



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 17 DECEMBER 2020 AT 4.00 PM

VIRTUAL REMOTE MEETING

Telephone enquiries to Democratic Services Tel 023 9283 4870
Email: democratic@portsmouthcc.gov.uk

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative
Councillor Graham Heaney, Labour

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

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

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

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 TRO 42/2020 - Proposed MH Westfield Road Area Residents' Parking Zone (Pages 5 - 72)
Purpose

To consider the public response to the proposed MH Westfield Road area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

RECOMMENDED that the Cabinet Member approves

1. That the MH Westfield Road area parking zone proposed under TRO 42/2020 is implemented as advertised;
2. That, should the recommendation above be approved, an extension to the MH parking zone is subsequently proposed to cover the roads to the east which responded positively to the MH informal survey, namely:
 - (i) Bransbury Road (Eastney Road to Minstead Road)
 - (ii) Fordingbridge Road
 - (iii) Henderson Road (Eastney Road to Lidiard Gardens)
 - (iv) Lidiard Gardens
 - (v) Minstead Road
 - (vi) Ringwood Road
3. That the following clarifications are confirmed and noted:
 - (i) Residents of Devonshire Avenue would continue to be able to park on either side of their road, as enabled by signage despite each side being allocated to a different zone. Parking bays are included in the proposed MI parking zone, as the MI proposals could not make reference to a parking zone that has not yet been proposed;
 - (ii) Pecam Close is a private road and these proposals do not affect that status. Properties would be eligible to apply for MI permits should they wish to use the adjacent public roads for parking.

4 TRO 17/2020 - Proposed MI Middlesex Road Area Residents' Parking Zone (Pages 73 - 136)

Purpose

To consider the public response to the proposed MI Middlesex Road area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

RECOMMENDED that the Cabinet Member approves

1. That the MI Middlesex Road area parking zone proposed under TRO 17/2020 is implemented as advertised;
2. That appropriate parking restrictions are proposed for the north side of Goldsmith Avenue, outside of the MI zone boundary, to address specific issues should they arise;

3. That the following confirmation is noted:

Under this proposal (TRO 17/2020), residents of Devonshire Avenue would continue to be able to park on either side of their road, as enabled by signage, despite each side being allocated to a different zone to the north and south.

5 **LTP 19/20 Speed Reduction - Clive Road (Pages 137 - 154)**

Purpose

To consider the responses to the public consultation regarding the proposals to implement speed reduction infrastructure (speed cushions) on Clive Road.

RECOMMENDED that the Cabinet Member approves the implementation of speed cushions on Clive Road.

6 **Rainbow Corner Day Nursery - Victoria Road North (Pages 155 - 170)**

Purpose

To consider the proposed road safety infrastructure to protect Rainbow Corner Day Nursery on Victoria Road North.

RECOMMENDED that the Cabinet Member for Traffic and Transportation approves the implementation of road safety infrastructure on Victoria Road North, outside Rainbow Corner Day Nursery.

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

Date of meeting: 17 December 2020

Subject: TRO 42/2020: Proposed MH Westfield Road Area 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 MH Westfield Road area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

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

Appendix A: The public proposal notice for TRO 42/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1. That the MH Westfield Road area parking zone proposed under TRO 42/2020 is implemented as advertised;
- 2.2. That, should recommendation 2.1 be approved, an extension to the MH parking zone is subsequently proposed to cover the roads to the east which responded positively to the MJ informal survey, namely:
- (i) Bransbury Road (Eastney Rd to Minstead Rd)
 - (ii) Fordingbridge Road
 - (iii) Henderson Road (Eastney Rd to Lidiard Gdns)
 - (iv) Lidiard Gardens
 - (v) Minstead Road
 - (vi) Ringwood Road

2.3 That the following clarifications are confirmed and noted:

- (i) Residents of Devonshire Avenue would continue to be able to park on either side of their road, as enabled by signage, despite each side being allocated to a different zone. Parking bays are included in the proposed MI parking zone, as the MH proposals could not make reference to a parking zone that had not yet been proposed;**
- (ii) Pedam Close is a private road and these proposals do not affect that status. Properties would be eligible to apply for MH permits should they wish to use the adjacent public roads for parking.**

3. Background

3.1 The area identified as "MH" 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 MH area closed in March 2020, and 584 of 1938 survey forms were returned (30%). Of the 584 who responded:

- 426 (73%) felt a parking scheme would be helpful
- 146 (25%) felt a parking scheme would not be helpful
- 12 (2%) did not indicate either way

The majority of replies indicated that parking problems occur every day (74%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

Evening 41%	Overnight 37%
Afternoon 15%	Morning 5%
Unanswered 2%	

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 causes formal proposals to be drawn up for consultation, as per the information set out on the survey form.

3.4 The Programme report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Proposed restrictions take into account information given by local people, any adjacent parking restrictions, along with enforcement requirements in the area.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 49/2020 took place 24 September - 16 October 2020. Statutory consultation is not the same as a survey; the survey 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, consideration is given to how people respond in their representations. 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 (40) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MG zone (1938).
- 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 MH Westfield Road area parking zone is summarised and considered in this section. Full responses are reproduced at Appendix B.
- 5.2** 200 people responded to the proposed MH zone under TRO 42/2020. Their views have been analysed by officers who have classified them as below. For example, where a resident supports permit parking but objects to the times of operation or costs, this has been included as an objection:

Respondents	Object	Support	Unclear either way
Residents in zone	45	110	14
Businesses in zone	0	0	1
Residents outside zone	0	1	0
Businesses outside zone	0	0	0
Totals	45	111	15
No address given	9	18	2
Overall totals	54	129	17

- 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 as listed below, in order of most-highlighted:
- Households have too many vehicles
 - Commercial vehicles
 - Parking associated with HMOs (Housing in Multiple Occupation)
 - Displaced vehicles from nearby parking zones, or others seeking unrestricted parking
 - Football match parking
 - Local garage working on cars; vehicles associated with other businesses
- 5.4** The most common points raised during the formal consultation, whether in support or against the proposed MG parking zone, are listed below:
- operating time of the parking zone (29 out of 200)
 - cost of permits (27 out of 200)
 - boundary roads (20 out of 200)
- 5.5** 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 MH parking zone.
- 5.6** Boundary roads of the MH Westfield Road parking zone include Highland Road (north side), Winter Road (east side), Devonshire Avenue (south side) and Eastney Road (both sides; see recommendation 2.2).

6. Reasons for the recommendations

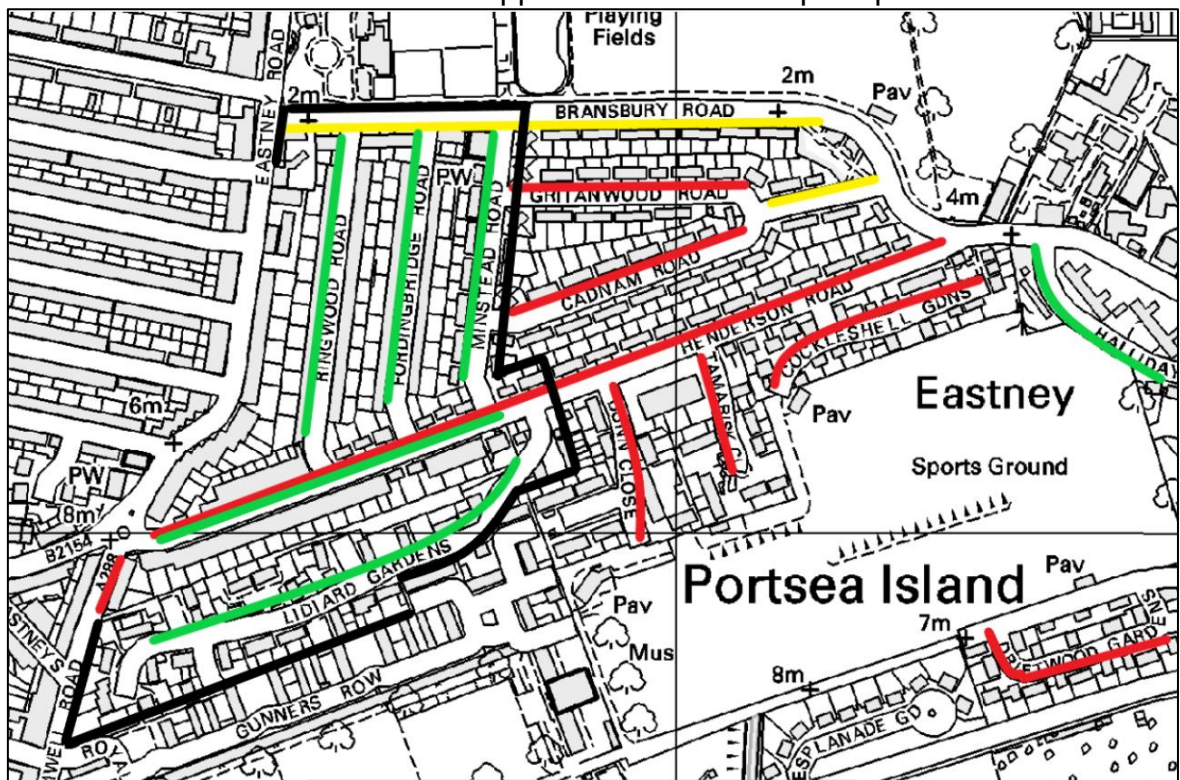
- 6.1** The recommendation is to implement the MH parking zone with the caveats highlighted in paragraphs 2.2 and 2.3. The Administration has said it only wants to implement parking zones where the residents want them. The informal survey showed this was the case and the officers' analysis of the comments received to the formal proposal shows that this is still the case; objections to elements of the scheme are addressed within this report. An assessment needs to be made of all of the comments received and in many of those which have been classified as objections, the need for a zone has been accepted albeit with a concern about how elements of the proposed zone would work.
- 6.2** 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 MH Westfield Road 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.

- 6.3** 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** 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.
- 6.5** 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.
- 6.6** 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.
- 6.7** 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.
- 6.8.1** 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.
- 6.8.2** Operating time of proposed MH parking zone: 29 of those who responded to the consultation would prefer the restrictions to (a) start earlier, (b) extend for more than 2 hours a day or (c) for the parking zone to operate 24 hours a day. These preferences suggest that the majority of people are content for the proposed operating time of 6-8pm to be implemented. The proposed timings were based on a high proportion of people responding to the informal survey to say that the parking problems occur mainly in the evenings (41%).
- 6.9.1** 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 are funded from the income generated. After the original set-up costs, parking zones have ongoing costs

thereafter. Costs involve permit and penalty charge notice administration, signs, posts, road markings, enforcement and maintenance.

- 6.9.2** 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.
- 6.10.1** Boundary Roads
There are 294 properties on the section of Highland Road dividing the MG and MH parking zones. The majority of properties do not have off-street parking, and therefore the parking demand from Highland Road is split between both parking zones under TRO 42/2020. 8 properties on the north side are included in the MG parking zone opposite, as per the report on the MG parking zone (TRO 49/2020), because the nearest MH permit parking would be around 200 metres away in either direction.
- 6.10.2** There are around 145 properties in the section of Eastney Road included in the MH parking zone. As there are no side roads leading off the east side of Eastney Road, all properties are included in the MH parking zone so that side roads opposite may be accessed for parking.
- 6.10.3** There is very little parking on the east side of Winter Road, due to existing restrictions and its nature as a main road. Properties on both sides of Winter Road were allowed permit eligibility for the ME parking zone when it became operational earlier this year. This was an interim measure to mitigate the effects of displaced parking to the east of Winter Road, as the side roads provide the nearest unrestricted parking. Now that the MH parking zone has been proposed, the parking bays and permit eligibility include the east side of Winter road.
- 6.10.4** Devonshire Avenue is proposed to have shared parking bays installed, for use by MH and MI permit holders, meaning residents of Devonshire Avenue would continue to be able to use both sides of their road for parking. This has caused confusion for some residents, who expressed concern about only being able to park on one side of their road, which is not the case, hence recommendation 2.3 (i).
- 6.10.5** Eastney Road: The parking survey results from the "MJ" area, surveyed in October 2020, combined with how local people responded to the consultation on the proposed MH parking zone, have led to recommendation 2.2 to propose extending the MH parking zone eastwards, should that zone be approved at this decision meeting. The full results can be viewed on Portsmouth City Council's website by searching "parking survey results".
- 6.10.6** The support for permit parking is found at the western end of the area identified as "MJ", as shown in the indicative plan below. Whilst Eastney Road, as a boundary road, has no side roads adjoining its east side, use of the roads to the east is common among residents, and helps to disperse the parking demand in the area as Eastney Road has no parking available due to restrictions.

KEY: Green = in favour Red = opposed Yellow = equal split



Breakdown of results by road

Road Name	For	Against	Undecided	No. of surveys received	No. of properties surveyed
Bransbury Road	6	6	1	13	45
Cadnam Road	2	3	3	8	52
Cockleshell Gardens	2	11	2	15	44
Cromwell Road (part)	0	1	0	1	9
Driftwood Gardens	3	6	0	9	24
Dunn Close	0	4	1	5	53
Eastney Farm Road	2	2	0	4	16
Fordingbridge Road	17	12	0	29	73
Gritanwood Road	0	8	1	9	43
Halliday Crescent	2	0	0	2	53
Henderson Road (part)	20	28	2	50	164
Lidiard Gardens	20	12	2	34	124
Minstead Road	8	4	1	13	34
Ringwood Road	18	15	0	23	92
Tamarisk Close	1	4	0	5	31
Totals	101	116	13	230	857

6.11 It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.

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 parking zone will be in the region of £37,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. These cost will be met from the On Street Parking budget.
- 9.2** 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.

- 9.3** 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.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within in the MH extension zone there are 1,938 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,770. 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 approx. £38,700 per annum in first permits alone.
- 9.6** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams 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
200 emails / letters in response to TRO 42/2020 (Proposed MH Westfield Road area 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 42/2020

THE PORTSMOUTH CITY COUNCIL (MH ZONE: WESTFIELD ROAD AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS, AND AMENDMENTS TO ADJACENT ZONES) (NO.42) ORDER 2020

24 September 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 16 October 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) MH ZONE BOUNDARY



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B) MH PERMIT HOLDERS ONLY 6PM-8PM

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. Billing Close | 8. Landguard Road |
| 2. Blenheim Court | 9. Maxwell Road |
| 3. Carpenter Close | 10. Methuen Road |
| 4. Clegg Road | 11. Oliver Road |
| 5. Eastfield Road | 12. Reginald Road |
| 6. Hatfield Road | 13. Westfield Road |
| 7. Hellyer Road | |

Part roads

- 14. **Hunter Road** (between Winter Road and Hatfield Road)
- 15. **Prince Albert Road** (between Devonshire Avenue and Highland Road)
- 16. **Tredegar Road** (between Winter Road and Hatfield Road)
- 17. **Winter Road** (east side between Devonshire Avenue and Highland Road)

- C) MH PERMIT ELIGIBILITY:** All properties within the MH zone boundary shown at Part A, including even-numbered properties on the south side of Devonshire Avenue between Winter Road and Eastney Road.

D) ME PERMIT HOLDERS ONLY 4.30PM-6.30PM

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

1. Winter Road

- (a) West side, the currently unrestricted parking between Pretoria Road and Aston Road
- (b) West side, the currently unrestricted parking between Aston Road and Tredegar Road

E) CHANGE FROM ME ZONE PERMIT ELIGIBILITY TO MH ZONE

- 1. Properties on the east side of Winter Road

F) MG ZONE PERMIT ELIGIBILITY INSTEAD OF MH ZONE DUE TO NEAREST PARKING

- 1. Odd-numbered properties 279-291 Highland Road
- 2. 1-12 Highcourt, 293 Highland Road

**G) MH PERMIT HOLDERS OR
WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-8PM**

1. Eastfield Road

- (a) North side, a 5m length east of Winter Road junction
- (b) North side, a 9m length east of the electric vehicle charging bay, side of 92 Winter Road

2. Hatfield Road

East side, a 35m length adjacent to the school, between Reginald Road and Methuen Road

3. Hellyer Road

East side, a 24m length adjacent to the businesses, gym etc. north of Highland Road

4. Methuen Road

South side, a 17m length west of Eastney Road adjacent the church

5. Prince Albert Road

- (a) West side, a 46m length north of Highland Road, opposite the health centres
- (b) West side, a 13m length outside the public house/hotel, south of Eastfield Road



- H) NO WAITING AT ANY TIME (double yellow lines) (Measurements exclude footway width)**
- 1. Billing Close**
West side, a 4m length northwards from its southern end, outside No.12
 - 2. Blenheim Court**
 - (a) East side, a 6m length north of its southern end, opposite Nos. 4 and 5
 - (b) West side, a 12m length south of Methuen Road; in front of the dropped kerb/gate and on the corner outside No.1
 - 3. Carpenter Close**
Northeast side, a 5m length on the corner by No.17
 - 4. Hatfield Road**
 - (a) West side, 1m lengths north and south of Tredegar Road
 - (b) West side, a 1m length southwards from Hunter Road
 - (c) East side, a 1m length northwards from Reginald Road
 - (d) East side, a 1m length southwards from Methuen Road
 - 5. Hunter Road**
 - (a) North side, a 2m length westwards from Hatfield Road
 - (b) South side, a 1m length westwards from Hatfield Road
 - 6. Methuen Road**
South side, a 1m length eastwards from Hatfield Road
 - 7. Reginald Road**
Both sides, a 1m length eastwards from Hatfield Road
 - 8. Tredegar Road**
Both sides, a 1m length eastwards from Prince Albert Road
- I) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACES (MH PERMIT HOLDERS 6PM-8PM)**
- 1. Westfield Road**
 - (a) North side, an 8m length side of No.84 Winter Road
 - (b) South side, a 5m length side of No.82 Winter Road

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 42/2020'. A copy of the draft order including the statement of reasons and a plan, is 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 42/2020** by **16 October 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 - 110 Objection (within zone): 130 - 174 Unclear (within zone): 184 - 199
 Support (outside zone): 111 Objection (outside zone): 175 Unclear (no address): 200
 Support (no address): 112 - 129 Objection (no address): 176 - 183

Support for proposed MH zone (from within zone)	
1. Resident, Clegg Road	I support this proposed parking zone.
2. Resident, Clegg Road	We support the parking permit proposal in our zone.
3. Resident, Clegg Road	This is an email to confirm support for the proposed residents parking permits in my area MH Westfield Road. I do however feel a time of between 5pm-7pm or 5.30pm-7.30pm would be better than 6pm-8pm.
4. Resident, Devonshire Avenue	Just a quick email to record that we support the parking zone. My only question is - we live on the south side of Devonshire Avenue. When the zones come in, will we be able to park on the north side?
5. Resident, Devonshire Avenue	I received a letter on the proposed MH parking zone and I have a question that I would be grateful for clarification on: Is the south side of Devonshire Avenue between Winter Road and Eastney Road proposed to be included in the restricted parking area? - The MH Zone Boundary map (A) seems to indicate it is - However Devonshire Avenue is not mentioned in the paragraph listing the roads where parking will be restricted (para B) - Para C indicates that even numbered properties on Devonshire Avenue will be eligible for a permit, but does not specify that Devonshire Avenue itself will be a restricted parking area. I would be very grateful for clarification of this point, so I can provide feedback on the proposal. Many thanks for your help. The key bit of information is that the parking bays for Devonshire Avenue are in the MI zone proposal, and it would maybe have saved some confusion had this been mentioned in the MH proposal, or at least pointed out to Devonshire Avenue residents. I've just checked the City Council website and read the MI zone proposal which does makes it clearer. I would like to therefore express my support for the MH and MI proposals, assuming they are both implemented (i.e. I would not support an MH zone without an MI zone as this would make parking worse on Devonshire Ave).
6. Resident, Eastfield Road	I support the introduction of a residents' parking zone in the 'MH Westfield Road Area', as outlined in your letter of September 2020.



