcomes:
- trial of new transport services, modes and models, creating a functioning marketplace for mobility that combines new and traditional modes of transport
 - improve integration of services, increase the availability of data and provide access to digital planning and payment options, primarily through mobile phone

THIS ITEM IS FOR INFORMATION ONLY
(Please note that "Information Only" reports do not
require Equality Impact Assessments, Legal or
Finance Comments as no decision is being taken)



app-based platforms utilising new software that delivers “Mobility as Service “ (MaaS)

- explore innovative approaches to provide lower income households with access to future forms of mobility, for example, through the provision of 'mobility credits'
- Test scope for achieving efficiencies through shared (dynamic) demand responsive transport
- Combine trials together in a manner that creates a globally significant demonstration zone for future transport, and share research and learnings from the trials widely (with the aim of creating an exportable template to allow successful initiatives to be replicated in other areas)
- Trial projects which would complement Transforming Cities Fund proposals

- 3.4 Solent Transport, the partnership of Local Transport Authorities which Portsmouth City Council is a partner alongside Hampshire County Council, Southampton City Council and Isle of Wight Council, led the development a bid covering both the Portsmouth city region and Southampton city regions, comprising 9 projects across two linked themes.
- 3.5 Full content of the Solent FTZ bid can be viewed at the following link:
http://www.solent-transport.com/images/Bids/future-mobility-zones-fund-application-form-final-proposal_30_09_19_FINAL_redacted.pdf and more information on the funded programme is provided in section 4 of this report.
- 3.6 The SFTZ bid, for between £27.1m and £43.9m of funding was submitted in September 2019 and was successful, being awarded £28.759m funding in March 2020. The “low” funding package was awarded for each scheme, except for drone trials which received funding for the higher package. No funding was awarded for the HEI (University) Halls Consolidation project, or the “multi-purpose vehicle” (DDRT and Freight combi vehicle) trials.

4. Summary of programme

- 4.1 The Solent Future Transport Zone (SFTZ) programme covers most of the Solent sub-region. It includes the Portsmouth city region, comprising the city of Portsmouth and surrounding towns such as Fareham, Havant, Waterlooville and Ryde (Isle of Wight), the Southampton city region, comprising the city of Southampton and surrounding towns such as Eastleigh, Totton & Romsey. It also includes the wider “Solent Go” multi-operator public transport smart ticketing area, which extends beyond and between the two Transforming Cities Fund (TCF) city regions and the Isle of Wight. The estimated population within the SFTZ is 1.16m.
- 4.2 The SFTZ project will test & deliver future mobility options that support the efficient movement of people, and also explore innovative approaches to the movement of goods and freight in urban areas. This focus derives from the Solent area's importance as a maritime gateway (20.5% of Solent's £27.8bn GVA is generated by the marine & maritime sector - over 3,000 businesses providing 40,000 jobs).

4.3 The Solent Future Transport Zone programme seeks to support efforts to address the following issues:

- Low Productivity - Solent average productivity of £45,645 (2015) which is 8.4% below the regional average and almost 0.5% behind the UK average.
- Traffic Congestion - £100m/pa¹ economic cost of congestion in Southampton alone. In Portsmouth City, the average vehicle speeds are 32% slower than the national average, which (though a positive in terms of road safety for active travel) is indicative of the levels of congestion in the area.
- High Car Dependency – the Solent has a lower public transport mode share and less extensive public transport system than comparable dual city regions. For example the average number of annual bus journeys by residents in the Solent is 45, whereas in Manchester & Liverpool it's 80.²
- Poor Air Quality - 21 AQMAs, with Portsmouth, Southampton and Fareham subject to Ministerial directives to address exceedances.
- Low Physical Activity Levels and Poor Public Health- 66.5% of Portsmouth City adult residents are classed as overweight/obese.³
- Impacts of movement of goods by road- this accounts for around 15-20% of all traffic and is the fastest growing area of travel demand⁴.

4.4 The SFTZ proposal will address these challenges by delivering projects focused on two overarching themes:

- Theme 1: Personal Mobility: providing new modes of travel, and developing new, complimentary means of planning and paying for journeys - strengthening and deepening the use of sustainable modes beyond what our Transforming Cities Fund (TCF) proposals would deliver
- Theme 2: Sustainable Urban Logistics: developing innovative approaches to address impacts of freight & logistics in urban environments.