<p>It is often very difficult to find a parking space in the area, including Eastfield Road, where I live, particularly in the evenings. I believe the proposed RPZ should help ease this over-subscription, by stopping people who do not live in the area from parking there between 6 & 8pm, which is one of the most difficult times to park.</p> <p>In addition, the proposed charges will encourage residents who live in the zone to reduce the number of cars or vans they have: there is roughly enough space for each household to have one car or van, but many have more than one and some cars & vans appear to be used very rarely.</p>
<p>7. Resident, Eastfield Road I'd like to inform you that I support the proposed residents parking zone MH.</p> <p>This has been an ongoing problem since the other side went to permit parking. I hope this will happen soon</p>
<p>8. Resident, Eastfield Road Can I just say, 'Hooray and yes please' to the introduction to permit parking. I hope it means I can park more easily in future.</p> <p>I hope we will receive more information about registering for visitor permits and how to register our cars for the service.</p>
<p>9. Resident, Eastfield Road I am a resident, there are 2 vehicles and although it will cost 150.00 per year, we are in favour of the parking permits, our previous address benefitted from parking permits.</p> <p>This will be greatly welcomed by us as the knock on effect from the haslemere parking zone it mad we seem to have lots of vans parked in Eastfield road close to Winter road in turn pushing everyone further east into to bottom end of the Eastfield road, so sometimes my family who sometimes finish work later are going around and around looking for somewhere to park.</p> <p>We understand that permits won't guarantee a parking space but from past experience parking permits are a good idea. So the sooner the better as far as we are concerned</p>
<p>10. Resident, Eastfield Road Please accept my wholehearted support for this proposed scheme – the sooner the better!</p>
<p>11. Resident, Eastfield Road I would like to make it known that I firmly support the proposal for proposed resident's parking zone in MH Westfield Road area. Hopefully this will make it a little easier to park in my street after work ..</p>
<p>12. Resident, Eastfield Road Since the parking zones came in across the other side of winter road, parking on Eastfield and neighbouring roads is impossible after 6pm. More than happy to pay £30 for a permit for my car! Roll on the MH zone!</p>
<p>13. Resident, Eastfield Road Fully support. Sign da ting!</p>
<p>14. Resident, Eastfield Road I 100% fully support the proposed MH parking zone.</p> <p>Parking has got extremely bad over the last few years, and the rollout of other parking zones has affected my road so much this year that I can never park anywhere in my road in the evening.</p> <p>Please introduce this zone.</p>
<p>15. Resident, Eastfield Road I fully support the proposed MH parking zone. The ability to park in Eastfield Road has significantly worsened since the implementation of the ME zone.</p>
<p>16. Resident, Eastfield Road I am in full support of the parking permit Scheme</p>



<p>17. Resident, Eastfield Road As a resident of Eastfield Road I fully support the implementation of MH residents parking zone.</p> <p>Since the implementation of neighbouring zones, vehicles from those zones have been parked within the MH area causing increased issues with parking to residents such as myself. Typically this is due to works vehicles but does include personal vehicles as well. The implementation of permits in MH will be of great benefit to residents within the MH zone.</p>
<p>18. Resident, Eastfield Road I support this proposed parking zone - strongly! I am very much in favour of the proposals as laid out in your letter.</p>
<p>19. Resident, Eastney Road I am in favour of the proposed parking zone. I have a van. Will I be eligible for a permit.</p>
<p>20. Resident, Eastney Road I very much support the proposal for the MH parking zone, as a good measure towards managing the parking issues in this area.</p> <p>As a resident of Eastney Road, I very much hope, if the scheme goes ahead, that I would be eligible to purchase a parking permit? Some clarification on this would be helpful.</p>
<p>21. Resident, Eastney Road I support permits for residents, especially additional charges for households with more than one vehicle. It is very hard to park in the area and on some occasions I have chosen not to go out as I new I would not be able to park my vehicle close to my home. This is important because I am elderly and find it hard to walk long distances.</p> <p>I also support time restrictions on non-permit holders parking, and would prefer this to start earlier such as from 5pm onwards for people that struggle to park when they arrive home from work.</p>
<p>22. Resident, Eastney Road I support the proposed parking zone.</p>
<p>23. Resident, Eastney Road We SUPPORT the new proposed parking zone.</p> <p>There are so many properties with more than 2 cars/vans, is a garage who keeps parking spaces busy every day and night and is a nightmare parking on Eastfield/Westfield/Landguard/Reginald road if you arrive at home after 6pm. You should change the timings from 4PM to 7PM</p>
<p>24. Resident, Hatfield Road We wanted to advise that we are in agreement with the proposal as residents on Hatfield road. We did want to ask, we have a garage which we also park in front. Whilst we are both going to get permits, if our visitors parked in front of our drive would they need a permit ?</p>
<p>25. Resident, Hatfield Road We are in favour of and fully support the proposed parking zone.</p>
<p>26. Resident, Hatfield Road I agree parking zone Tro42/2020</p>
<p>27. Resident, Hatfield Road Just a quick email to say I whole heartedly approve of this proposed scheme.</p> <p>Parking in our area has becoming increasingly difficult since the introduction of parking schemes on the roads West of winter road.</p> <p>We also have neighbours who aggressively hog specific parking spots in the area so anything to help open up more spaces at busy times would be fantastic!</p> <p>Thank you so much for considering our area for a scheme!</p>



28. Resident, Hellyer Road

I would like to express my support for the MH residents parking zone.

29. Resident, Hellyer Road

I support the MH parking zone. Parking on my road has got worse since the introduction of the ME parking zone and I would welcome the opportunity to be able to park on my road, rather than having to park elsewhere due to a lack of spaces. A lot of the spaces are taken up by commercial vans and I would hope that the parking zone would discourage these kind of vehicles from parking here. I have young children and it is often very difficult to get them and our belongings from the house to the car and vice versa, as we have to park so far away. I really hope that this parking zone will be instated and I think that the time 6-8pm will help us to be able to park after work.

30. Resident, Hellyer Road

I support the implementation of this parking zone. I am regularly unable to park outside my house and it is currently even harder as it seems that a lot of vans are moving from a neighbouring zone at 4pm every day

31. Resident, Hellyer Road

I support this proposed parking zone.

32. Resident, Hellyer Road

I support the proposed parking zone for the MH Westfield Road Area.

33. Resident, Highland Road

In response to the MH Westfield Road Area - Proposed Residents' Parking Zone (TRO 42/2020), I would like to raise certain points again:

1 The residents' parking zone does not guarantee residents a parking space either outside their home or in the parking zone.

2 Motorbikes are exempt from the residents' parking zone, why are they not also charged for parking on the streets of Portsmouth? Surely in these days of equality and fairness the charge should be in place for all with the exemption of blue badge holders.

3 I note thankfully that my address falls under point F of the paperwork and will allow parking in the MG Festing Grove area zone. I totally agree with this as parking within the MH Westfield Road area zone is too far from my home. The paperwork does not appear to mention parking in adjacent residents' parking zones, therefore MH permit holders can only park within the MH zone and not any of the adjacent residents' parking zones. I do not feel this is fair and question why we are being charged for a residents' parking zone and then being dictated to the location of where we can park.

4 There are no physical permits, how will local residents know when they can report vehicles they suspect which are parking in the residents' parking zone without a permit? The parking restrictions are between 18:00 and 20:00 in the MH zone, will the council's civic enforcement officers be patrolling the zone on a daily basis during the restriction?

These points are my thoughts on the residents' parking zone scheme, which I believe would benefit certain areas of the city e.g. Gunwharf. However I feel that rolling the scheme out across the city leaves residents with very little choice. I base my decision solely on the fact that if we do not support the proposed residents' parking zone then we will be subject to the overspill of vehicles from surrounding areas with residents' parking zones in place. Therefore I feel we have no choice but to support the proposed residents' parking zone.

Thank you for your response, however I did not object to the proposed residents' parking zone. I listed my concerns and my final sentence was "Therefore I feel we have no choice but to support the proposed residents' parking zone."



34. Resident, Hunter Road

I 100 percent completely support the decision of the MH Zone going ahead. I am currently a resident in Hunter Road and our part of the road is currently non permit.

Since the ME Zone was introduced it has caused nothing but misery as people just park their cars or work vans in our road and walk off. Only an hour ago I watched someone park (the only space left in the road) and then walk to their house in Haslemere Road because they don't want to purchase a permit! It has been so bad we have been looking to move to a permit area, so as a resident this MH zone cannot come quick enough!

35. Resident, Hunter Road

In reference to the above proposal for the MH zone I fully support this. I live in Hunter Road which is currently non permit and the parking has been horrific since the ME zone was introduced.

I would like to see the MH zone implemented ASAP so that people do not leave their vehicles in our road and wonder off!

36. Resident, Hunter Road

I fully support the proposal and welcome the introduction of the proposed parking zone. In my view the scheme will improve upon the current parking nightmare with which we are having to live and it cannot come quick enough. I am frankly sick and tired of seeing car owners who are not resident in our zone parking their vehicle and then strolling off back to properties that are within already designated parking zones. It is a sorry state of affairs to have to be constantly worrying about whether to leave our house in our vehicle for fear that we will not be able to return to it and park nearby. Please just implement the proposed MH parking zone as soon as possible.

37. Resident, Hunter Road

I am supportive of the introduction of the proposed resident parking zone east of Winter Road from 6-8pm.

38. Resident, Landguard Road

I fully support the idea of parking permits for this area, it's a complete shambles trying to park here after 18:00 hrs.

Whilst I agree parking permits do not guarantee a parking space from inputs from other areas they do make it easier.

39. Resident, Landguard Road

We support this proposal.

40. Resident, Landguard Road

I am writing to register my support for the proposals to implement a residents' parking zone for the "MH" Westfield Road area of Southsea.

Parking is a significant problem in this part of Southsea and I feel a parking zone is necessary to ensure local residents are able to park their cars in reasonable proximity to their homes.

41. Resident, Landguard Road

I'm in support of the parking zone you are looking to put into Landguard road and surrounding areas it is greatly needed. Don't know weather you can tell me if it is going to be a one way road as well

42. Resident, Landguard Road

I am 100% in favour of this parking zone being implemented

I would suggest that the cost for a second and third vehicle permit are significantly increased with the additional funds being channeled into environmentally friendly travel schemes.

43. Resident, Landguard Road

I just wanted to show my support for the new parking restrictions, I hope this really helps parking at the worst times of the day.

On multiple occasions I have had to drive around for 20mins plus looking for a space.



Many people in this area resort to parking on the double yellows and just risk the fine rather than actually bothering to drive around.

If these measures are put in place then rigorous enforcement would be necessary.

44. Resident, Landguard Road

We would welcome the new parking permits for Landguard Rd We have two vehicles registered at our home address and I use a small van for my work also parked in the area . For my job I do get called out for emergencies. Proof can be provided for this

45. Resident, Landguard Road

Regarding the proposal for resident parking MH zone I would like to confirm that myself and my household support the creation of a resident parking zone.

Since we moved into this area , we started to notice that parking has become gradually more complicated, sometime sforcing us to park quite far from our house. We also notice several commercial vehicles that take quite a lot of parking space.

46. Resident, Landguard Road

I haven't received a leaflet yet, however I would love for the parking scheme to go ahead in my area.

47. Resident, Landguard Road

This will be a good for the area as at the moment we have works vans parking down our road from other parking zones so when we come home all parking has gone. I agree with this parking zone.

48. Resident, Landguard Road

I have lived in Landguard Road for years and I have noticed it has become increasingly harder to park when I return from work. I am therefore generally supportive of a scheme which aims to make it easier to park.

In recent years, I have noticed that there are more students living in my local area and many of them seem to have cars, which is simply unbelievable for a city which is very walkable and has a good bus network. I note there are many more HMOs now and I would ask that your planning team seriously considers parking issues before giving consent to any additional HMOs in the area.

I also feel that the introduction of residents' parking zones needs to go hand in hand with improved public transport and access to it. I would like to see more cycle lanes around the city and people should be encouraged to leave their cars at home. The bus network is unnecessarily expensive and it is often cheaper for 2 people to take a taxi than to take the bus. The bus fare to Portsmouth Hard is only about £1.50 less than taking a taxi which seems pretty ludicrous. The introduction of this scheme should be seen as an opportunity to encourage lower car ownership per household and take steps towards becoming a greener city.

I am happy to pay for visitor parking permits but I am aware of simpler systems in other cities and I would encourage you to look into these. For example, in Salisbury, you can purchase a number of permits in advance and simply send a text with the car's number plate to activate a 24 hour permit.

49. Resident, Landguard Road

I am a resident and would agree to a Residents parking zone

50. Resident, Landguard Road

I am in favour of a residents' zone in my area. The area is between Highland Road, Eastney Road, Devonshire Avenue and Winter Road.

51. Resident, Maxwell Road

We fully support this proposal to instate a parking permit on these roads. We have a lot of commercial vehicles parked on our road and the roads surrounding us, often on corners making visibility hard. It makes driving around here quite nervewracking. So the restrictions would be very welcomed!



<p>52. Resident, Maxwell Road I support the permit proposals.</p>
<p>53. Resident, Maxwell Road In reply to your recent letter, please accept this email as confirmation of our support of the proposed residents parking zone MH Westfield Road Area.</p>
<p>54. Resident, Maxwell Road I am writing to say that I am fully in favour of the introduction of the MH parking zone.</p> <p>Since the introduction of the ME parking zone, it has been almost impossible to park in Maxwell Road and the surrounding roads after 4pm. It is extremely frustrating when returning home after work to find that one has to park streets away, invariably incurring a 5 minute walk from the car to the house.</p> <p>Cars and commercial vans of people that are not resident in the road are parked over the weekend and not moved, causing further parking shortages for residents over the weekend.</p> <p>Hopefully the introduction of the parking zone will go some way to ameliorating the parking problems experienced daily.</p>
<p>55. Resident, Maxwell Road I support the proposal for the MH parking zone. When will it commence and how do we register and pay for our permits.</p> <p>Could there be an app that allows residents to check if vehicles belong in the parking zones and allow us to report illegal parking?</p> <p>I got home about 4.30 today and my street was absolutely packed. I had to park two streets away. I've not known parking to be so difficult since permits have been introduced to some streets. The furthest I've had to park has been Bransbury Road. I live in Maxwell. It will be nice for us to at least give permit parking a try to see if it actually does make a better change for some of the residents. It's a pity we don't have spare land to create an overflow parking area.</p>
<p>56. Resident, Maxwell Road I support the proposed MH parking zone. Since the adjacent ME parking zone came into effect earlier this year, evening parking in my street has become impossible due to the overspill from that zone, predominately works vans, most of which bear company logos and addresses from outside of the Portsmouth area. The sooner the proposed MH parking zone is introduced, the better it will become.</p>
<p>57. Resident, Maxwell Road I'd just like to add my support to the residents parking zone, MH Westfield Road Area, reference TRO 42/2020. However, I would like to make some additional comments.</p> <p>Whilst I can understand the proposed period from 6pm to 8pm from an enforcement perspective to allow your traffic enforcement personnel time to get round the zones, I do think that an earlier slot that corresponds with most people coming home from work would maximise the chance of a space being free.</p> <p>Observing the adjacent ME zone since its been in operation, it appears that whilst initially the scheme reduced the numbers of cars in the zone, it does now seem to have crept back up. This suggests that there are more cars parking in the area from other areas. Unfortunately with the move away from the physical parking permit in the windscreen, its impossible for residents to positively identify if there is an issue. Can you tell me how roughly often zones are patrolled during the period when they are active? Unfortunately I feel without regular enforcement, these zones may become relatively redundant.</p>



<p>58. Resident, Methuen Road I am just writing to e mail to say I support the introduction of the parking zone between 6pm and 8pm as it is very hard for us to find parking in our area at these time due to commercial vehicles, multiple vehicles per household and over flow parking from other areas especially Eastney Road. This should help ease the burden.</p>
<p>59. Resident, Methuen Road Just to confirm I support the proposals for residents parking zones - particularly in Methuen Road - hopefully might reduce the amount of work vehicles, vans etc.</p> <p>I have problems parking in my street and on a couple of occasions been unable to park which has caused an embarrassing problem for me.</p>
<p>60. Resident, Methuen Road Thanks for your recent letter regarding the proposed parking zone - I fully support the introduction of this parking zone. I have one question though, how will this work with the current restrictions on parking in front of Cumberland Infants school on Methuen Road?</p>
<p>61. Resident, Methuen Road I am a resident in Methuen Road and strongly agree with the proposed residents parking zone permits</p>
<p>62. Resident, Methuen Road I would just like to say I support the proposed residents parking scheme for my area Zone MH</p>
<p>63. Resident, Methuen Road I agree to the Parking Zones being put in place in the MH</p>
<p>64. Resident, Methuen Road I support the proposal to introduce the parking changes that are outlined in the letter September 2020</p>
<p>65. Resident, Methuen Road With ref to the proposed MH Westfield residents parking zone – Yes please!! It is awful around this area – in my road (Methuen) alone there is one house who have 5 taxis including a van. Plus vans all the way down. I can never get in and I cannot walk far which leads to me having to park on yellow lines when I finish work which then leads to fines. (Think Im single handedly funding this department). The sooner the better.</p>
<p>66. Resident, Oliver Road Support scheme.</p>
<p>67. Resident, Oliver Road We support the idea of parking permit for Oliver road and surrounding areas MH zone.</p>
<p>68. Resident, Oliver Road would like to have the residents parking zone please</p>
<p>69. Resident, Prince Albert Road Parking is a nightmare down this road and has been made worse by the new zone that surrounds us, I'm fully for the parking permits and I hope they do bring them in as I think it will help the parking so much.</p>
<p>70. Resident, Prince Albert Road At last. It can take 30 minutes to park after 7pm in this area and I have had to park 15 minute walk away at times.</p> <p>Work vans and other large vehicles currently use the area as there are no parking restrictions and no drive ways due to the proximity of homes to road.</p> <p>In addition making the roads one way would stop log jams and reversing and the conflict that arises.</p> <p>Yes please to a parking zone in this area.</p>



71. Resident, Prince Albert Road

I full support the proposal for Resident's Parking. Parking currently is a nightmare! Either because households have multiple cars or visitors taking up spots.

I've spent years paying parking fines because I'm forced to park on double yellows to be ANYWHERE near my street.

72. Resident, Reginald Road

I fully support the proposals.

Parking is atrocious on Reginald Road, the number of very large long wheel base commercial vehicles and even a tipper truck on the road has gotten out of hand, none of these are for emergency call outs or likely registered at addresses on the road.

73. Resident, Reginald Road

After reading the information regarding this zone I am in support of the MH Westfield road area parking zone.

74. Resident, Reginald Road

Thank you for sending the recent letter outlining the plans for the MH parking zone. As a resident of Reginald Road I currently struggle to park after 5pm during the week and for the whole of the weekend due to the number of work vans and cars from other areas which already have permits, so I am in full support of your proposal to introduce parking permits. It's a great idea.

I also agree with the proposed time of 6pm-8pm as the majority of work vans start parking at 4pm, which this would hopefully deter whilst still allowing visitors and parents picking up their children late from school to park.

Thank you again for offering this scheme and I look forward to permit parking being introduced here as soon as possible.

75. Resident, Reginald Road

I am writing to confirm that we support the proposed parking zone.

76. Resident, Reginald Road

Just to send an email supporting the parking zone that has been proposed for this area where I live at the moment. Both my husband and I are in full support of this; we have seen the improved parking in areas that have the parking permits and full support it extending to our area.

77. Resident, Reginald Road

I am writing to you around the proposed residents' parking zone in the MH Westfield Road area. I would like to show my strong support for the introduction of a permitted zone. There are a number of reasons behind this, including –

- High difficulty in parking in my road or the surrounding roads after 17:30 each day. After 20:00 each day, this is near impossible and often have to park a 10 minute walk away
- Introduction of parking zones west of Winter Road has made parking worse east of Winter Road. I believe this is down to households in this area that drive commercial vehicles being parked in the MH Westfield Road area to save on the yearly permit fees for additional vehicles. This makes parking in my road and surrounding area even more challenging.
- Small households having multiple cars/vans. I understand most households will require more than one car, but I know of a few in my road that have four or five. Introducing a permitting system will likely assist with this as it is unlikely that the household will want to pay out for all vehicles to be permitted.

With the density of housing in the area, parking will always be an issue. However, I believe permitting is the only solution to try and tackle the increasing problem.

I look forward to hearing the result of the consultation and hope that the proposed scheme goes ahead.



78. Resident, Reginald Road

I am writing to express my full support for the proposed MH Parking Zone.

The parking situation for residents is a complete nightmare, even causing me to change my working hours to start earlier so I could return home by 5/5:30 to get a parking space out in the road.

I am unable to use my car to go out in the evening or visit my elderly relative outside the city at times other than weekends/annual leave when I can stay overnight over there because I wouldn't be able to park when returning in the evening.....

During lockdown, I didn't see her for 9 weeks and when the restrictions were first lifted, I went to visit her for the day but had to leave at 3:00 to ensure I could park when I returned - because of lockdown restrictions I was unable to stay over. As you can imagine, this was very upsetting for my relative who now lives alone.

Since the launch of ME zone it has become more impossible with so many commercial vans parking in our road which I don't believe belong to residents of our road!!! One early evening when I went for a walk I counted 9 just in the part of the road from our property down to the Primary school!?!?

I understand the rationale behind the 2 hour zone but it needs to be extended later than 8 pm, to stop these contractor vehicles just parking in our zone later - that is the only way it will really help residents like myself, be able to park near our homes. A 12 hour slot would work.

Also, due to the lack of space, permits need to be tightly restricted (not 3 permits given to some households).

There is a car park next to the Frank Sorrell Centre (which is private but could be used for paid spaces to free up more space??) and also the Health Centre car park is only used for staff during the day - could that be used for paid permits during the evening/night??

Regarding the commercial vehicles - the Co-op in Highland road has a large car park and surely a deal could be negotiated with them to allow contractor vans to park there overnight?? This could be a solution.

I look forward to hearing further about our zone being implemented.

79. Resident, Reginald Road

I support the proposed parking zone in the Westfield area as it is a nightmare to park around here any time after 5:30. .

If my partner has a company car does he have to pay for a permit or will you charge his company?

Also, we live in a block of flats so if people park in our archway will they need a license too or is it private property? I have been wanting to contact someone about it because random people keep parking in here and completely blocking the archway and it is only for people who live here. It is such a nightmare getting out of here so we have been left no choice but to never park here.

80. Resident, Tredegar Road

I am emailing to support the scheme for residential parking in our road. Since February we have had issues with displacement of other vehicles who do not have permits and also those that have trade or commercial vehicles who leave their vehicles for days without moving. What is the councils policy on commercial and trade vehicles, such as DPD, FedEx vans being parked in residential areas. Do the owners of these vehicles have to pay for permits if they also have use of another vehicles? Will this new scheme also provide more traffic wardens to patrol the area when the



permits are enforced as currently there has been a lack of patrol in our area and the parking situation outside Cumberland Infant School has shown that owners of vehicles are willing to park over drop kerbs and park irresponsibly causing issues for any size of vehicle to manoeuvre.

Thank you for your response. I appreciate your comments with regards to commercial vehicles.

How does the proposal to introduce the permit scheme work? Is there a percentage of residents that have to agree to it before it goes ahead? My concern is that some residents in MH area are against the scheme and have up posters up around Cumberland School, which may doubt residents to opt in for it. If this area does not obtain the permits then it will only cause further disruption to an already over populated parking nightmare and no doubt allow residents from other areas to park their cars in these spaces if it means they do not have to pay for a permit.

I have seen that this scheme works in other parts of Southsea and it would be a shame if this was not be to introduced for MH Area. Can you advise when we will hear if this scheme goes ahead?

81. Resident, Tredegar Road

I have seen that there is yet another consultation period ongoing to discuss residential parking.

How many more of these consultation periods are going to occur before we actually have residential parking here on this side of Tredegar Road???!?

Please stop "consulting" and start doing, and just in case that is a bit too vague for you, yes I am in favour of residential parking.

82. Resident, Tredegar Road

I live in Tredegar road and fully support the proposed MH permit zone.

83. Resident, Tredegar Road

Please take this email as record of my full support for the introduction of the residents' parking zone in the MH Westfield Road Area.

84. Resident, Tredegar Road

We fully approve of this proposal

Would prefer the allocated period to be the same as the other half of Tredegar Road namely 4.30pm - 6.30pm

85. Resident, Tredegar Road

I have received the information for the Residents Parking. However, there is one point that I would like clarification on.

Point H part 8 states that there will be no waiting at any time on both sides of Tredegar Road a 1m length eastwards from Prince Albert Road. However Tredegar Road does not meet with Prince Albert Road. Could you therefore please confirm which roads you are referring to?

We have been waiting for this residents parking to be introduced for some time now and are keen to see it introduced as our parking has been badly compromised since the introduction of the permit parking on the west side of Tredegar. We had been told that it would be introduced between July and September this year and so are disappointed that it has now been delayed so as to be put forward at the same time as the MG zone I would hate for an error such as the above to delay it further.

86. Resident, Westfield Road

I STRONGLY support the need and proposal to introduce a parking Zone in the Westfield Road area. I cannot stress this enough.

More often than not, it is near impossible for me to drive my car after 4pm, and on a weekend I cannot drive it at all because I know that there is absolutely no chance of getting a parking space on my return.



Our neighbour often sits in their car and cries due to not being able to park their car after their shift.

Please, please approve this parking zone. Another problem I would like to bring to your attention which wasn't on the survey was the amount of skips allowed on this road. This road is one of the worst in Portsmouth for Parking, often made worse by skips outside homes. Something needs to be done and I strongly believe a parking zone is the way to do it.

87. Resident, Westfield Road

I wish to register my full support for the implementation of the above as detailed in the formal proposal document that has just been delivered to me at my residence.

Parking in this area has gone from difficult to becoming an absolute nightmare since the introduction of adjacent parking zones.

Unless parked by, at the latest, 16:30, there are no spaces left and one has to start a tour of the streets to find a vacant spot.

Apart from the inconvenience, this unnecessary release of exhaust emissions adds to an already contaminated environment.

88. Resident, Westfield Road

I'm emailing to send my support for the MH parking zone on Westfield road. This will make a great positive impact on the parking problems in this area and I hope the plans go ahead

89. Resident, Westfield Road

We would like to make our support for the MH Parking Zone for Westfield Road known. We look forward to a decision being made.

90. Resident, Westfield Road

I support the proposed Permit Parking Scheme in Westfield Road, there is not hardly any spaces along the road throughout the day, also some cars don't move for weeks on end.

91. Resident, Westfield Road

I fully support the proposed parking zone for my area.

92. Resident, Westfield Road

Just thought I'd send a quick note to you to say yay finally! 6-8pm is exactly the time I was hoping for as it should stop the overflow from ME we currently get and mean that hopefully I can do after school activities and actually move my car and perhaps get a space when I get back or even just coming home from work which is nigh on impossible atm. So I am in support and will happily pay my £30 for a permit.

93. Resident, Westfield Road

I support the proposed residents' parking zone: MH Westfield Road area.

I support the proposal because parking has become impossible on Westfield Road and neighbouring streets over the last few years. I think the proposal will help to stop overspill from neighbouring areas where parking restrictions have already been introduced. Also, I think the proposal will help to deter business vehicles from parking on the street.

94. Resident, Westfield Road

We support this proposed parking zone

95. Resident, Westfield Road

I am writing in strong support of this, and am extremely relieved to know that it is going ahead as parking has worsened significantly over the past 8 months. I am hoping that this goes ahead as soon as possible.

Many thanks for taking this forward, and I look forward to it's commencement and to receiving information on how to obtain my permit.

96. Resident, Westfield Road

I support the decision to implement residents parking.



<p>From 5pm onwards it is a struggle to find parking on our road, and often i am left with having to park away from my house.</p>
<p>97. Resident, Westfield Road We are supporting MH parking zone and hoping it will change our daily life for the best. I finish my work and getting home between 6.30-7.30pm. It is mission impossible to find an available parking at this time. Sometimes I have to drive for 30 minutes around area before I find a suitable parking. Big industrial vans - another issue! Some of them are long wheelbase vans taking double space and parked on the curb. When Pompey playing at home parking is impossible. Please bring MH Parking zone!</p>
<p>98. Resident, Westfield Road We support the parking proposals for an MH zone. Since ME zone has been implemented we can't park anywhere near home after 5pm.</p>
<p>99. Resident, Westfield Road I support these proposals of the introduction of parking permits on Westfield Road (MH). I personally would prefer the hours of the permit to be from 4-8pm.</p>
<p>100. Resident, Westfield Road I am emailing in support of the parking zone within Westfield Road MH zone to be implemented. This would hugely help those of us who actually live in this area being able to park down our own street instead of having dumped large vans taking up space which have become far too common since the other side of Winter Road was made into permit zones. We strongly support the decision to implement parking permits and hope this is the outcome and a decision is made soon.</p>
<p>101. Resident, Westfield Road We want to express our wish for the parking zone for Westfield Road Eastney to go ahead.</p>
<p>102. Resident, Westfield Road To confirm that we are in favour of a RPZ for Westfield Road, MH Zone</p>
<p>103. Resident, Westfield Road I am responding to advise that I am in favour of the proposed parking zone for Westfield Road.</p>
<p>104. Resident, Westfield Road I would like to support the planning to introduce a parking zone on Westfield road</p>
<p>105. Resident, Westfield Road Further to a flyer posted through our door last week, we would like to register our support for the Residents' Parking Zone proposed for our postcode. The amount of commercial vehicles parking on this road has been steadily increasing over the past 10 months. These vehicles often take 2-3 cars worth of space on the road, not to mention narrowing the street considerably. This is particularly frustrating when they are left for days on end. We therefore thoroughly support the proposed Parking Zone in this area.</p>
<p>106. Resident, Westfield Road I live at Westfield road and I support the proposed parking zone</p>
<p>107. Resident, Westfield Road We do support a parking zone in Westfield Road.</p>
<p>108. Resident, Westfield Road I do feel it's become necessary to have this parking zone brought it due to other areas near by having them. As I'm sure you're aware other streets in the area having parking zones has then pushed the issue further up and made it worse than ever for us parking come an evening and weekend, as you said often vans and work vehicles. So we feel there is no choice other than to say we would like the parking zone 6pm-8pm. I would also love to understand the pricing. Why is it so much more expensive for a second car ?</p>



I'm assuming to discourage people having more than one vehicle however this isn't always possible for work reasons, so it's just another huge cost in these incredibly difficult times, please can you explain why such a price difference?

109. Resident, Westfield Road

I am writing regarding the proposed residents parking zone: MH.

As a resident of Westfield Road I would like to express my approval, in principle, for the proposals.

However, it is my view that in the same way the eastern and western sides of Winter Road fall into different zones, so should Eastney Road be divided. As there is no parking on Eastney Road, it would leave too many vehicles with access to the proposed MH zone. The houses on the eastern side of Eastney Road should thus fall into a new Henderson Rd/ Minstead Rd catchment zone.

110. Resident, Westfield Road

I was pleased to receive notification that you are consulting to bring in the MH (Westfield Road area) parking zone.

I am in general support of the parking zone.

I do some have minor concerns, namely whether the proposed times for the zone would stop weekend match day parking, feel as though a longer overlap with the neighbouring zone would be beneficial as parking wardens are rarely seen and obviously I would favour 24 hr parking restrictions.

111. Resident, Westfield Road

As a resident of Westfield Road could you please let me know the outcome of the Formal consultation for the MH permitted parking zone.

I fully support any scheme to assist resident parking in my area, although don't agree with the 'domino effect' created by the slow roll-out of the zones across the city. Since the ME zone was implemented parking on Westfield Road has got significantly worse.

On a separate note I believe that something more needs to be done to promote the use of electric cars in the city. I recently looked at trading in my petrol car for an electric car, but would not want to park it away from my house. I would also not want to risk running out of charge because I couldn't find anywhere to charge/park it. Surely fully electric car owners should be rewarded by having a space marked outside their house. A marked bay would give the home owner the option of installing their own charging point from their house.

Support for proposed MH zone (from outside zone)

112. Resident, Winter Road (west side)

I wish to register my support to be included in the ME Zone.

Support for proposed MH zone (no address given)

113. Resident

I think that the new parking zone proposal for the mh westfield road area will definitely help the residents of these areas as the parking in these areas has got worse we ourselves are frightened to go out in the car for fear of not being able to park on return and probably a lengthy walk after finding somewhere to park.

114. Resident

I would like to express my support for the proposed MH parking zone.

This is on the basis that almost surrounding areas now have parking zones meaning that they now park in my road so we basically now have no choice. Driving round for 20 minutes at 8pm after a long shift is no fun.



115. Resident

With regard to parking restrictions MH zone. Please bring in these restrictions as soon as possible. I work shifts and can never park after 9pm!! I think visitors permits should be more expensive, in line with parking meter charges.

116. Resident

The permit parking coming in is vital!!!

There has been numerous occasions now when me and another neighbours have had arguments about the parking because it's so stressful for everybody.

The people that buy and sell cars and have at least 10 cars in our road at all times whilst working on them to sell them.

the other issue we have is the builders wake construction at the end of the road have at least 5 large cars, vans pickup trucks. They also have two driveway spaces which are blocked off so nobody can park there.

lots of company vans and second cars get parked on our roads and there's no spaces after 5pm whilst on the parking permit areas the other side of winter road there's always 10 spaces free on each road.

The time of 6 to 8 p.m. means that when the football is back on our lives will be hell again, arranging are Saturdays around the football parking as people will still be able to park here if the kick off is at 3.45pm

Regarding the electric charging space the one we currently have is empty 50% of the time so don't think we really need another ATM.

117. Resident

I am emailing to state that I SUPPORT the above referenced proposed parking zone.

118. Resident

I am emailing to state that I SUPPORT the above referenced proposed parking zone.

119. Resident

I just wanted to email to show my support for this scheme.

If you are not home by 6.30 in an evening, parking is a nightmare. Sometimes you drive around for 20-25 minutes only to then have to park 15 minutes walk away.

I got back to Southsea at 1.30 in the morning and then had to walk 15 mites back to my front door laden with bags - nightmare.

The other irritants is how people park large vans outside the house which block light from entering my front room and these is even more annoying when they're left for the entire weekend.

What would be great is painting parking spaces because some people park so badly. I believe if people did not leave huge gaps between them and the other cars, you could fit a lot more down the road.

120. Resident

I support the MH Residents Parking Zone in the Westfield Road area.

The current plan of 18:00-20:00 is OK but I would prefer an overnight restriction, 18:00-06:00, which would allow residents to move their cars and still be able to park after 20:00, while not restricting the school drop off or work vans during the day.



121. Resident

I accept the proposals. We have no option but to accept, due to the problems we now have parking as a result of the council's ill thought out rolling zone scheme.

How do the council ensure that the responses from people living in the MH zone will be the main basis for the decision? I have a concern that residents who have already had a zone implemented may object, as they will be losing free parking for their additional cars and vans.

I am assuming very few residents in the zone will object to the proposals (based on previous survey) - that being the case, when is the earliest date that the MH zone will be implemented?

122. Resident

I support the introduction of the MH parking zone Westfield Road area

123. Resident

I support permits due to parking problems and mainly work vans.

124. Resident

As residents we strongly support the proposed RPZ: MH Westfield Road area. I would urge you to implement this zone so that commercial vehicles are deterred from parking overnight or long term in this area, and to manage the overspill from adjacent zones, ensuring that residents can park nearby.

I have a query about the proposed zone. Our household currently car share with another family, who live in a different zone. We are trying to reduce car usage and ownership by sharing a car as neither family needs a car full time. The car is split between two households, although registered to one (the other family). Would we be entitled to a parking permit for this car? It would be the only vehicle at our address.

125. Resident

In response to the proposed MH residents parking zone I would vote yes to this due to the impact of the nearby zone west of Winter Road.

I also think the 6-8pm times will be good for this area for when we come home from work or late in the evening.

126. Resident

I am writing this email to say I 100% approve of this proposed scheme.

Parking in our area has becoming increasingly difficult since the introduction of parking schemes on the roads the other side of winter road.

The opportunity to open up more spaces at busy times would improve living in the area massively. A lack of parking has started to dictate our daily routine where we are having to ensure we can get back to get a space at all now.

Thank you so much for considering our area for a scheme and we look forward to hearing a positive outcome.

127. Resident

I would like to share that I agree with the proposed parking zone MH in Portsmouth.

Also believe that if bay markings could be considered to be put on the roads, this would create more spaces as people wouldn't be able to park carelessly in the zone. (As cars currently take up multi spaces, so have a number of gaps in the roads but not quite big enough for cars to park)

Also to include motorbike areas to prevent them from also taking up multi spaces.

128. Resident

With reference to the proposed introduction of a residents' parking zone in the MH Westfield Road area, I am writing to express support for this proposal from my wife and I.



I do not have a great deal of input or insight to offer, other than to say we are willing to try anything that may offer the opportunity to occasionally park near to our home. We have experience of parking zones in other parts of the city and found they helped immensely in this regard.

129. Resident

I support the proposed parking Zone .

BUT ---- make sure that Parking Enforcement officers apply the regulations and give Parking Fine Tickets where appropriate .

ALSO (and most importantly for clarification in the future) =====

what is the "status " of the area behind the houses at 90A to 90 F Winter Rd as regards the proposed Parking Zone Regulations ?

Objection to proposed MH zone (from within zone)

130. Resident, Devonshire Avenue

I wish to object to the proposed parking zone, I would prefer there not to be one.

131. Resident, Devonshire Avenue

Hi regarding above I have a few questions as a resident of the south side of Devonshire Avenue:

Are you only bringing in this zone and not the one that would include Devonshire Avenue?

Devonshire Avenue south was included in zone MH in the first round of consultation with residents. If so I anticipate will not be able to park at all as I mostly park now in the new proposed zone and my area will be a free for all.

I also park on occasion outside a neighbours garage that is in Prince Albert but belonging to the house in Devonshire Ave - presume this will no longer be allowed - how does this work when their garage is not in their parking zone?

Basically without bringing in the other zone including Devonshire Avenue at the same time this will be a nightmare for me.

Hi, as a resident of Devonshire Avenue I am concerned that it appears everyone who has a permit for either zone (MI and MH) will be allowed to park in Devonshire Avenue, but Devonshire Avenue residents can only park in one zone - south side zone MH and north side zone MI. Is this correct?

If so could a change be considered:

Devonshire Avenue residents be entitled to purchase a parking permit at £30 for each of the two zones, or

Devonshire Ave be available for residents only, who would purchase say a MI zone pass with an addition to it e.g MIA instead of straight MI.

If not then it feels that, as residents of Devonshire Avenue, we are being treated less fairly than the other residents in the surrounding streets.

132. Resident, Devonshire Avenue

I am against the proposed parking scheme (in MH Zone) and indicated as such in the survey carried out earlier this year. However, by looking at the results of the survey it looks very likely that this scheme will be implemented - although I do note that the Devonshire Av results were not a 'landslide' towards permits as maybe other roads were.

The main reason why Yes/No votes in Devonshire Av were closer could be (and is my overriding concern) is that for most roads in the MH zone residents will be able to park on both sides of the road that they live in. In Devonshire Av this will not be the case. The North side I'm guessing will be in another zone meaning that we will only have permits for one side of our road, effectively reducing 24hr parking options for Devonshire Av residents by 50%. I think this is totally unacceptable and goes against the whole principle of making parking more accessible to residents. At present residents park either side of the road depending on where space is available and seems



to work reasonably well. If we have separate permits for each side of the road this will not be able to happen and is likely to cause all sorts of problems between neighbours.

Please could someone explain to me the logic of having a zone dividing line going down the middle of a road and what benefits it brings to residents on either side. As I mentioned above, all I can see is a 50% reduction in my parking options. If both sides of the Avenue were within the same zone, then I feel sure more residents would be in acceptance of the scheme.

133. Resident, Devonshire Avenue

I strongly object to this parking zone ,I feel people are in support because of the rolling programme and displaced cars from other zones .

the council are not stopping large vans parking in residential streets by this i mean long wheel base dpd delivery vans , three parked in Prince Albert Rd and in theory they can still park there with a visitor permit .

Currently i have adult children living at home what are they supposed to do when only two permits allowed per household . I will just have to put visitors permits on one of them every day.

We currently have two disabled parking bays in Devonshire Ave they are empty apart from visitors to the property where they just pop the blue card in the windscreen and i have recently seen we are getting another two.