4.5 Due to COVID-19, the commencement of the Solent FTZ programme was delayed from April 2020, to July 2020 and revisions were made by DfT to the programme timescales. This includes the end year for the programme moved from 2023 to 2024, to account for delays to the funding award and due to Covid-19.

4.6 The SFTZ bid and projects within were developed in 2018 and 2019, prior to the Covid-19 pandemic, and the short and likely medium and even longer term impacts arising from the pandemic introduce significant previously unforeseen uncertainty and risk to parts of the Solent FTZ programme.

4.7 Immediately after funding award, Solent Transport commissioned a review of the Solent FTZ programme, identifying risks to delivery and how projects and the

¹ Oxford Economics 2014

² <https://solentlep.org.uk/media/1514/tip-final-web-version.pdf>

³ Public Health England LA Profiles - Obese & Overweight, 2016

⁴ DfT road traffic forecasts 2018

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overall programme could be adapted to reduce these risks and also assist with the Covid-19 transport sector response.

- 4.8 Full details of this review, and the resultant alterations to the FTZ programme (agreed with DfT) can be viewed in the Solent Transport Joint Committee report of 29th June 2020 (see link in background documents).
- 4.9 The most significant recommendations were that the proposed DDRT and Liftshare projects be delayed and reduced in scope, with consideration given to cancellation of these projects in their entirety following a review in Spring 2021 if Covid-19 social distancing and other impacts on the public transport sector and car-sharing still render these projects difficult or impossible to deliver successfully.
- 4.10 Funding released as a result of delayed implementation (and therefore lower spend) on these projects has been diverted to:
- Enabling e-scooter share trials
 - Enhancing and accelerating the cycle share project, and potentially the Micro-consolidation project
- 4.11 Approval was given at the September 2020 Traffic & Transportation meeting to proceed with developing the e-scooter rental scheme trials, with a report being taken back to the Traffic and Transportation Cabinet Member with the detail of the scheme before launch.
- 4.12 Other key recommendations for the short term include early delivery of Solent Go carnet tickets, enabling Solent Go to better respond to public transport users' changed working patterns.
- 4.13 Therefore the SFTZ programme now underway comprises the following projects under each of the two themes:
- 4.13.1 Theme 1: Personal Mobility:
- Mobility as a Service trial: Creation and trial of a new Mobility as a Service platform integrates planning and payment for multiple modes of transport, capitalising on technology to provide an end-user with convenient and seamless travel. These trials will seek to extend the existing Solent Go product range onto a MaaS app and integrate these existing and new (see below) ticketing options with planning, payment and ticketing of existing (eg bus, rail, ferry) and planned new (eg e-scooter, e-bike, DDRT) travel options. The app will be trialled across both the general public, and more detailed/controlled University research projects.
 - Growing Solent Go: creation of several new travel zones and products as part of the Solent Go range of bus and ferry travel products, complimenting both MaaS trials and TCF bus rapid transit plans (including SEHRT).

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- Mobility Credits trial: this project, planned to be implemented in parts of the Borough of Havant, will trial the provision of “mobility credits” to certain groups via the MaaS app described above.
- E-scooter trial: trial of shared rental e-scooters, initially for a maximum of one year, in various parts of the Solent area. This project is being “fast tracked” with the aim of providing an improved range of socially distanced, non-car transport options during the Covid-19 pandemic.
- Shared bike / e-Bike Project: Introduction of public bike / e-bike share systems in Portsmouth and Southampton, complimenting e-scooter trials, serving various journeys within the cities with a new non-car travel option, and also providing improved first/ last mile access to public transport corridors. A key aim of this project will be to test approaches which reduce the negative impact that vandalism and theft have on viability of such schemes.
- Trial of Dynamic Demand Responsive Transit (DDRT): Flexible, “street corner to street corner DDRT services offer the opportunity to improve public transport connectivity in areas where the viability of traditional bus services is limited. They offer a service on demand (booked via apps) and can provide integrated links to the main public transport networks, connecting key destinations in areas of “thinner” public transport provision. A trial of DDRT in at least one part of the Solent FTZ area is proposed (currently paused, subject to review of viability in light of Covid-19 impacts on people’s propensity/ willingness to use public transport services).
- Car and lift sharing: This project, also currently paused and subject to review in light of Covid-19, would seek to trial the promotion of car sharing, particularly to major employment areas, via MaaS and via incentive schemes.