I have not seen any information on boards on Devonshire Ave regarding any information about the split in the road and only being able to park on one side of the road as its been divided into two zones.

And as the cabinet member for Traffic & Transportation so eloquently put in her reply to me ,

I would love to have a bigger fridge freezer but I don't have enough room in my kitchen to be able to do that. Do I expect the council to find me more space? No! So I have 2 choices. - keep my existing fridge freezer or move to a house with a bigger kitchen. Those are realistically the only options open to Portsmouth residents if they don't have off road parking.

By all means read out your email at tomorrow's decision meeting. I'm more than happy for you to do that and Inlook forward to seeing you tomorrow.

So by her own admission i don't expect the council to find parking places

134. Resident, Devonshire Avenue

Firstly, we strongly object to your suggestion to have a permit on our road. There are a few major reasons for this.

Firstly, we do not agree to paying the amount of administration fees, and, as we are a household with more than one car it is an expense in a present climate that is unjust.

The second point is- we can not see how we not only won't be able to park outside our house but also we won't be able to park the other side of our road because your proposal says the Devonshire Avenue road is going to be split into two different zones.

Also, the residents of our household work shift hours which, surely, will make it impossible to park anywhere after your proposed permit hours.

135. Resident, Devonshire Avenue

I received a letter about the proposed parking zone MH. I am a resident on Devonshire Ave. I think its wise to include both sides of the road not just the south side. I think it will cause confusion with just the south side being a permit. I am in favour of a parking zone but the planned 6pm to 8pm is really the wrong choice. The west half of Devonshire Ave is 4.30pm to 6.30pm. This i believe is a much better time for the zone to be running on.



Id also like to add that I presume the plan is to permit the north side of Devonshire Ave in the future. This will largely reduce all residents on Devonshire Ave being able to park down their own rd, and isnt this the point of the permits to increase the chance to park down our own rd? I came home yesterday at 5pm and there were no spaces. Again the time of 6-8pm is too late.

136. Resident, Eastfield Road

I object to the idea of a parking zone in my area, after receiving a letter through my door today. I think the whole system is disgusting and wrong.

137. Resident, Eastfield Road

In response to information given regarding the above and your request for residents views, please accept this email as notification to you of my very strong OBJECTION to these plans. I hope, as your letter states, my opinion will be taken into account when the proposal of parking restrictions are made at the meeting chaired by the Cabinet Member for Traffic & Transportation later this year.

138. Resident, Eastfield Road

With regards to the above proposed RPZ, I would to voice my disappointment at the proposed charges. Whilst in principle it seems a good idea the charges are, in effect, a stealth tax. My wife and I both work and require both of our cars for work and to charge £120 for a second car is, quite frankly, scandalous. If you were able to guarantee that we could both park in our own road, then it might be acceptable but you can't. This means that when we get home from work after 8pm we aren't guaranteed a parking place. If you are going to do this you should allocate parking places by road at the very least and charging the extortionate £120 for a second car then you should do this by road not zone.

I cannot express how annoyed I am that you will railroad through this proposal without any sort of consultation as to individual circumstances. We already pay a road tax and now we are expected to pay another £150 per year to park effectively "somewhere close" to our house.

Both my wife and myself are key workers, yet you have not expressed any sort of concession for people who have worked all through the current pandemic in this difficult time.

I await your reply with interest.

139. Resident, Eastney Road

Outrageous proposal nobody wants it and nobody asked for it, I live in the area and I certainly will not pay for something I did not ask for it's a complete disgrace that they would even come up with such emotion, I will take legal action if it is put in place, And I will never vote for the current City council ever again!!!!!!

140. Resident, Eastney Road

. I am writing to say that I object to the proposed parking zone in general, to ask a question and to raise a specific objection / request.

1. I object because I do not think it will alleviate the parking situation in the MH area as it is overwhelmingly a residents only parking area. It is not like zones where non-residents park for shops, theatres, restaurants, pubs, seafront walks, etc, it is an area where there is only a need for residents to park. The exception to this is, unfortunately, being caused by the introduction of other RPZ nearby resulting in an overflow of vehicles from those areas into this one and others that have not yet happened. For this reason I expect that many people will support the introduction of the MH RPZ, i.e. to protect it from further overflow from other areas, and I completely understand that.

2. My question is that Section C 'MH PERMIT ELIGIBILITY' states that even-numbered properties on the south side of Devonshire Avenue between Winter Road and Eastney Road are included. This adds a considerable number of extra properties into the MH zone, but Section B does not list the south side of Devonshire Avenue as being a 'Part road' restricted to MH permit holders. Which RPZ is the south side of Devonshire Avenue included in and can MH Permit holders park on it at all times?

3. My specific objection / request is as follows:



I do not think Eastney Road should be included solely in the MH zone. I live on the east side of Eastney Road, both sides of which are included in the MH zone as far north as Devonshire but, as you will be aware, there is no parking on Eastney Road. This adds a large number of properties, and therefore vehicles, into the MH zone whilst adding no parking spaces. I have lived on Eastney Road for many years and parking has become more and more difficult with much time wasted, and pollution caused, driving up and down Languard, Reginald, Westfield, etc, Roads trying to find a parking space. Due to this, for years I have frequently parked in Bransbury Road or Minstead Road instead, which will be in the MJ zone, as there are a lot more spaces available both in the day time, the evening and at weekends. I have been taking particular notice of where I park in the last few months and I would say that 4 days out of 7 I park in Minstead Road or Bransbury Road itself rather than MH zone roads. In the last 3 days there were no parking spaces in Landguard, Reginald or Westfield Roads after 1715 on Friday; when I tried to park Saturday at 1330 there was nothing and again on Sunday at 1600 nothing. Each time I had to park in Minstead Road.

I have counted the number of parking spaces available in each of the nearest 3 roads to me in the MH zone (up to Prince Albert Road going west) and the number of houses. I tried to count spaces fairly and, if several cars had left gaps in between, I added another on, as follows:

Road	Number of Houses	Number of parking spaces	Inc Disabled Bays	Inc Garages	Converted Forecourts	Inc Planned Bays	Electric
Landguard	104	96	0	3 (can park in front at present)		0	0
Reginald	107	90	2	3 (cannot park in front)	5	2	
Westfield	106	98	2	2 (cannot park in front)	0	0	
Total	317	284	4	8	5	2	

So even based on 1 vehicle per house there are not enough parking spaces just for the properties in the actual roads. I then counted the number of houses on Eastney Road from Westfield to half way between Reginald and Methuen. On the west side there were 23 and on the east 30, so that is another 53 houses to add to this bringing the total to 370 but only 284 car parking spaces.

I do not think the MH zone is a feasible zone for inclusion of Eastney Road property vehicles (nor Devonshire Avenue if parking in Devonshire Avenue is not covered by MH permit). This might be different if the MH zone of Eastney Road had roads to the east and west like the MJ zone but it does not. Also unlike roads such as Devonshire Avenue there is no off road parking, e.g. garages behind houses, that does not reduce the on road parking space. Again and again my only option is to park in the MJ zone. This is because a lot of houses in Minstead Road, and the MJ zone in general, have original off-road parking, e.g. mulita-car drives and garages that are a car width wide rather than the many converted forecourts in roads such as Reginald that are a car length plus wide, so there is a lot more on road parking available. I think it is essential to even out demand and capacity by enabling some of the overburdened zones, such as MH, to use relatively under burdened zones such as MJ.

I understand that there is such a thing as a fuzzy boundary which relates to the boundary between 2 parking zones where, for instance, the boundary line goes down the middle of that road but residents on the whole road can park on either side. However, for the MH and MJ zones the boundary actually goes through the back gardens of properties here. Could the principle of a shared boundary apply to these types of zones too, especially as Eastney Road has zero parking either side so a fairly impossible feat to fit vehicles relating to its houses in the zone to just one side of it. There are just not enough parking spaces in the MH zone to accommodate Eastney Road, therefore, could Eastney Road (certainly the east side) be included in the MJ zone either as well as the MH zone or instead of it?

Is it possible to receive updates about RPZ proposals for Southsea?

141. Resident, Hatfield Road

i would like to strongly object to any form of resident parking in our area as posted in our road. It's not the right time to start charging people for something that doesn't work.

I have a work van. My business can ill afford any extra bills as our income has dropped by a vast amount.



It would also affect my wife as she owns a car and has to pay for parking at her work and to catch a bus is a no no as she doesn't want to risk catching covid on a bus/or bus stop and bringing it into work.

You are also asking us to pay for something that you can't promise, (a parking area) When you go to a shop you don't expect to pay for something and at the point of getting what you pay for you are told there isn't any.

I consider that theft.

It's immoral that during the pandemic you expect people to find extra money.

If the council wants extra money they should fine people for not sticking to the rules and not pick on sitting targets ie residents trying to earn a living.

I OBJECT STRONGLY TO ANY FORM OF RESIDENT PARKING.

This all sounds like a plan but the only reasons for all this is councillors listening to the odd few moaners. (Electioneering)

1. An effort to stop the rot caused by the road planners for the past 60 years in and around Portsmouth that have passed on the things (we do here) on to each other (Group working) or copying other cities tries at things. It's called sheep working. The buzz words nowadays is the dreaded cars use public transport. It won't happen. People want the freedom of going out where and when they want. The whole of Portsmouth has been ruined by the council's way of traffic lights, one way systems, blocking roads off, putting trees on areas needed for people's cars and double yellow lines then have the cheek to charge extortionate parking fees in town and then around the city. Most people need their cars because they want cheaper items to live and the local shops have been closing because of the high rates the council have been put on them then less people shop then the shop closes and therefore the people need cars to get their goods. A prime example is the post office moving their pick up point to burrfields area. What no bus service and no parking there, what a good idea.

Why on the roundabouts do we need traffic lights (Reason some idiot has decided to block the vision of motorists with trees etc (A running bill in maintenance) With this on a normal roundabout causes accidents so the knock on effect is lights (Another running bill and congestion caused. The blocking of roads off and one way streets causing millions of gallons of extra fuel used because of the extra mileage people have to drive causes more pollution. Getting in and out of side streets used to take a minute but because of the stupid road structures can take half an hour. There are some side roads blocked that used to take one minute from one area to another now can take over half an hour. This is all adding up to bad planning and blaming it on a growing population that need cars and vans. Now people are shopping on line as it's easier which means more vans in the streets and people rushing to get their loads distributed. More pollution. Can you see the knock on effect of all of it. Solution not to get rid of cars but either cut the population down which isn't easy or accept the fact that even when everyone is electric you will still have a problem with parking. Create more spaces. Take away double yellow lines, blocked roads, and one way systems, cut down the trees, bushes on islands and tarmac the islands to give drivers more vision and take the lights out saving a fortune. All and I say all roads 20mph in the city. No humps just speed cameras where people tend to speed. As a norm they go from one hump 30 to 40 then down to around 20 on the hump and then speed up. I'm sure there would be a firm that could be employed or asked to bid for the right to set up speed cameras and maintain them. Look around the city and you can find millions of problems that have been caused by the city engineers I expect most of them don't drive (Students recently) or are just doing what they are told so they don't lose their jobs and not one of them dare say anything that is not in the script. This residents parking reminds me of the old window tax imposed by the government many many years ago. Get rid of the old way of thinking and start a fresh.. Is it that the council leaders are afraid to try something different. The future looks very grim if you don't act now and remove all the wrongs that have caused a knock on effect..

142. Resident, Hatfield Road

We strongly object to this new parking zone it is completely unnecessary we already pay enough council tax and road tax and we have no trouble at all parking in our road, this new zone will cost us £450 a year which we can't afford. If this new zone happens we will have no option other than to



sell our property and move which will be a nightmare as we both work locally and we will have to move out of town and it will cause more pollution driving into town every day.

143. Resident, Hellyer Road

Regarding the proposed residents' parking zone MH Westfield Rd area (TRO 42/2020), I confirm that I wish to object to this proposal.

I feel rather than introducing these parking zones, the council should be making the whole of Portsea Island a clean air zone and including all vehicles such as private cars (but not emergency vehicles for example) as chargeable for entering the zone. At the same time, safer cycling routes and improved public transport should be implemented.

144. Resident, Highland Road

I am writing to reject the proposal put forward for the parking zone where I live.

Firstly the most convenient place for me to park would be Owen Street which is directly across the road from my house, yet I'm not sure why this hasn't been included on the areas of where I can park.

If you look at my address on Google Maps you'll see that it is on the main road, hence I don't have any direct parking outside my property. However, up until now I have always parked on Owen Street as it is the most convenient place for me to park, and I have never had an issue parking there previously. My thinking is that if there currently is no problem with me getting a space on Owen Street without parking restrictions in place, there certainly won't be a problem when the restrictions come into place.

I will be severely impacted if you were to go ahead with the current proposals as it would mean, not only a further walk, but also my car being much further away from my property than I would feel comfortable with.

145. Resident, Highland Road

I would like to register my objection to the above proposed MH Parking zone.

I currently park in Owen street which as I live on the North side of Highland Road will no longer be able to park in my usual parking spot just because the council have drawn a line & that will now be MG area. I will be made to pay £30 per annum for a non guaranteed parking space (as it is already for free) much further away from my flat. This just moves free parking further out of East Southsea to the next area that doesn't have these restrictions & seems to be another money making scheme for the council as we are already paying Council tax. Residents do not gain anything from this scheme & still won't be able to park outside their house/flat but pay for the privilege

146. Resident, Highland Road

The terraced streets south of Highland road gain absolutely nothing from a parking zone ,as the area was never designed for the amount of residents cars.we all accept parking is tight and have all played search the space especially in the evening,but now the council wishes to charge us for the privilege.This makes absolutely no sense and only benefits the residents just off the seafront during the summer season

147. Resident, Highland Road

I have read through the letter sent, outlining the proposed parking restrictions for residents in zone MH.

While I do support the parking permits, my permit would be for an incredibly inconvenient location. We are a south facing property, and looking at your zone boundary, we are on the border of zone MH.

While I appreciate this will be the case for some people in every zone, this is particularly inconvenient for us, as not of the roads in our boundary are convenient to park in.



I have lived here for years, and in fact never have any of the roads in zone MH been the most convenient. The closest roads are Ward Road, Owen Street, Wainscott Road, highland Street, and Kimberly Road - none of which i will be able to park down!

I have attached a small screenshot of my property location, and you can clearly see the issue. While I appreciate in the grand scheme of things, a slight walk is not the biggest issue, it is one readily resolved.

So, my main question, is am I able to procure a permit for the zone south of me? Including the streets named above? If you visit the property I'm sure it will become very clear why these are the most suitable locations.

There are also no convenient walkthroughs to the MH zone roads, all would be far more frustrating for us on the boundary of the south facing properties.

148. Resident, Highland Road

I have been told my parking zone will be MH as you can see from the pictures this is the wrong zone from where my house is and I would have to walk and park no where near my house.

I have marked in map my house, I always have parked in Owen/ highland street as it's across the road from my house. Hope that makes sence.

If I'm left to this zone I will have nowhere for park as I leave me Prince Albert road which is already round the corner and had 5 space in that block. I really think my house needs to be look into.

I understand your Method for this, but in my case this is not the right one. I park in Owen Street side always have in the years living there. Haliar road is a 5 min walk. And like I mentioned in before email top of Prince Albert Road had saved parking for doctors and only 5 space near the next block. Moving toward Behind Prince Albert park which again 5 min walk.

I think someone need to come out and have a look. If this zone thing goes forward as it stands I won't be buying the house as it will be impossible. I'm begging you to look into this more

I'm asking for my house to be looked into like the rest of highland road for mg zone.

Reason- not safe walking pass park or dark roads walking miles going round one way roads. It's not my nearest parking have parked in mg zone for 13 years- parking should have be thought about when new houses/flats where built.

Mg zone is across the road and my nearest parking

Not enough parking down Prince Albert road due to doctors and Assisted care home and it's far down the road and other parking is miles away. I have no back entrance to house. My insurance and house value would be Affected. My safety would be a risk.

149. Resident, Highland Road

I was surprised that in your letter you state that you have received "positive feedback from the informal survey" in my area. When speaking to neighbour's, friend's and local people, we all are in agreement that this is in fact a bad idea and does not benefit us as the residents or businesses. There seems to be no positive outcome for the pubic and residents. To be honest it seems like another way for the council to make money. In the letter it says the reason we have to pay for permits is to "cover the cost to the council for providing a service". The solution seems simple, don't provide the service, it is not needed and therefore a cost will not be required.

In your letter you say it is because of the proximity to the seafront, I truly believe parking is not affected this far back by visitors to the seafront. Then beach is there for everyone to enjoy and visitors should not be penalised for it. From what I understand the only people with issues is those living closer to the beach in their big houses. Houses that all seem to have their own drives big



enough for at least 2 cars so street parking shouldn't be an issue. By bringing in these restrictions it is hurting the small businesses and lower income earners. Your proposed timings of 12-1pm are especially damaging to businesses who rely on lunchtime customers.

Moreover, many of the properties in the proposed area are houses converted into separate flats, each with multiple occupancy. How is it fair to, only giving two permits per postal address especially with the second permit being a huge jump up in cost! As it stands, I find we do not have an issue with parking people know it is busy and just deal with it, we live in a city it is accepted. Like you have said in your letter this does not guarantee a parking space. In fact, the only times parking is a struggle is in times outside of your restricted hours, a time when people don't visit the beach. Lastly many local residents in this area are currently serving in the Armed forces and are constantly deploying for long periods of time, therefore do not needed a permit all year round. Yet would they still be expected to purchase a permit?

Will there be a public meeting held? I hope that you are able to speak to other residents too.

150. Resident, Landguard Road

We DO NOT AGREE to this outrageous money making portsmouth city council parking scheme, we are all ready paying council tax as well as road fund license.

I wish to object to the proposal of the residents parking zone MH Westfield Road Area, we have been long term residents of Landguard Road.

I run my business from home my wife works so we both have vehicle's that we use every day and we do not see this proposal helping us in any way shape or form, we have been going about our day to day life with out parking zones so we do not see why after all this time it helping us other than it costing us money which at this current economic time would be a financial burden to us both.

151. Resident, Landguard Road

As I see it the parking problem is simple, there are more cars than spaces.

As Portsmouth council is not going to create more spaces the problem remains or gets moved on to the next area. So I strongly object to any parking permits which are nothing less than a money making SCAM!

If parking permits are introduced I will be DEMANDING you remove the trees in Landguard rd which are taking up valuable parking spaces.

152. Resident, Landguard Road

I agree with the idea of a residents parking zone but the times for the residents only parking is absurd. When most people will be getting home from work there will be no restriction on anyone parking there.

This will not reduce the frustration of not being able to park on your own street as vehicles from other areas will park there until there area is un-restricted. Please change the permit holder time to one that covers people returning from work, ie 4.30 to 6.30 or 5 to 7.

Having lived for a time in the adjacent zone and being able to get home and have a better chance of getting a parking space on the road I do think that the time that you are proposing will not benefit the residents at all as any visitors will still be able to be parked up at the time when residents will be getting home, maybe a 5 to 7 would be better.

153. Resident, Landguard Road

I am writing to oppose the proposed residents' parking zone for two reasons:

1) I have not been offered any evidence to suggest that a parking zone will improve parking in the area.

2) Cost. I live in a two-car household. I live with a housemate and there are no options to go down to one car. To pay £150 a month for two cars to continue to not have guaranteed parking is utterly ridiculous.



Please do not impose a parking zone.

Apologies for the mistype, I appreciate it is for a year and not for a month, as I incorrectly stated. My objections remain, with this correction.

154. Resident, Landguard Road

We do not want Residents Parking Zone at Landguard Road

155. Resident, Landguard Road

I wish to register my objection to the proposal on the basis that I do not believe it would solve the intended problem nor am I or any other resident guaranteed a parking spot and view it as a stealth tax on us residents/ another revenue stream for the council at our expense, particularly the current economic situation and dwindling disposable income.

The parking issues stem from changing demography and the habits/requirements of these changing demography but the land/terrain has not fundamentally changed with times to accommodate the changes.

The recently imposed parking restrictions in the surrounding area (ME) is causing people to park in our area and also the Covid-19 restrictions to movement and home working is causing issues; where before people worked away from home and came and went at different times helped with the issue.

There is also the issue of people who do not have their permanent homes in this area but live & work here temporary basis on for some considerable periods of time and their cars are not registered to addresses in this area, students are also included in this group too.

I also spoken to some residents, all of whom are opposed to your proposed resident parking zone and some state that they feel the council would ignore their views and wish to not have parking restriction in the proposed area and that it would not guarantee them a parking spot with added financial burden for the parking permit(s).

So, for these reasons mentioned above, I register my objections to your proposal.

156. Resident, Landguard Road

Regarding the proposed parking permit scheme of the MH zone.I wish to largely object due to the unfair ruling against company vans which will penalise me and my partner for working!

I work full time for a company which provides me with a van whereby i start from home and finish back at home. I was all for the parking scheme and willing to pay the annual fee until I discovered the poorly thought out ruling for vans.

Your ruling allows for a company car or a van that is registered to an owner as well as a further vehicle. However my company van that i use for work is not registered in my name. According to your Rules this means it is only permitted if it is the sole vehicle at my address. As such my partner who also works full time and cannot park his car outside our home!!

This is an extremely poorly thought out ruling which will penalise us both for working!! I have lived my whole life in portsmouth and i have been a hard working proud citizen. I am honestly disgusted that i am being singled out like this.

Is one of us expected to lose our job because we cannot park our vehicles outside our home?its utterly ludicrous!.we both require vehicles to work and my van is an essential part of my job.

I would like an explanation on how this can be resolved, because i am very disappointed and honestly feel discriminated against.



If i am to purchase daily parking permit tickets which amount to a considerable charge annually of £419.75!! then why does it state on the portsmouth council website they are for visitors only and not residents? (Please see attached screenshot)

If i am being forced to buy daily tickets due to extremely poor consideration of hard working residents who i might add pay council tax already!! i DO NOT want to be further penalised with a parking fine. Please can you clarify this for me?

I would like to finish by saying that my van is a small commercial vehicle and in fact smaller than many of the large cars in my road. I understand the need to reduce commercial vehicles yet i find it ludicrous that a van up to 3.5 ton can be parked with another household vehicle if owned by the resident (taking up a much larger spacing than my combined vehicle size). As i stated before my household has just 2 vehicles my van and a car. I think you will find the majority of households which have working families have the necessity for more than 1 vehicle.

I know of a household in a neighbouring Parking zone which was allowed 5 vehicle permits!? So i hardly think the ruling of 1 vehicle per household frontage is accurate and that it is poorly thought out scheme, which basically is a stealth tax for the council to profit from hard working individuals!!

I have one further question i would like answered please.

As i will have to buy daily visitor parking permits to allow me to park is there a limit on how many i can purchase from the designated purchase points such as the central library and civic offices? If so would it be easier to use the Ringo service daily?

157. Resident, Landguard Road

We don't agree with the proposal of parking permits in the MH Westfield rd area. This is due to previous experience with permits as you are still not guaranteed a space and it has actually made parking worse in some places. We also view this as a clear money grab by portsmouth city council as it will not change our current situation of parking in the city and our area which means we will be paying extra for nothing. Also in the current situation it seems very unfair to ask people for extra money when we already pay road tax, council tax, income tax etc. I have heard many arguments against the permits but none which actually support a reason to have the proposed zone in place as all it does is move the problem.

158. Resident, Landguard Road

As a new resident of Landguard Road, I find parking, incredibly difficult from approximately 4.30pm so I reject the plans for a permit between 6-8pm. I strongly believe that the permit should be enforced from 4.30-6.30pm like adjacent parking zones. Surely those that cannot park in the ME zone in particular, will filter to the MH Zone during those hours??

I would also suggest increasing the time until at least 7.30pm to deter football parking/traffic from using the area.

159. Resident, Methuen Road

I understood from the local Lib Dems that I ought to have received a letter or a leaflet from the Council about this. I havent received either but am told I should write anyway.

I am totally against a parking zone in this road and certainly against having to pay for any visitor I may have as I am not a part of any problem. I do not have a car so do not see why I should be penalised when my relative comes over to do any heavy jobs or change light bulbs etc for me. These are jobs I can no longer manage for health reasons.

As you all have been told many times the problem is with works vans that are brought home every night. This seems to be the same in most roads. Why is this continually ignored?

I would also like to comment on the fact that this road was said to have a majority wanting a zone, yet most people I and a neighbour have spoken to, say they do not want one.

I was told by the leader of the council that a majority is decided from returned survey forms only. This is also in a leaflet put through my door last week. Sorry, but that is NOT a majority. A majority



can only be called that when over 50% of all the voting age people in a road have given their opinion which has not happened here. How many other roads have been treated like this? There are many reasons why people do not return forms as I am sure you are aware but this does not mean you can change the rules to suit the outcome you want to see. Roads should be surveyed properly before any further action is taken.

160. Resident, Methuen Road

I am not happy about having to pay so much to park in our road. You have stated £30 covers the cost for the council to provide the service. £120 Seems an excessive amount to pay for a 2nd vehicle. Why is the 2nd permit costing 4 times the amount of the first permit? I would say that £30 for a 2nd vehicle would be more reasonable and acceptable.

You have not explained in detail how you are going to enforce the parking. Will every vehicle be checked in each road in a controlled zone on a daily basis?

If we come home from work and aware that someone is taking a space in the road who should not be, what can be done?

We have the extra demand of parking in our road by people who live in Eastney road so it is going to be extra challenging.

We could spend a lot of time searching for a parking space in the zone area.

If this scheme does not prove to work, will you revert to the current general parking?

I am not in support of the proposed parking zone scheme.

161. Resident, Peadar Close

I'm fuming to find out that residential permits are being potentially forced upon residents and very VERY strongly object to the plans.

I fail to see why residents are going to be forced to pay to park outside our own homes (currently no parking issues at all 99% of the time) it's purely a money making scheme for PCC and I think it's disgusting when I and others already pay c. Tax and road tax etc to park.

Not only that but the fees proposed are sky high. Even with one car. 30.00.may not seem alot but this for some like myself will be unaffordable. For me it means less money for food as I already struggle financially. Sadly due to disability I have to have a car otherwise I would loose all independence I have... And I would not be able to get to medical appointments at all.

Secondly the % Increase for a second or 3rd car is beyond unfair and unreasonable. This will stop my children being able to drive and have their own cars which is unacceptable. Insurance alone for new drivers is astronomical without excess unfair PCC fees.

Quite honestly PCC are taking the mick even proposing this scheme and talking to my neighbours they all state the same. We simply cannot afford the fees!!!!

So in short NO I WILL NOT WANT OR SUPPORT ANY RESIDENTIAL PARKING SCHEME IN MY AREA OR IN PORTSMOUTH AS A WHOLE. ITS UNJUST.

Despite us being a private road in the YEARS I have lived here there has Never been any issues with myself or friends parking in any road around pedam close.... At any time of day or night. EVER!!!

The issues are parents that regularly abandon their car in the middle of the road to take their kids into school... Sometimes leaving it for 5 to 10 minutes which causes an obstruction. Actual parking is not an issue as there are always spaces... They just choose not to use them. If you want to do something sort them out not pick on residents who 9/10 have zero issues.

I do not see any issues with parking round our way at all and have lived in Southsea for years. Charging to park outside my home or roads adjacent to that is beyond a joke and quite honestly disgusting. I'm forced to pay like many c. Tax already do this charge is unacceptable. Many families



have no choice but to have 2 cars minimum or more depending on if their kids pass their driving tests and have their own cars for independence!!!

In all honesty i see no issues with residents having anything up to 4 cars. Makes no difference to me or others... Charging is purely a money making scheme for PCC and helps no one but PCC. I also don't care how many cars people have as long as they are taxed etc as per the law. When I have parked in roads near me at any time of day I've NEVER had any issues finding a space so see no issues and no reason to have parking permits. Charging so much for any car is ridiculous and will NEVER agree with them.

Due to permits round my child's school I now cannot attend any parents evenings or meetings or nothing at all which has effected my child alot. Many parents struggle now all because there is a vile 2 hr no parking rule.

Again this should have been discussed with parents and the school not just residents but PCC don't care about what people want.

PCC need to stop making portsmouth into a car park and making more and more money from us. We already pay c. Tax at high rates.!!!

162. Resident, Pedam Close

I strongly object to the parking permit proposal to zone WH WESTFIELD ROAD AREA (TRO 42/2020).

Myself and my husband have a car each that we rely on heavily. As shift workers and parents to young children we wouldnt get places on time (school/work etc) without a car. We cannot afford the extra charge to park our cars outside our house.

We are classed as a private road here at Pedam Close, so only residents park here anyway. If the zone comes into place then it would mean that when the on street parking is full, they will come and park in this close as we would be the same zone and they would be able to do this. We both work very long hours, we dont get home on our late week until around 23:00 and on our early week we leave at 06:00 sometimes earlier.

If all the parking in this close gets taken (which it will by 23:00 if we become a zone) i dont know where i would be able to park on street. All surrounding roads will be full. I dont want to be walking for multiple roads alone at that time. I dont want to walk my kids multiple roads early in the morning to get to the car so i can drop them to their childcare provider and get off to work.

I strongly believe this close should stay as a private road so its stays to just residents parking here.

I have had 1 occasion where all the parking in this close got taken. The curb side in this close was also full of cars (which also blocked in the cars in a space) when i reported this issue to both the housing office and PCC i was told due to it being classed as a private road nothing could be done.

This incident hasnt happened again. If PCC couldnt enforce the parking then why can they now!?

However if this goes to a zone then it will happen on a daily basis when all the on street parking has been taken!

We pay our road tax and MOT. I dont think we should also be charged £150 per year to park outside our house!!! Also i will be paying this money with no gaurentee of even parking in the same road as my house anymore!!

After speaking to the neighbours (theres only 10 houses in this close) they all disagree with the permits being brought in for the close & i believe they are all emailing about it or speaking to the MP.

163. Resident, Prince Albert Road

I must confess that I'm disgusted with this parking zone proposal.

I've received many letters over the past years of my residency here in Eastney regarding this issue. Recently I expressed my views to the Leader of the Council. Judging from his replies to my emails he obviously is in favour of parking zones. Obviously because it's going to create more revenue because I see this as no more than a stealth tax.

As you state on your letter "Parking zones do not guarantee a parking space"

So why implement them?

Answer- STEALTH TAX



I find this issue very shameful, especially at this time when residents are currently on furlough, with the strong prospect of unemployment To save me writing a long list of reasons why I'm dead against this parking zone issue, then please feel free to contact the Leader of the Council.

164. Resident, Reginald Road

I would like to register my objection to the plans for the Residents Parking area in MH Westfield Road.

Since I have lived in the area I haven't experienced any issues with parking in the area and see no need to charge residents as much as is stated solely to park between the hours 6pm-8pm.

165. Resident, Reginald Road

we do not want a parking permit zone ... dont think its fare having to buy a parking ticket when friends and family etc come to visit .

Its all just squeezing more money out of us

166. Resident, Reginald Road

I strongly oppose the permit zone.it does not guarantee a parking space in the proposed zone so would you be willing to refund any tickets I get for being in the next zone,no I don't think you will,so I would park in bransbury rd,so how long before that becomes permits too,all the council are doing is taking money and moving the problem to other roads..there are 2 islands with a tree in my road that could create 2 more spaces.i don't see why I should pay every year for a permit that does not get me parked within 4 or 5 roads

Thanks for the reply, however it still does not answer what I'm supposed to do if I've paid for a permit and can't park in my zone,why should I have to find somewhere that is not permits and walk miles back home

Then permits won't really move many cars from our road as residents on eastney rd ,which is a main rd and double yellow lines,would be included and still park here,I don't really notice any outsiders parking here so some is always going to not get parked within the zone.we are not close enough for any football, shopping or theatre goers to park here

167. Resident, Westfield Road

I wish to oppose this zone (TRO 42/2020).

There is no parking on Eastney Road at all from Highland Road roundabout down to the Bransbury Park traffic lights and yet there is housing, some of which are flats, on both sides. They have to park somewhere and so need to park in Eastfield, Westfield, Landguard, Reginald and Methuen Roads. There are therefore just too many cars. I fail to see why any of us should have to pay to just be in exactly the same position that we are now.

168. Resident, Westfield Road

I would like to object to the parking permit scheme.

169. Resident, Westfield Road

Re:- Objection against proposed residents' parking zone: MH zone Westfield Road Area (TRO 42/2020)

I am writing to object against the proposed plans to introduce Paid parking permits to MH zone Westfield Road Area (TRO 42/2020) for the following reasons:

1. As a Portsmouth resident for many years I do not feel that I should have to pay to park when other residents in Portsmouth do not have too. I do not have a choice in where I live and should not be penalised for this. I need a car to visit and care for my elderly relatives who live out of town.

2. For those residents who do not work but are seeking employment, they should not have to pay for parking. They need their cars more so to attend interviews and searching for work which may not be practical on public transport. What subsidies can you provide for these people?



3. The pricing scale seems very disproportionate on 1st, 2nd and 3rd vehicles. Surely the cost would be the same admin fees regardless of whether 1st, 2nd and 3rd. (Similar to the wheel clamping scenario; overcharging for release fees). Reducing vehicle numbers for each household is not practical in some instances.

4. For many households 6-8pm will make no difference on parking availability on the street. So for those residents it doesn't affect, what are they paying for?

170. Resident, Westfield Road

Although I support the overall idea of implementing a parking zone, I wish to object to the times proposed of 6PM-8PM.

This time band proposed does not fall inline with other areas now subject to parking zones which are at the end of peak business hours. This means there is going to be little use of having a permit as this will not alleviate the issue of parking when returning home from work.

I would like to ask for the reasoning and supporting evidence as to why the time of 6PM-8PM was proposed. Specifically where almost all other parking zones implemented are before this time, at peak business closing hours.

I am assuming there is no appeals process if this parking zone time gets the green light? The only feedback process is the one I am using now?

I think I understand the logic behind the staggered zones, however this allows non residents to park in MH zone until 6PM, after business hours. This for myself and I can imagine many people working people is going to provide little to no benefit when returning home from work.

Further to this, MH zone also has the specific issue of having parking congestion from customers and workers from Tesco Extra and the Car Garage.

171. Resident, Winter Road

Regarding the proposed Residents MH parking zone , we live on the east side of Winter Rd, and currently hold a permit for ME zone .We were previously informed by the council that we would be able to purchase a permit for both zones ,as we are on the border between the two .This was the only reason ourselves and our neighbours said yes to the MH zone. You are now saying we will only be eligible to park in MH zone which will cause problems as there is never space in that area . The ME zone hasnt made it much easier to park in that area so the problem will only be worse .

172. Resident, Winter Road

I am writing to object to this proposal for the following reasons

1) My physical mobility is impaired, but not enough to meet the very high bar that is set for a Blue Badge. I live in an even-numbered house on Winter Road. Being eligible for the ME zone has been a godsend. On the many occasions that I cannot park close to my own house in Winter Road (which is my preference), I can park very close and do not have to drive up and long one-way streets hunting for a space and worrying about the long walk that I face to get home.

This proposal therefore discriminates against elderly and otherwise infirm people whose impairment does not meet the high bar that is set for a Blue Badge. It may even be illegal on this basis.

2) I previously discussed the informal consultation via email with my local councillor, who advised that he expected that residents of Winter Road (currently eligible for ME zone) would have a choice regarding ME/MH zones. We are not being given a choice



3) Winter Road is being split in 2. This is confusing and impractical. It means that instead of parking on the other side of the road (currently unrestricted), Winter Road residents will now be compelled to hunt for spaces in one of the zones, possibly a long way from their address (Eastfield and Westfield Road are long, one-way streets and frequently have very few, if any spaces near Winter Road, if they have any spaces at all).

4) The proposed time does not deter match-day parking. The ME zone does. Anyone who is moved from ME to MH will now struggle to park on match days. Match-day parking was explicitly mentioned by some respondents to the informal consultation

5) The documented proposal is well-nigh impossible to understand

My counter-proposal:

1) Include the whole of Winter Road in the ME zone or give Winter Road residents a choice to join ME or MH

2) Change the time so that it deters afternoon match-day parking.

Around 18:30 I walked from Winter Road down Eastfield Road to Prince Albert Road and back down Westfield Road to Winter Road. All of this would be in the new MH zone.

I saw no free parking spaces anywhere along this route. There were some spaces in Pretoria Road.

The number of commercial vehicles that might possibly need to be moved due to the new regulations was at most 2.

Therefore, I am convinced that the proposals for Winter Road represent a backward step. I will no longer be able to park close to my home if the proposed zone is imposed as per the consultation.

This is hard evidence that the proposal needs to be modified for Winter Road residents. As per my previous feedback:

Either continue with our eligibility for the ME zone or give us a choice to join whichever zone works best for our location (and any other physical needs)

173. Resident, Winter Road

I would like to set out my objections/thoughts below:-

Firstly, when the ME Zone was introduced, both myself and my neighbours were led to believe that due to the fact we are on the boundary, we would be eligible for both ME and MH permits. I am wondering why, therefore, that this has changed?

As a resident of the East side of Winter Road I am currently eligible and have a permit for the ME Zone. From what I can gather from the letter received from PCC, I will no longer be eligible for the ME Zone permit but will be forced into an already saturated MH Zone. I strongly object to this. The residents of Winter Road are unfortunately in the worst possible position of all as we find ourselves on the boundary of two zones. This will not only be stressful when finding a parking space close to our home (as by being on the boundary this automatically halves our options of parking within a reasonable walking distance to our homes. Added to the fact that some of us have double yellow lines/restricted parking directly outside our homes), it could also potentially devalue our properties. Please can the following options be considered for the residents of Winter Road:-

1. Residents that find themselves on the boundary of two zones be eligible for both ME and MH zones; or



2. Residents on a boundary get to choose which zone we would prefer to park in –e.g. I am on the East side of Winter Road. For the years I have lived here I have always parked to the west of Winter Road in either Aston or Pretoria Road. The proposed MH zone is highly saturated already and that’s the reason why I have always chosen to park to the west.
3. Ensure that the restricted parking along the east side of Winter Road is also included within the MH Zone – i.e. the spaces provided on a single yellow line for parking between 6pm and 8am (and possibly extend the available spaces on a single yellow line?)
4. By only having a half hour window between the end time of ME and start of MH, this will encourage all the Vans to park in ME zone – perhaps the timing should be 5.30 to 7.30pm for the MH zone?

Since the ME Zone has been brought in, I can see that there are more than enough available spaces for some people living on the east side of Winter Road to opt for a ME permit, so I can’t see why you are forcing us to change if we don’t want to. I appreciate some people prefer to park to the east of Winter Road – this is why I say we should be able to choose.

I’m sorry but I am not clear what you mean in your second paragraph when you say “properties on the east side, adjacent to the now-proposed MH Zone would be entitled to permits for that zone”. What zone? Do you mean that I will still be entitled to ME zone?

174. Resident, Winter Road

As a resident within this area I am writing to OBJECT to the imposition of a residents' parking zone. Introducing this scheme will, at best, produce only marginal benefits for residents and will certainly displace parking congestion from this area to other parts of the city.

The principal and ulterior purpose of this scheme is to raise revenue for the City Council through targeting motorists for a stealth tax, and it is disingenuous of council officers to claim otherwise.

I am also concerned about the rather opaque process used for this consultation. The results will have no validity unless every resident has an equal chance of easily communicating their views, and this is clearly not the case. People with an internet connection (like me) may find it relatively easy. However, people without this facility will need to put pen to paper, buy a postage stamp, and send their views to the parking team by walking to a postbox and posting their letter.

What arrangements have been made to ensure that the five page consultation letter (parts of which are rather technical) sent to residents last month is readily intelligible to people whose first language is not English, people with learning disabilities, people with limited or no vision and those who have literacy problems? Unless they have been fully supported, the results will not be valid.

Objection to proposed MH zone (from outside zone)

175. Resident, Highland Road (south side)

I reside at Highland Rd which appears to be excluded from the MG zone. I assume this is due to the existing 1 hour parking restrictions in place. But a proposal to remove this restriction was lodged with the council some time ago as the shops that this was to cover have closed, been converted to flats or rebuilt as houses, including the toilet block on the corner of Hazelmere rd and Highland rd.