4.13.2 Theme 2: Urban logistics:

- Drone Logistics: This project, delivered largely by University of Southampton, will trial the use of Unmanned Aerial Vehicles (Drones) for medical logistics within the Solent area, particularly between the mainland and the Isle of Wight where significant benefits for medical logistics are anticipated. To support the Covid-19 response, part of the project has been implemented at pace this summer. The practical trial of use of drones for cross-Solent delivery of medical goods was been brought forward by more than a year, supported by DfT and Isle of Wight NHS trust. Drones have operated between Solent Airport (Lee-on-Solent) and Binstead airfield, with onward surface couriers connecting to hospitals, providing an additional transport option for certain NHS goods at the peak of the first lockdown period. Several UK firsts were achieved as part of this initiative.

In the medium term, the project will return to delivering on core issues including the practicalities and economics of drone operations and

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management of airspace to enable drone logistics alongside conventional air traffic.

- Delivery Consolidation and Delivery/Service Plans: This project will develop the use of delivery consolidation in order to reduce the numbers of goods vehicles making deliveries to major employment, retail, health and education sites within the urban areas in Solent.
- Sustainable Last Mile Logistics and Micro Consolidation Points: There is an increasing interest in greater use of more sustainable, zero emission transport modes, such as electric cargo cycles and walking porters operating from local "micro-consolidation" points, to deliver goods over these short last stretches of a delivery journey. This project will deliver trials of such solutions in some parts of the Solent area.

4.14 The breakdown of funding across the programme is shown in the table below.

Project	Total funding
Mobility as a Service (MaaS) trials	£5,957,714
Growing Solent Go	£811,500
Mobility Credits Trial	£665,626
DDRT Trials	£801,000
Bike/ e-bike share scheme	£2,459,730
Shared e-scooter trial	£930,000
Liftshare project	£308,038
Drone logistics trial	£8,044,034
Macro-consolidation project	£895,192
Micro-consolidation & sustainable last mile logistics trials	£2,499,227
Programme Monitoring & evaluation	£503,130
Marketing & Communications	£439,224
Programme management and delivery team	£2,430,000
Contingency	£2,014,365
Total	£28,759,000

4.15 For both themes, the Solent Transport Zone project proposes to trial approaches which increase the range of functions and services that are provided at transport interchanges and local mobility hubs. Interchange improvements are a major focus of the SEHRT TCF proposal, and this will complement the emerging Portsmouth Local Transport Plan 4, which includes potential schemes to deliver mobility hubs.

4.16 The SFTZ programme will contribute to an expanded role for interchanges and local mobility hubs by offering a number of new services and travel modes (developed by the SFTZ programme) at these locations:

- Access to shared bikes/ e-bikes/ e-scooters
- Hub/ interchange point for DRT services
- Provision of space for micro-consolidation points

- Provision of click & collect facilities

5. Governance, Communications and Engagement

- 5.1 Governance of the Solent FTZ programme will be via a Programme Board and Steering Group structure, as set out in the 29th June 2020 Solent Transport Joint Committee report (see background documents). This will include representation from Portsmouth City Council's Cabinet Member for Traffic and Transportation on the Steering Group, and from senior Portsmouth City Council officers on the Programme Board.
- 5.2 The programme will be implemented by a programme team, partly employed centrally by Solent Transport but also with delivery of projects in different localities supported by locally embedded staff within Local Transport Authority (LTA) teams. Significant elements of some projects will also be delivered by University of Southampton and University of Portsmouth.
- 5.3 Projects will be delivered in line with each Authority's corporate Project & Programme Management frameworks, and will also report to and be directed by the Solent FTZ Steering Group/ Programme Board.
- 5.4 This means that communications and engagement for each project will be determined based on the needs of the project and the locality and the Authority. Solent Transport's central programme team includes an additional comms and marketing officer, who will work closely with LTA comms teams and project managers/ implementation staff in order to ensure communication and engagement is delivered in line with local requirements.

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Portsmouth
CITY COUNCIL

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Signed by (Director)

Appendices:

None

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
Solent FTZ bid	http://www.solent-transport.com/images/Bids/future-mobility-zones-fund-application-form-final-proposal_30_09_19_FINAL_redacted.pdf
Solent Transport Joint Committee FTZ report, 29 th June 2020	https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=503&MId=4512&Ver=4 (item 6)