If I understand the letter we received correctly (part C) we are eligible for a permit as the boundary shown in part A but we struggle to find parking due to the restrictions on our frontage so I would request this part of Highland road is included in the MG zone and the 1 hour restriction is removed.

Objection to proposed MH zone (no address given)

176. Resident

I strongly object to the MH parking zone being implemented. You should at least get one permit for free?!?



177. Resident

Hi, I object to the parking zone. Friends in parking zone ME say that it has made no difference to the parking in their area. It is overly expensive and unnecessary.

178. Resident

I oppose the proposed parking changes. I have seen no evidence that convinces me that parking would be improved as a result of the new measures.

Additionally, as someone who shares a house with a flatmate, both of us need cars to drive to work and £150 a year for parking permits is unacceptably high, compared to the single person rate of £30.

Why am I penalised with higher prices when I can't afford to live alone?

179. Resident

The idea of a parking zone area being introduced into an area where parking for residents is not really an issue will in my view make residents parking a problem. The idea of only having the parking restriction between 6pm-8pm is a nonsense. If we are to pay for the privilege of paying to park on a PUBLIC highway, of which I already pay road tax, then it should be for permit holders only 24 hours of the day. My wife and I both work shift work so that arriving home between the hours of 6pm-8pm very rarely applies to us

The second point I would like to bring up is that I do not quite comprehend why the fee for having a second car is £120 compared to only £30 for the first. You say that this is for administration fees and providing a service. This is a ludicrous claim and is quite honestly just another ill thought out money making scheme devised by the council. Will we receive a breakdown of how the fees are being spent?

Finally, the many people I have talked with on this issue all agree with me on both these points and that is parking permits are not required in this area. I would like to see feedback on how many residents have actually reported back that parking has improved after permit introduction. I would like to receive a reply back to this email to show that you are actually listening to the people who will have to fund this pointless infuriating TAX.

180. Resident

I strongly object to the proposed parking permits in this area. Firstly, the costs of the permits are extortionate. I understand this is to discourage having more than one car on the road per household, but I'm afraid that just is not realistic if two people in one household both work. Owning a car is expensive enough as it is, and it seems like a quick money grab for the council. Not to mention we're in the middle of a pandemic, unemployment rates have reached a new high and enforcing this additional cost is completely unreasonable.

Secondly, having permits down the road does not solve the problem, it shifts the problem elsewhere. I understand that introducing phased parking restrictions down residential roads was to make it easier for residents to park. However, the roads that do not have parking permits on have felt the negative effects, as residents are parking their second or third cars on them to avoid paying the ridiculous fees. If the council continues to permit more and more roads, we're going to be back at square one - where there still isn't enough parking available. So this begs the question, why would we bother paying the fees to struggle to park outside our houses, when we could pay nothing and not have permits, and still struggle to park outside our houses?

Thirdly, it seems ridiculous to spend time and money on something as trivial as parking permits, when the council could be helping local businesses and the homelessness during the global pandemic. You only have to walk down Palmerston road to witness how many people are sleeping on the streets and how many businesses are struggling to stay open. This is absolutely not a priority right now.



I strongly suggest that the council looks at the bigger picture of enforcing these restrictions, rather than listening to a couple of residents moaning because they have to park their cars a five-minute walk away from their homes. I request that you re-consider enforcing the permits, and if that is not possible, then please do not enforce them down these roads.

181. Resident

I am writing to object to the above proposal which has serious flaws and will result in problems and many complaints if instigated without modification. It also does not address current and future problems caused by the present parking system.

This proposal is the next stage in the rollout of parking zone controls across the city and is the first to apply to the Eastney Area. This area has been divided into zones MH and MJ split over the main thoroughfare of Eastney Road.

The zones have been designed into rough boxes, presumably for simplicity of administration. However such a shortcut does not take into account the structure and pattern of parking in the whole area which covers both zones. As it stands the proposal is a ticking time bomb in trying to force a litre into a pint bottle for the zone MH which will become disastrous when zone MJ parking controls start.

The source of this problem is the absence of an analysis of capacity, space requirements, and the residents' pattern for parking in Eastney associated with the consequences of splitting the area into the two zones.

Characteristics of Eastney zone MH.

This area consists in the main of densely populated terraced houses with some multi occupancies. The width of such houses does not even permit a single vehicle to be parked without encroaching on the facade area taken up by adjacent houses. Additionally parking is not possible in the whole of Eastney road as marked in the MH zone such that car owners in that road are also competing for parking in the side streets. The only area with low parking demand is the south side of Devonshire Avenue where most houses have off road parking. There are a few off road parking slots along Reginald Road which has limited effect on the capacity in that road.

In short there is a greater demand for parking in zone MH than the capacity permits.

A. Characteristics of Eastney zone MJ.

This part of Eastney also has two terraced roads parallel to Eastney Road with high demand for parking. However most roads east of Fordingbridge have offroad or allocated parking. This means there is also low residents' street parking demand along Highland Road and Bransbury Road. On these last two roads there are only a few terraced houses and most semi-detached houses have off road parking. In addition the whole length of Bransbury road has the park on its north side together with a parking area at the end. There are no residences on that north side of the road and there are only minor parking restrictions for the bus stop and park entrances.

In this second Eastney zone it is clear that demand by local residents does not exceed capacity.

B. The pattern of parking for residents of Eastney in zone MH.

From the preceding it can be recognised that a large number of MH zoned residents have to park along the park in Eastney and in the low parking density parts of zone MJ.

When the next stage of the city's parking regulations comes into effect for the second half of Eastney, namely in restricting zone MJ to residents, there will be a major outcry from MH residents



requiring the council to have to redesign the two zones at considerable extra cost if the current proposal is put into practice without modification.

C. Current and future problems in Eastney zones MH and MJ.

As the side roads are narrow with parked cars on each side, once a vehicle commences a journey through these roads cars are blocked in travelling in the other direction. This has frequently resulted in cars having to reverse or queue up and back into the busy Eastney Road until the route has been cleared.

Additionally the 14 garages at the rear of 229-251 Devonshire Avenue cannot be used to garage cars off the main roads as the access road is regularly used by people parking and blocking entry. As this access road is not public land no action can reasonably be taken to prevent this.

There are also several drop down curbs marked in the side roads and one at 92 Eastney Road. These need to be marked to keep clear to enable vehicle access including motor bikes. There are also a few disabled parking bays.

Finally as there is a move to electric cars a solution is needed for parking overnight either at a charging station from a lamppost or in front of a property which has a charging point.

Suggested resolution.

1. The two zones MH and MJ parking permits must be combined.
2. More side roads need to be designated as one way traffic starting with Landguard and Reginald to permit free flow for vehicles, including delivery and emergency, before there is a serious accident with cars backing up into Eastney Road.
3. The access to the offroad garage block serving the apartments at the rear of 229-251 Devonshire Avenue should be made public so laws can be enforced to permit vehicle entry to garages for parking.
4. A study is needed to determine how to manage charging points for Eastney in the near future.

182. Resident

I wish to register my objection to the proposed residents parking zone MH. Yet again, this is based on the results of an informal survey which returned the views of a minority of the population of the area.

Yes, there are parking problems throughout Portsmouth, but this piecemeal application of zones will not solve them. It would have been far more long-sighted of the council to give every household one permit, then invite applications for second overnight permits or business day permits based on the numbers of remaining spaces after that.

I have to travel around the city for work and now have the added annoyance of trying to find out whether a zone applies first, and then where I can get a temporary permit if required. And sometimes there are no places to park, meaning I may inadvertently cross into the next zone to be able to park safely and legally. I cannot always use public transport as I often have crates of heavy files to collect or return.

In short, this is yet another scheme that will very likely end up being foisted upon us, even if the majority of residents will not have requested or actively sanctioned it.



183. Resident

As a resident within this zone, I support the introduction of a zone, however the times that this proposal suggests start far too late. The duration should be longer, starting at 16:30 and running to 20:00.

This area is impacted in two areas, first by not currently having a parking zone, lots of other vehicles park here. And second, when football is on at Fratton Park, lots of vehicles park here, preventing residents from doing so.

Therefore, the zone needs to start at the same time as surrounding areas, at 16:30, and run until after the normal mid-week football kick off time of 19:45, so to 20:00.

I am strongly opposed to this zone starting as late as 18:00 as come 16:30 all the traffic will move into this zone.

Thanks for your reply and for the information regarding the adjacent areas.

I am not sure that I agree with the point that "staggering the operating times with adjacent parking zones makes it more difficult for vehicles without permits to be moved around the wider area on a daily basis." This appears to be a flaw in the plan for these zones. Staggering the zones makes it far easier for non-permitted vehicles to park in the area as the vehicles simply move between the zones as one restriction ends and another begins. A blanket restriction across all zones would prevent this, meaning non-permitted vehicles cannot park anywhere in the area during the specified times without a visitor permit.

Unclear if support or objection (from within zone)

184. Resident, Blenheim Court

I have received the MH notice and have made some observations.

I have attempted to follow the link to view the public notice. TRO42/2020 It doesn't appear on the list.

I wish to review several points including the statement, and plan.

Please advise?

I understand it is an obligation to make this available for public scrutiny?

Following my email on Friday to engineers, informing the link to the full document in re: TRO42/2020 (MH) was not listed on the council website as stated in our letters received, I visited the library to look at the draft.

I feel the document should have been uploaded as this has caused some anxiety over the weekend.

1. Can you confirm this will be done and when it will be done?

With regards the section H, the letter differed from the draft at the library. Particularly in relation to Blenheim Court. The difference was the omission of specifics regarding proposed new linage. Read in conjunction with the Schedule 3, 'Area of highways designated as parking place'. The proposal becomes more clear.

In order I have read and understood this clearly;

The new double yellows on the east side will run from the traverse parking bay end to the proposed new bay. This new bay will run to the existing double yellows which run from Methuen.

The new double yellows on west side will run from traverse parking outside #1, around corner and across drop kerb/gate. It is then proposed to start the new parking bay and run this up to the existing double yellows.



2. Is the above correct?
3. If I have this right, can I point out an approved and licensed dropped kerb, and entrance marking will actual fall within a portion of the proposed parking bay. Logic would assume the yellow lines will run to the entrance marking one side and the parking bay the other?
Can you confirm this will be so?

4. Given the scope of these schemes would it not be an idea to attach a drawing / plan of proposed markings ? I was actually expecting to see one today. Much can be lost in the text and ones interpretation is slightly different to another's. As I found today, only when I read the other documents did it become clearer. (Hopefully).

I thank you for your time and anticipated reply.

185. Resident, Devonshire Avenue

We have received the MH Westfield Road Area TRO 42/2020 paperwork and wondered if you could confirm if Devonshire Avenue would be included?

On the current map the South side is listed on the map but is not included in the details.

If it is the case that the East part of Devonshire Avenue (between Winter road and Prince Albert) is yet again not included in the parking scheme then this will make parking even more preposterous on our road.

Please could you clarify before we send our views.

186. Resident, Devonshire Avenue

I am writing to voice our support for the residents parking zone in our area

I was surprised to see however that Devonshire Avenue is split in half so that the odd side of the road will fall into another zone. This seems strange to me as surely it would make more sense to have the whole road in one zone, even if it is on the perimeter of a zone.

Also when the original consultation was issued we suggested 5-7pm as the best time for us. Is the 6-8pm time period up for review or is it this or nothing?

6pm is late for those parents collecting children from afterschool clubs or returning from work locally.

My wife works and we have school age children so we would prefer a 5-7pm zone

187. Resident, Devonshire Avenue

I am writing to give my full support to the introduction of the proposed MH Residents Parking Zone for the Westfield Road Area.

However in doing so I would urge you to revisit the proposed MH 'Permit Holders Only' time of 6pm-8pm. Our adjacent ME Residents Parking Zone currently has a 4.30pm-6.30pm 'Permit Holders Only' time and the local experience to date is that on or around 4.30, non permit holders parked in the ME Zone, and especially it seems tradesmen, simply move their vehicles into the proposed MH zone to allow them to continue to park in the area. A 6pm-8pm 'Permit Holders Only' MH zone would continue to allow them to do this until 6pm thereby defeating the object of a residents only parking zone!

Could the MH 'Permit Holders Only' start time not be brought closer, say to 5.00pm or 5.30pm, to the adjacent ME Zone time of 4.30pm? This would then avoid the 'abuse' of the system detailed above and be of a positive benefit to residents who return home from work before 6pm who would currently gain little from a 6pm start time.

188. Visitor, Eastfield Road

Can you clarify in regards to your letter received about the proposed residents parking zone: MH Westfield Road Area (TRO 42/2020) what I would need to do as I visit my elderly relative daily sometimes more than once a day to ensure they have dinner and shopping and are settled for the



evening. I can not afford a visitors permit so what hours can I freely park to ensure thier level of care is maintained.

189. Resident, Eastfield Road

With regards to the proposed parking zone there is concern in the area already about parking for residents. The new charging points for electric cars, though I strongly support such environmental developments, have further restricted parking. The low cost of the permit is positive and that it is only for a certain short evening hours again is helpful. But the fact that you can only park for 3 hours during the day means that residents including elderly people with cars will need to move their cars to other areas or this is only for those without permits? It is not clear.

My knowledge of such schemes in London means that in fact the parking is worse for residents and just when they are returning from work there will be no spaces and they will need to park elsewhere. So I have reservations about how this will actually achieve what is expected.

190. Resident, Eastney Road

Would the new proposal of parking permits affect where I can park as I am on the main road and have to park along the side roads, if so then I would suggest that more parking is made available by not planting trees on the roads and widening of Eastney road where possible to allow parking.

191. Resident, Eastney Road

I am all in favour of resident parking in this area. However, my concerns are that I live on Eastney Road will I be able to purchase a permit or are they restricted to residents of these roads?

In addition, what happens if I cannot park in the MH parking zone areas between 6-8pm due to spaces being occupied and have to park outside of the area ie I have to park sometimes down Suffolk rd and Middlesex rd and also Bransbury park rd and the roads leading off Bransbury park road. These areas are not outlined as being part of the MH parking zone. Will I be allowed to park in these areas or will I get a penalty notice? I am concerned if I have to move my car late at night with no guarantee of a space.

Currently, due to a lot of people being furloughed, out of work and working from home due to Covid-19 there are no spaces in Landguard rd, Reginald or Methuen rd when I return from work around 5pm. I cannot see this changing once the parking restrictions are in place as I assume the cars belong to residents of these roads?

I would be grateful if you could put my mind at ease on my concerns regarding

1. Will I be entitled to a permit even though I am a resident of Eastney Road
2. If I cannot park in the MH Zoe between 6-8pm will I be penalised if I park outside of the MH area

192. Resident, Eastney Road

In response to the proposal for residents parking permits re MH Zone, I live on Eastney Road, so parking is always a gamble as to where I can park, and indeed trying to find a space later in the evening is nigh on impossible - will parking permits help ease this? I appreciate the zone is quite extensive, but personally do not want to park nearer Winter Road then walk home.

Currently Westfield Road is very popular for Tesco, and large work vans alike - will this change? Would visitor permits be available to purchase online? And are they required before and/or outside the 6pm - 8pm time frame?

The cost of permits; two in our household amounts to £150/year - can this be paid monthly, or is the council expecting this in one lump sum?

If resident parking has to be enforced upon us, would it be possible to have outlined parking bays, this would enable more cars to be parked.

Because we all like to park reasonably close to home, will we get a parking ticket if parked outside our allotted zone, for example, Bransbury Road?

I await your response to my concerns



193. Resident, Eastney Road

With regard to the proposed residents' parking zone: MH Westfield Road area. Whilst in general I am in agreement with the proposal for residents' parking I do have one concern with where we would be allocated a permit(s). We live on Eastney Road which has double yellow lines at the front of our property, however we choose to park at the rear of our property in Henderson Road. I understand that at this point in time there has been no informal survey for residents' parking in Henderson Road but I have since learnt that any future permit parking in Henderson Road would be in a different zone and therefore we would no longer be able to park there with a MH permit.

In such circumstances where parking is not possible directly at the front of the property due to double yellow lines and means parking is available in an alternative nearby street is there a possibility to have a blurred boundary which would permit parking in either the MH zone or Henderson Road (zone to be determined)?

Crossing Eastney Road to reach the MH zone can be problematic with no designated crossing and seems to be an unnecessary risk when we have direct access to Henderson Road from the rear of our property.

I am sure there are other residents within the city which experience a similar situation so I would be interested to find out how it is dealt with elsewhere and how we can approach this situation going forward.

194. Resident, Landguard Road

After conferring with neighbours please could we have a copy of your policy and procedures for implementing change and whether it follows government guidelines.

Please could a copy be emailed to the above address or send the link where we can access.

Please could you also send the contact of the resident representative.

195. Resident, Reginald Road

Although we are in opposition to the parking zone, we feel that there is no alternative as a result of the pressure being put on this area due to the implementation of parking zones in surrounding areas; we have effectively been left with no choice but to accept the implementation of the zone.

However, we feel that you need to address some issues.

When determining the total parking capacity for the zone, you need to allow for the vehicles parking in the zone that are over 2m length; there are some commercial-style vehicles that are in excess of 4m long.

We were under the impression from the planning notices that there would be a limit of two permits per household but a letter from the lib dems states that up to three permits per household will be available; which is true?

How are you going to accommodate vehicles that have residents permits but that are unable to park in the relevant zone? For example, there are always "half spaces" where vehicle owners appear to be "reserving" parking for other household members.

You have already stated in other planning notices that you are going to be removing parking space to accommodate electric vehicles; are you going to accommodate multiple electric vehicles in the parking zones?

Will electric vehicles require zoned permits or will drivers be able to use any electric charging point within Portsmouth?

If you are issuing permits up to the parking capacity of the zone, how are you going to accommodate the commercial vehicles that will need to park in the zones outside of the residents-only parking period?



Where are tourists and students supposed to park during the residents-only parking times, especially when you are pro-actively promoting massive construction projects with minimal/no parking provision?

We assume that you are introducing all the parking zones to discourage people from having cars in Portsmouth but how do you expect people that work outside the area to commute when the public transport network is so bad – i.e. – one direct train to Southampton per hour and then it is often late or cancelled and no real alternative? It takes my husband an extra hour and a half hours to commute via public transport – each way!! It takes me an additional two hours to commute as the train times do not allow me to work my usual hours – the train may get me in on time but I then have to wait for an extra 50 minutes on the way home and then an additional 30 minutes each way to actually catch the train! And then there is the huge additional cost to use public transport – on average an additional £10-£15 per day to use public transport.

You are already getting a substantial amount per household for council tax and yet you now want an additional £30 + £120 which you say will cover the cost of implementing the scheme but what about the following years – is that money going to disappear into the general coffers? You may feel that houses that do not pay the whole amount of council tax for one reason or another do not contribute to the general coffers but are those households that pay a reduced council tax still going to be able to have several permits?

196. Resident, Westfield Road

I did not receive the original survey to ask for my views on this, and it looks like only a few houses were surveyed and only a few results were returned, so probably not a very good data set.

I have wanted a permit as my partner is not able to park when he gets home from work. This has been the case since the ME parking permit was introduced.

So although I'm pro, what I don't understand is why the decision has been made that the parking permit for our area starts from 6pm?

Across the road it starts at 4.30pm. By starting ours at 6pm means that by the time most people get home at 5.30pm they still won't be able to park as anyone who would've previously parked in the ME zone without a permit will park in our road. Are you expecting residents to drive around until 6pm to get parked near their house?

The parking was never a problem until you introduced the ME parking zone. I cant help but feel this is the councils way of creating a problem which in turn enables it to make money.

197. Resident, Westfield Road

In principle I agree with the proposal. It seems the only solution to the current issues regarding parking in this area. We have been experiencing additional problems since the zone to our west was introduced, which resulted in more vehicles being displaced in our direction.

I am concerned bu the inclusion of both sides of Eastney Road, where there is no parking due to it being a main road. This leaves too many cars from all those addresses falling into this relatively small MH zone. It would seen fairer to divide that road, echoing the situation on Winter Road, where the east and west sides fall into different catchment.

I wanted to add another observation.

In principle I agree with the proposal. It seems the only solution to the current issues regarding parking in this area. We have been experiencing additional problems since the zone to our west was introduced, which resulted in more vehicles being displaced in our direction and just recently with the return of students the situation has become intolerable. The proposed 6 - 8pm time



restriction is not enough. I would suggest 4pm to 8pm. Residents cannot park from this early in the afternoon, it is increasingly frustrating.

Thank you for the explanation. Can I also add without any paper badge displayed this system only works if the areas are being patrolled frequently. Unlike tax and mot which can be checked online, there is no way for us to check if the vehicles here are residents or not, so that duty falls fully to PCC.

198. Resident, Westfield Road

While I appreciate the recommendations I would like the times to be earlier than 6.00, clock if possible., but many thanks for the scheme.

199. Resident, Westfield Road

My partner and I welcome the parking restrictions in our area, but worry the proposal will not have the desired effect and arguably does not go far enough;

- The proposed time of 6-8pm will not help households attempting to park after school runs or those who return home from work prior to 6pm. It also does not address the issues around Game day at Fratton park, where most games finish around 5.30pm. My partner and I have a young child and avoid going out entirely on weekends to visit family or run errands as we risk having to park at Bransbury park or further away upon return. This limits us and many other families with children on weekends. The council should consider finding a better solution for game days to avoid the influx of traffic, not only due to the lack of parking, but also due to the environmental impact. Game day parking was also one of the key points raised by the survey, yet this was not covered in the proposal.

- The lack of parking on game days also leads to increased idling of cars in the area, as households with children/shopping/etc. have to stop in the road and offload, before driving away again to find parking elsewhere. The roads back up with other cars idling while waiting.

- The cost of the initial permit (£30) seems low, especially considering the fine is only £35 (when paid within 14 days). I believe anyone supporting the initiative would happily pay more to increase their chances of parking near their own home, reduce surplus cars and to ensure that the restrictions are enforced.

- It was not clear from the proposal if permits for commercial vehicles will be the same as "standard" permits or whether these will be "business" permits. As a key issue raised by the survey, any commercial vehicles registered at an address in addition to a "normal" car should arguably be at a higher cost than the £120 suggested for a second permit. I can understand that it is vital for some self-employed residents to have their vans close to their residence, however I believe they should not be prioritised over each household's first vehicle, unless it's their only car.

Finally, just a couple of quick questions -

- In regards to the possibility of some households obtaining 3 permits if any are "spare" - How many permits are permitted per road, and how was this decided or calculated?

- What measures are put in place to stop people purchasing large quantities of Guest permits and utilising these for their second and third vehicles? And how will this be distinguished from residents having regular / daily visits from carers or relatives for health reasons?

Unclear if support or objection (no address given)

200. Resident

I support the parking zone proposal for zone MH however I don't understand why our zone starts and finishes so late compared with ME which is 4:30 to 6:30 as a resident I struggle to find parking from 4:30 so will continue to do so with this proposal but will have to pay for the pleasure?

Can we have 4:30 to 6:30 restriction?

Appendix C: Confirmation of communications undertaken

(End of report)

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Parking Service

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

TRO 42/2020: proposed MH Westfield Road area parking zone, Eastney and Craneswater.

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

- Existing
- New / proposed
- Changed

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

To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people to think about how they travel to an area, for visiting,

working or otherwise

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

The informal survey on parking in the area was carried out in March 2020 (1938 properties surveyed), within an area identified on the Residents' Parking Programme of Consultation as "MH". The survey showed a majority of those that responded in favour of a residents' parking zone. Statutory consultation on the proposed MH parking zone took place via TRO 42/2020 between 24 September - 16 October 2020. The outcome of both consultations indicates that the majority of people who responded are in favour of the proposed controlled zone, 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
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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
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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 (6PM-8PM), 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 in the vicinity of a number of useful amenities and attractions. 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
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Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding -Will it proactively mitigate against a changing climate and flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

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

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

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

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

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

B - Environment and climate change	Yes	No
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Is your policy/proposal relevant to the following questions?

B4-Natural environment -Will it ensure public spaces are greener, more sustainable and well-maintained?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

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

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

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

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

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

B - Environment and climate change	Yes	No
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Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 traveling 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
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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?
 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
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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?

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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
 Alison Lawlor, Operational Transport Planner

This IIA has been approved by: KEVIN MCKEE

Contact number: 02392688497

Date: 3/12/2020

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Agenda Item 4



Portsmouth
CITY COUNCIL

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

Date of meeting: 17 December 2020

Subject: TRO 17/2020: Proposed MI Middlesex Road Area Residents' Parking Zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Milton

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed MI Middlesex Road area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

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

Appendix A: The public proposal notice for TRO 17/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1 **That the MI Middlesex Road area parking zone proposed under TRO 17/2020 is implemented as advertised;**
- 2.2 **That appropriate parking restrictions are proposed for the north side of Goldsmith Avenue, outside of the MI zone boundary, to address specific issues should they arise;**
- 2.3 **That the following confirmation is noted:**

Under this proposal (TRO 17/2020), residents of Devonshire Avenue would continue to be able to park on either side of their road, as enabled by signage, despite each side being allocated to a different zone to the north and south.



3. Background

3.1 The area identified as "MI" 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 MI area closed in March 2020, and 329 of 926 survey forms were returned (36%). Of the 329 who responded:

- 263 (80%) felt a parking scheme would be helpful
- 58 (18%) felt a parking scheme would not be helpful
- 8 (2%) did not indicate either way

The majority of replies indicated that parking problems occur every day (72%) during the evenings and overnight, primarily due to non-residential parking:

Evening 36%	Overnight 31%
Afternoon 21%	Morning 10%
Unanswered 2%	

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 causes formal proposals to be drawn up for consultation, as per the information set out on the survey form.

3.4 The Programme report does not indicate what type of restrictions will be proposed in each area once an area has responded positively to an informal survey. Proposed restrictions take into account information given by local people, any adjacent parking restrictions, along with enforcement requirements in the area.

4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TRO 17/2020 took place 12 October 2020 - 2 November 2020. Statutory consultation is not a vote, and is not the same as a survey; the survey 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, consideration is given to *how* people



respond in their representations rather than figures for and against the proposals. 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 (45) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MI zone (865).

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 MI Middlesex Road area parking zone is summarised and considered in this section. Full responses are reproduced at Appendix B.

5.2.1 127 people responded to the proposed MI zone under TRO 17/2020. Their views have been analysed by officers who have classified them as below. For example, where a resident supports permit parking but objects to the times of operation or costs, this has been included as an objection:

Respondents	Object	Support	Unclear either way
Residents in zone	45	46	7
Businesses in zone	1	0	1
Residents outside zone	0	1	1
Businesses outside zone	0	0	0
Totals	46	47	9
No address given	11	10	4
Inclusive totals	57	57	13

5.2.2 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 as listed below, in order of most-commonly highlighted:

- Households have too many vehicles
- Commercial vehicles and business parking
- Commuter parking
- Parking associated with HMOs (Housing in Multiple Occupation)
- Shopper/customer parking



- Displaced vehicles from nearby parking zones; others seeking unrestricted or free parking
- Football match parking
- Parking associated with schools
- Local garage working on cars; vehicles associated with other businesses

5.4 The most common aspects raised during the formal consultation, whether within support or objection to the proposed MI parking zone, are listed below:

- operating time of the parking zone (87 out of 127)
- cost of permits (24 out of 127)
- boundary roads (15 out of 127)

5.5 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 MI parking zone.

5.6 Boundary roads of the MI Middlesex Road parking zone include Devonshire Avenue (north side), Winter Road (east side), Goldsmith Avenue (south side) and Eastney Road (west side).

6. Reasons for the recommendations

6.1 The recommendation is to implement the MI parking zone with the caveats highlighted in paragraphs 2.2 and 2.3. The Administration has said it only wants to implement parking zones where the residents want them. The informal survey showed this was the case and the officers' analysis of the comments received to the formal proposal shows that this is still the case; objections to elements of the scheme are addressed within this report. An assessment needs to be made of all of the comments received and in many of those which have been classified as objections, the need for a zone has been accepted albeit with a concern about how elements of the proposed zone would work.

6.2 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 MI Middlesex Road 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.

6.3 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** 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.
- 6.5** 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.
- 6.6.1** 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.
- 6.6.2** Operating time of proposed MI parking zone: 87 of those who responded to the formal consultation gave varying preferences, that the restrictions should:
- start earlier, or
 - start later, or
 - extend for more than 2 hours a day.
- 6.6.3** The proposed operating time was based on the high proportion of people responding to the informal survey indicating that the majority of parking problems occur in the evenings (36%) and overnight (31%). Therefore the MI parking zone is proposed to operate 5.30-7.30pm, taking into account the adjacent ME parking zone operating 4.30-6.30pm and adjacent proposed MH parking zone operating 6-8pm, in terms of more effective enforcement and deterring non-residential parking.
- 6.6.4** The operating times were mentioned in 87 representations (both in support and objections), and vary in terms of preferring the restriction to operate earlier in the day, later in the evening or for longer than 2 hours. These relatively few, varying preferences for alternative restricted time slots suggest that the majority of people are content for the proposed operating time of 6-8pm to be implemented, as there are 926 households within the proposed MI zone that had the opportunity to object or make suggestions.
- 6.6.5** 33 respondents would prefer to see an earlier 2-hour time slot specifically to prevent parking associated with football matches. As shown in paragraph 5.3 above, football parking is relatively low on the list of factors that affect parking availability, but is something that local residents have highlighted as a concern in Central Southsea. Parking zones are not considered solely in response to events that occur once or twice



fortnight during a season, although a side-effect of the 5.30-7.30pm restriction would impact on parking for the Tuesday night matches that kick off at 7pm. Portsmouth Football Club may also change the kick-off times, and it would take 6-8 months to change the restrictions within adjacent streets each time, which is another reason for not restricting parking associated with events arranged by the private sector.

- 6.6.6** The 2-hour operating times of the parking zones in Central Southsea overlap to restrict parking between 4-8pm overall, allowing time for more effective enforcement, which those who have paid for permits rightly expect. If all the restrictions ended at the same time it would be easier for non-authorised vehicles to find parking at a time that suited them. Within the MI parking zone, the restrictions would end before the evenings, when residents indicate parking problems are at their peak.
- 6.7.1** 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 are funded from the income generated. After the original set-up costs, parking zones have ongoing costs thereafter. Costs involve permit and penalty charge notice administration, signs, posts, road markings, enforcement and maintenance.
- 6.7.2** 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.
- 6.8.1** Boundary Roads
There are around 48 properties in the section of Eastney Road included in the MI parking zone. No comments were received about this road, but no changes are proposed to the existing limited waiting bays in Eastney Road or the side roads leading off the west side.
- 6.8.2** There is no on-street parking on the east side of Winter Road, due to existing restrictions and its nature as a main road. Properties on both sides of Winter Road were allowed permit eligibility for the ME parking zone when it became operational earlier this year. This was an interim measure to mitigate the effects of displaced parking to the east of Winter Road, as the side roads provide the nearest unrestricted parking. Now that the MI parking zone has been proposed, permit eligibility include the east side of Winter road, allowing residents to park in the side roads directly linked, such as Essex Road, Evans Road and Devonshire Avenue. There is no requirement to cross the main road to seek parking in the roads opposite.
- 6.8.3** Devonshire Avenue is proposed to have shared parking bays installed, for use by MH and MI permit holders, meaning residents of Devonshire Avenue would continue to be able to use both sides of their road for parking. This has caused confusion for some residents, who expressed concern about only being able to park on one side of their road, which is not the case, hence recommendation 2.3.



6.8.4 The MI zone boundary includes the south side of Goldsmith Avenue, to give priority over parking to the properties there. A couple of residents living near Winter Road would like priority for residents extended to the north side of Goldsmith Avenue, adjacent to the park, due to double yellow lines on the south side eastwards from the signalised junction. This can be considered and suitable proposals put forward should issues arise, which would be based on experience of parking habits. For example, a limited waiting restriction could be considered if access to the park becomes affected by long-term parking. This could include an exemption for MI permit holders.

6.9 It is recognised that no parking scheme will fully satisfy the individual requirements of everyone living, working or visiting an area.

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 parking zone will be in the region of £26,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. These cost will be met from the On Street Parking budget.
- 9.2** 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.
- 9.3** 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.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within in the MH extension zone there are 926 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 846. 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 approx. £18,500 per annum in first permits alone.
- 9.6** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams 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:

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
127 emails / letters in response to TRO 17/2020 (Proposed MI Middlesex Road area 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:

Appendix A: The public proposal notice for TRO 17/2020

THE PORTSMOUTH CITY COUNCIL (MI ZONE: MIDDLESEX ROAD AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.17) ORDER 2020

12 October 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 2 November 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

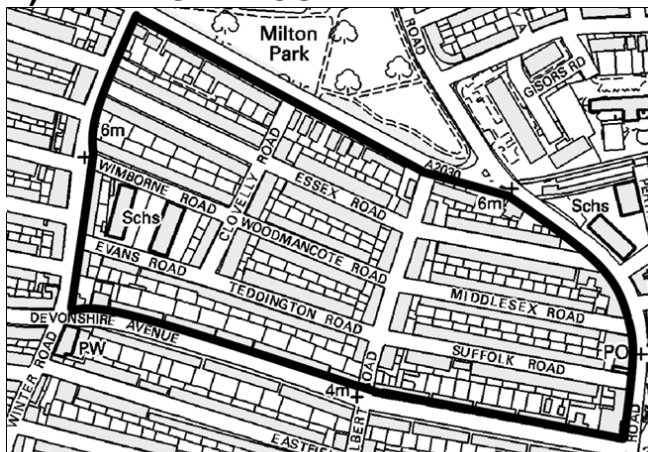
£630.00/year for each subsequent permit

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) MI ZONE BOUNDARY



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B) MI PERMIT HOLDERS ONLY 5.30PM-7.30PM

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. Clovelly Road | 4. Middlesex Road | 7. Wimborne Road |
| 2. Essex Road | 5. Suffolk Road | 8. Woodmancote Road |
| 3. Evans Road | 6. Teddington Road | |

Part roads

- 9. Goldsmith Ave** (south side between Winter Road and Eastney Road)
10. Prince Albert Road (both sides between Devonshire Avenue and Goldsmith Avenue)

C) MI PERMIT ELIGIBILITY: All properties within the MI zone boundary shown at Part A

D) MI AND MH PERMIT HOLDERS 5.30PM-7.30PM

- 1. Devonshire Avenue**

The north side between Winter Road and Eastney Road

E) MI AND MH PERMIT HOLDERS 6PM-8PM

- 1. Devonshire Avenue**

The south side between Winter Road and Eastney Road

F) CHANGE FROM ME ZONE PERMIT ELIGIBILITY TO MI ZONE

1. Properties on the east side of Winter Road within the MI zone boundary shown at Part A

**G) MI PERMIT HOLDERS OR
WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS 8AM-8PM**

- 1. Devonshire Avenue**

South side, a 9m length west of Eastney Road outside Nos. 260 -262 (inc. health centre)

- 2. Evans Road**

North side, a 16m length opposite Nos 15, 16, 17 Evans Road (outside school)

- 3. Prince Albert Road**

West side, a 16m length alongside No.175 Devonshire Avenue (dentist)

- 4. Wimborne Road**

South side, a 15m length opposite Nos. 28, 30, 32 Wimborne Road (outside school)

- 5. Woodmancote Road**

South side, a 19m length alongside No.168 Prince Albert Road (newsagent)

H) 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 17/2020'. A copy of the draft order including the statement of reasons is available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during the current opening hours. Library staff are unable to answer residents' parking queries.



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 17/2020** by **2 November 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 - 46
Support (outside zone): 47
Support (no address): 48 - 57

Objection (within zone): 58 - 103
Objection (no address): 104 - 114

Unclear (within zone): 115 - 122
Unclear (outside zone): 123
Unclear (no address): 124 - 127

Support for proposed MI zone (from within zone)

1. Resident, Devonshire Avenue

I support the proposed parking zone.

2. Resident, Devonshire Avenue

I am in favour of the above proposed residents zone.

Just one question. It sounds that zone MH will be implemented before MI. What will be the time delay between the two?

I live on the North side of Devonshire Avenue, and my concern is that if MH is implemented before MI that there will be a period of time where all MH residents can park on both sides of my road, and I as a North side resident won't be able to park on here unless you issue North side Devonshire Avenue residents with an MH residents permit until MI is implemented. Will this be the case?

3. Resident, Devonshire Avenue

support the proposed parking zone

4. Resident, Devonshire Avenue

My wife and I support this scheme.

We are pleased to see that we can park either side of Devonshire Avenue (i.e. in MH zone).

We would like this in place as soon as possible.

5. Resident, Devonshire Avenue

I am writing to confirm I fully support the proposals for a residents' parking zone at MI: Middlesex Road Area (TRO 17/2020). Parking in the proposed MI zone is currently a significant issue, with very few available spaces. The pressure on parking has been exacerbated by the recent introductions of resident parking zones on the west side of Winter Road, which has resulted in an increase in displaced vehicles from the other zones. Further, there are a number of households that have more than two vehicles. Limiting permits to two vehicles per household unless there are sufficient spaces will enable the parking spaces to be shared more equitably, and will hopefully enable those of us returning home from work or with shopping/children to have more chance of finding a space, with fewer work vans and camper vans permanently parked in the road.

My only additional comment is about football parking. I am sure you are aware, Devonshire Avenue and other roads in the MI and surrounding zones are used for parking by football supporters when Fratton Park is in operation. I would like to politely suggest an addition to the enforced times for the zone, to prevent our residential streets being used by football supporters to park on match days. Local residents currently have to plan around football matches, as if we go out in the car and return while a match is on, we know we simply will not be able to park. This doesn't feel right to me. The football club should provide a park and ride for supporters. I note in the informal survey of the proposed MI zone, the open ended



responses highlighted match day parking as an issue for residents. Please can you explain why this is not being addressed?

6. Resident, Devonshire Avenue

Although I am broadly in favour of the move to permits I do have some questions / suggestions:

1. Please can you explain why the cost per vehicle is not regular, i.e. a set cost per vehicle as the associated cost / impact per vehicle is surely the same? Surely a flat rate per vehicle to a maximum of two and then an increased cost per vehicle for a third and subsequent vehicle would be simpler?

2. Has any thought been given to numbered / allocated parking bays adjacent to each property frontage? This would ease the current issues and allow neighbours to 'offer' their spare space if not required? This could then be supported by a flat rate.

3. What is the thinking behind split restricted timings on each side of Devonshire Avenue? Why not just increase the restriction window to a minimum of 3 hours from 2; 1630-1930 would seem an apposite starting point. I am a key worker and often do not get home until after 1930 because of working routines - in my ideal world there would be a greatly increased restriction that ran 1800-0600.

4. The proposed timings do not synchronize with the regular match day timings at Fratton Park. Since a number of parking options exist for Portsmouth FC we should be discouraging spectators from using residential parking. Ideally the permit restrictions should be in-force for match days from 1200-1800 which would then flow well into any routine restriction.

I welcome your responses and remain broadly supportive and positive towards the scheme.

7. Resident, Devonshire Avenue

Further to the letter from PCC I am contacting you to advise that I live in this zone (Devonshire Avenue) and am reluctantly supporting the implementation of this zone. I would like it to be noted that my support is reluctant and is only because parking in this area is now virtually impossible at any time of any day or night thanks to PCC's implementation of neighbouring parking zones. Our only chance of parking now will be to have our own zone.

As I am sure PCC are aware, parking zones cause displacement parking and these displaced vehicles are virtually abandoned in the nearest zone free roads. Parking was never as bad as it is now and so residents have no choice but to support having a zone in our road.

I did email you some days ago asking for clarification on the waiting areas by the doctor, dentist, school and newsagent in this zone but have not yet heard back from your department. As the survey for MI zone closes on 2 November I did not feel I could wait any longer to reply, though I am unhappy this has had to be done without the requested clarification.



I am sure PCC parking team are aware that by making the MI zone time start from 5.30pm, residents will struggle to park in the area on the days that PFC have afternoon home matches. Fans at the match will have time to watch the game and get back to their cars parked in this zone. The zones closer to Fratton Park have earlier start times so MI zone will get all the match day parking here, while we cannot park our cars in the neighbouring zones as we will have to be out of them before the matchday parking has left ours! Maybe a 5pm start would be more helpful.

I do hope that PCC are fully aware of how difficult they are making parking, getting into, out of and around the city for their residents. Please, please, please implement MI zone at the same time as you do MH zone or we will never be able to park anywhere near our homes.

8. Resident, Essex Road

I am writing to support the proposed residents park I no zone - MI Middlesex road. Parking is currently a daily struggle and this proposal will help.

9. Resident, Essex Road

I fully support the proposed residents parking zone for MI Middlesex rd area (TRO 17/2020). Parking is a nightmare due to the adjacent Haslemere rd Residents parking zone, there are also several disabled spaces and an electric charging zone in the road which take up several spaces.

I support the proposal for the residents parking zone.

10. Resident, Essex Road

Long overdue, and it might help free up parking spaces by getting rid of the caravans/campers/and commercial vehicles that are parked up and do not move for weeks at a time. Coupled with the more frequent patrols of parking attendants that will (hopefully) occur which should also help reduce the amount of across corner so blocking left/right turns at junctions.

11. Resident, Essex Road

As a resident of this zone, I fully support the proposal to have a residents zone as described in your recent letter.

This is definitely the right thing to be doing - thank you.

12. Resident, Essex Road

I agree to the proposed parking zone although I would like the time to be later i.e 17.30 to 21.30.

13. Resident, Essex Road

In response to your communication MI MIDDLESEX ROAD AREA (TRO 17/20), I fully endorse the proposal for the parking zone and look forward to better parking access than I experience at present.

14. Resident, Essex Road

I'm writing to support the proposed parking zone for the MI area of Portsmouth. I would suggest, however, that the proposed 17:30 start should be reviewed and brought in line with the 16:30 starts that are applicable in nearby zones. One of the key problems is parking during football games and this would be addressed if the MI zone started at 16:30.



15. Resident, Essex Road

I fully SUPPORT the proposed residents' parking zone. I believe £30 a year will be money well spent, if it means I stand a better chance of parking in my road. The zone should reduce the number of cars dumped in my road. There is one car, in particular, that appeared during the first week of February (just as the adjacent zone was activated) and it hasn't moved an inch for months and months. Other neighbours have multiple cars and recreational vehicles, or multiple cars and a motorcycle, which have made my life a misery. Hopefully, the Zone will greatly reduce the number of vehicles per household. The sooner we get Zone MI established, the better!

16. Resident, Essex Road

I am writing in support of the introduction of parking permits, I have found it particularly difficult to park since moving here from a permitted area. I am looking forward to this as it will mean I have a higher possibility of parking nearer my home after work. It also means that I will be able park my car when there is a football game on.

17. Resident, Essex Road

I have received your proposal for the MI parking zone and as a resident of Essex Road I fully support the planned parking area.

18. Resident, Essex Road

Please could our support for the proposed MI residents parking zone be recorded.

19. Resident, Essex Road

We are in support of the proposal and would like this process to speed up

20. Resident, Essex Road

Very disappointed with the times selected for the zone as it fails to address the parking problems in the area.

School run Monday to Friday around 15:00

Football on Saturday mostly between 13:00 and 17:30

Should the proposed times not cover the suggestions above I would object to the scheme.

The problems between 17:00 and 19:00 are drivers using Essex road as a short cut to avoid Milton congestion and not respecting the 20 speed limit. This has been a major problem since the north end of Prince Albert road was designated as No Entry. I have been nearly run over several times by speeding and impatient motorists being unsteady on my feet. Maybe speed bumps might help avoid an accident waiting to happen!

Thank you for your response.

I appreciate the difficulties in trying to please everyone and take on board the reasoning provided.

I am therefore happy to support the scheme.

21. Resident, Essex Road

I would like to register my whole hearted approval of the proposed parking permits for the MI zone. I am a resident of Essex Road. We have one car and inevitably find parking difficult, especially when returning from work. Things have got worse since the implementation of parking zones adjacent to Essex Road. I feel that



while the proposed timing isn't perfect, it will be much better than what we have to deal with now.

22. Resident, Essex Road

Generally I'm in favour of the parking zone not least because being surrounded by others there is very little choice. I would query why the proposed times take no account of the congestion caused by football traffic when normality resumes. As such please consider this when rolling the scheme out.

Thank you for the reply but I'm struggling to see how the signage cannot be worded to incorporate a provision to prevent the congestion caused by football matches and that this hasn't been raised by affected residents within the locality. By designing out this issue the council would both remove congestion and pollution by making fans use the park and ride scheme or public transport which is adequately provided by the adjacent train station. This is in place to deal with similar issues within London.

23. Resident, Evans Road

I fully support residents parking. The sooner this this happens, the better.

24. Resident, Evans Road

I would like to voice my support of the proposed MI Parking scheme. Parking here is currently very challenging and I think the proposed parking scheme could help to alleviate the problem. I hope that it goes through and is instated soon.

25. Resident, Evans Road

I live on Evans Road, and where we are on the border of two other zones, throughout the last 6 months parking here has been almost unbearable, particularly anything after 6pm in the evening.

I think adding a parking zone to our area is the only viable option in light of the nearby zones that we border, though may displace these vehicles further.

It is essential for local residents that we get this parking zone ASAP.

26. Resident, Goldsmith Avenue

We support the proposed permit parking in Zone MI.

27. Resident, Middlesex Road

I am writhing to confirm my very strong support for the proposed residents' parking zone in this area.

We seem to have many commercial and non-resident vehicles on a daily basis that prevent actual residents of this road from parking, so would very much welcome the introduction of a residents' parking zone.

28. Resident, Prince Albert Road

In relation to the proposal of parking permitted area in MI ZONE Middlesex Road.

I support the proposal to implement the residence parking permits.

29. Resident, Prince Albert Road

I am writing to express my support for the proposed residents' parking zone MI Middlesex Road Area



My reason for support is that with other parking zones nearby there is a risk of displacement parking from these zones from vehicles which are not residents.

30. Resident, Prince Albert Road

I agree with the parking zone proposal.

31. Resident, Prince Albert Road

Just wanted to let you know that I fully support the proposed MI Zone, which will hopefully alleviate some of the parking issues in the area.

However I do not feel that the current policy goes far enough on commercial vehicles. Our neighborhood has a few residents who are tradespeople, with private cars and commercial vehicles (in some cases more than 1 van) presumably registered at their home address.

Would such commercial vehicles fall under the "2 residential permits per household" restriction? If a tradesperson resident in the zone requests 2 private car permits and 2 commercial permits, would they be able to obtain them for the same address?

Also, charges for commercial vehicles should be more expensive in my opinion, £300 for a 2nd van is less than £1/day and most likely cheaper than any commercial alternatives.

Does the council take into consideration the number of spaces available and number of permits issued for private cars when issuing commercial permits?

32. Resident, Prince Albert Road

I am in favour of the proposed permit parking for the Prince Albert Road MI area.

33. Resident, Suffolk Road

As a resident of Suffolk Road I support the proposed parking permit zone, I would have liked it to start at 5pm but any measure that helps with parking is great.

34. Resident, Teddington Road

I fully support residents parking in this area - we have absolutely no choice given the atrocious way this has been handled across the city!

35. Resident, Teddington Road

We're emailing to say that we strongly support the proposed new MI parking zone and would like it to be implemented as early as possible.

We're finding it very difficult not being able to park anywhere near our house as this means we frequently have to carry a heavy car seat to and from the car, often from neighbouring roads.

36. Resident, Teddington Road

I fully support all the proposals for the MI parking zone as set out in your letter 'October 2020'.

37. Resident, Teddington Road

I support the proposed parking zone for MI Middlesex Road.



38. Resident, Teddington Road

39. I am writing to show my support for the proposed residents' parking zone: MI Middlesex Road Area. It is now absolutely vital since the implementation of the zone west of Winter Road, which has made it virtually impossible to park down our road. I would, however, like it noted that I am extremely disappointed residents were not consulted as to the time that would best suit the needs of the area. The proposed 5:30 - 7:30 pm for permit holders will do absolutely nothing to deter the football parking either in the evening (7:45 kick off) or at the weekend (usually 3 pm kick off), which massively impacts our area and makes it impossible to go out during these times, nor will it stop parents parking down the road during pick up time, which does nothing to encourage families to walk to school (considering they should all be within the catchment area and therefore very local, this is ridiculous). The roads around the school are an accident waiting to happen at the end of the school day, with parents regularly parking on double yellows, stopping in the middle of the road and parking on the zig-zags, as well as in all the surrounding roads.

I look forward to finding out the results of this consultation and the implementation of the zone.

40. Resident, Teddington Road

Thanks for your letter regarding the MI Middlesex Road area proposed parking zone, we live on Teddington Road and the new parking zones around the area have pushed more cars to park on and around our street, so we're in support and thanks very much for proposing this.

41. Resident, Wimborne Road

My wife and I both support the introduction of the MI Residents' Parking Zone.

42. Resident, Wimborne Road

I fully agree with the proposed parking zone MI Middlesex Road Area.

43. Resident, Wimborne Road

I emailing in support of the proposal for a Resident's Parking Zone for MI including Wimborne Road. We believe that this will deal with the displacement issues that have blighted parking in our area since the introduction of residents parking on the other side of Winter Road.

The proposals for the MI zone seem logical and well thought through.

44. Resident, Woodmancote Road

I am a resident of Woodmancote Road in the proposed residents' parking zone MI. I am writing to say that I fully support the proposed parking zone. My only concern is that the proposed hours of resident-only parking from 17.30 to 19.30 will not stop football fans from using the zone for free parking on match days, which can be a big problem. However, I would rather the proposed solution than none at all.

45. Resident, Woodmancote Road

As your letter titled proposed residents parking zone: MI Middlesex Rd Area, I wish to tell you that I support the implementation of the zone.

46. Resident, Woodmancote Road

As per the letter received titled proposed residents parking zone MI. I would like to express my support of this residents parking as parking on our road (woodmancote) has been increasingly difficult.



47. Resident, Woodmancote Road

I agree to this scheme but think the hours should be earlier as we are still at the mercy of Fratton park- when things get back to normal.

Maybe 4.45pm to 6.45?
Every day.

Support for proposed MI zone (from outside zone)

48. Resident, Devonshire Avenue (south)

I received a letter on the proposed MH parking zone and I have a question that I would be grateful for clarification on:

Is the south side of Devonshire Avenue between Winter Road and Eastney Road proposed to be included in the restricted parking area?

- The MH Zone Boundary map (A) seems to indicate it is
- However Devonshire Avenue is not mentioned in the paragraph listing the roads where parking will be restricted (para B)
- Para C indicates that even numbered properties on Devonshire Avenue will be eligible for a permit, but does not specify that Devonshire Avenue itself will be a restricted parking area.

I would be very grateful for clarification of this point, so I can provide feedback on the proposal. Many thanks for your help.

The key bit of information is that the parking bays for Devonshire Avenue are in the MI zone proposal, and it would maybe have saved some confusion had this been mentioned in the MH proposal, or at least pointed out to Devonshire Avenue residents. I've just checked the City Council website and read the MI zone proposal which does makes it clearer.

I would like to therefore express my support for the MH and MI proposals, assuming they are both implemented (i.e. I would not support an MH zone without an MI zone as this would make parking worse on Devonshire Ave).

Support for proposed MI zone (no address given)

49. Resident,

I fully support the mi proposed parking zone.

50. Resident

I am now forced to agree to the new parking MI zone arrangements as other surrounding parking zones use our area to park their vehicles to avoid restrictions in their own zones. One question for you when I arrive home late at night and cannot park in my own zone do I have to use a visitors permit to park wherever I can in another zone

51. Resident

Thank you for the detail on the proposed residents parking zone MI Middlesex Road Area, I do support the scheme but would like to question the parking on the



north side of Goldsmith Avenue. Currently unless I have miss read the scheme there are no restrictions on the North side?

The issue with this, as now, is all the builders' vans, camper vans, cars from multi car families and unused trailers from the surrounding roads park along this side of road. Currently this happens on both sides of the road and any time past 5.30 pm there is not a parking space to be had.

May I suggest the North side is restricted to three hours no return for 4?

52. Resident

I support this proposed parking zone - strongly! I am very much in favour of the proposals as laid out in your letter.

53. Resident

I support the parking zone for MI Middlesex Road Area (TRO 17/2020)

54. Resident

I totally agree with the changes as I find it more difficult than ever now to park my vehicle on my street. With the parking restrictions on other roads people now park over here.

Furthermore I would like to give also another option in this case.

As per attached copy of image maybe we have to reconsider the one way traffic in order to avoid traffic confusion during school morning times and pick up times.

I have done a small change on the way we may need to consider this if not now but for the future.

Last thing not only I agree for the hours but to have more on a daily base.

For example from 15:00 to 20:00.

55. Resident

Hi - just to confirm that we are in favour of the parking permits.

Could I please ask if anyone is monitoring / tracking how often the bus stops on the corners of Devonshire Av/Prince Albert Road please? I'm asking because the bus now runs 7 days a week, which means we have lost extra parking spaces on a Sunday. We never see a bus stop in either of these bus stops and therefore wonder if these bus stops could be removed? This would free up a further 3-4 parking spaces on either side. It would be greatly appreciated if this would be taken into consideration.

56. Resident

I would like to strongly support the decision to have a parking zone in this area. Parking is treacherous and frankly dangerous particular in bad weather when residents are tearing around looking for somewhere to park. The overhanging of cars on the corners is also an accident waiting to happen.

However, I question the timings proposed 5.30-6.30 has this enables football supporters when they return to park in our roads. This again is very stressful particularly for residents who need to go out and shop at weekends but then



cannot return because of supporters. All this said, having a residents parking is a stronger issue for me.

I should say as someone who works several evenings these restrictions will probably not serve me, but i believe it offers an even playing field as surrounding areas have parking zones and are currently dumping their vans in our road.

57. Resident

In response to the proposed MI parking zone; I feel we have no choice but to accept the zone because the current parking situation is awful. The awful parking situation is caused by:

- 1) The adjacent parking zones
- 2) Football traffic (pre Covid)
- 3) Parents collecting children from Wimborne School

However I think 1700-1900 would be more likely to resolve issue 2 on Saturday while still preventing football traffic on week days as long as it is policed stringently (games start at 1900?? So they would have to park by 1840 to get into the ground??). Plus 1700 would stop some of the issues caused by parents collecting children from after school activities.

Regarding parking permits – does the vehicle have to be registered to the address? My partner’s vehicle is registered in another country so would this cause problems? If a problem how could we resolve this please?

58. Resident

I support the proposed parking zone .I think the time 430-630 would be more acceptable to residents. Perhaps the time could be reconsidered.

Objection to proposed MI zone (from within zone)

59. Resident, Clovelly Road

As a resident of Clovelly Rd, and having received the proposed times of 5.30pm to 7.30pm. I wish to know why our parking times are not the same as the ME zone. This will mean all the teachers continuing to park outside my house, along with all the employers/ employees of businesses in the surrounding area.

Also, as you are fully aware that we have a problem already with the football parking and cannot go out every other Saturday as we will not be able to park until after the football traffic has gone, quite often as late as 6.30 if people decide to go to the pub afterwards.

This will mean that our road will be even more congested than any of the roads in the ME zone as their times are 4.30-6.30 which will mean non of the football traffic will be in that area, but all in ours.

If our zone is not the same as the ME zone, then I cannot see what the benefits are to the residents in this area, so therefore I refuse to pay to park, in an area which we will be worse off, under these ridiculous proposed times This whole scheme is outrageous and is getting worse.

Many thanks to your response.

I would like to pick up on you’re point about allowing better parking opportunity for residents, and therefore reduced parking for non residents.



Based on our location in Clovelly rd, being adjacent to the school will mean that most, if not all of the teaching staff from Wimborne school will be more inclined to park in our road to increase the length of their working day. As we all know teachers don't finish their day when the children leave, and can be at least an hour or two later, depending on the day/ after school meetings etc. Based on these variants it will be easier for them to have guaranteed parking until at least 5.30. The same also applies to employers and employees alike working in the shops on winter rd, they too will want peace of mind for being able to park until the end of their working day, and I believe that some employees are planning to start their day earlier to guarantee that they will be finished in time.

Then we also have the problem of the football which has not been addressed. Every other Saturday we cannot move our cars because it is impossible to park between 1 and 6 pm. People often meet with friends at the pub, before or after the match.

All that has happened with the proposed M1 zone is that you have just pushed the traffic over to us and the MH zone, to enable the football traffic to park. So therefore I feel the points that you raised or relevant or valid to the this location, and I include the support many neighbours who feel your points are not valid. So I now return to my original conclusion of , what exactly are we expected to pay for? And that we were always able to park in this area, before this money making scheme was introduced.

60. Resident, Clovelly Road

Your proposal for M1 zone is 5.30-7.30. I am not in agreement with this time you have awarded us.

My preference would be 4.30-6.30 or 4.00-6.00.

2 persons live at this address and we are both in agreement with these preferred times NOT the times we have been given.

I hope you take the residents requests in to account and not just go ahead with your allotted times.

I would also like to know how you reached this decision on our given 5.30-7.30.

61. Resident, Clovelly Road

When the parking survey was first initiated, we may have been misled but we in the Middlesex Road area were given to understand that the parking permit times would be the same as our neighbouring area ME which is 1630 to 1830

My first question would be: Why are there time differences for different parking zones in the same areas with very similar issues as detailed below?

Other local residents I have spoken with are of the same opinion that the scheme timings of 1730 to 1930 do not in any way benefit the local residents who will ultimately be affected by the proposed M1 parking zone. If however you are able to provide details of specific benefits the 1730 – 1930 timings will have over the 1630 – 1830 timings I would be grateful if you could present them and I will pass them on to other residents affected by the M1 parking zone.

The issues I would raise are:

Football parking would continue to be a problem for residents unless the 1630 – 1830 time period was the chosen time period for the M1 zone, there are 2 games between December and March with 1945 kick off times where the 1930 restriction could help local residents but that would need justification as I do not see many Sunderland fans making a journey by road for a 1945 kick off.



School staff and visitors would continue to be able to take up the local residents parking zone for longer periods and would affect local residents more as in my experience most of the local residents are arriving home between 1630 and 1830. Shop staff would also be to take up the local residents parking zone for longer periods and again would affect the local resident's ability to park nearer to their residence.

I am not sure how the time period of 1730 to 1930 was arrived at and some clarification would be welcome and I would be more than willing to attend any meeting where the MI parking zone is to be discussed, I would be very surprised if there was not a meeting as part of the consultation.

I have copied this e mail in to the Liberal Democrat Councillors who I would strongly urge to listen to the local residents affected by this parking zone.

I would also add that the council would not lose out on any revenue from the parking scheme by changing the times.

You mention a number of reports in your response, would it be possible to receive copies of these reports when they are completed.

You failed to clarify how the time period of 1730 to 1930 was chosen for the MI zone, although for the rationale you did suggest that staggered times make it more difficult for unauthorised vehicles to "hop" between parking zones. I would suggest that the opposite is true in that if the MI zone were given the same time as the ME zone there would be no point in an unauthorised vehicle "hopping into the MI zone.

You mention that some residents feel just as strongly as me that the restrictions should operate later in the evening rather than earlier, why was their time zone chosen without consultation with other residents affected by the scheme and perhaps you should have put it to a vote, I feel I should be entitled to that as it will introduce a number of choices as to when to go out or when to ask family and friends to visit, there is also the financial burden on my family for many years to come.

You did relate to football parking considered under the parking scheme. Well please allow me to reiterate that football parking would continue to be a major problem for residents unless the 1630 – 1830 time period was the chosen time period for the MI zone.

Football parking is the one thing residents have suffered with during the season for many years, we finally thought you might address it but at the moment you are failing to do that. With regards to the evening kick off's you mentioned this is much less of a problem as there are very few scheduled and I do not see many Sunderland fans travelling to Portsmouth for an evening kick off.

You have one chance to get this right as once the scheme is imposed it would be almost impossible to get it changed. I would be more than willing to attend any meeting where the MI parking zone is to be discussed; please send me any details and I will endeavour to attend.

I would also be more than happy to meet with you at the Civic Offices to discuss the issues I have raised.

I am trying to read the reports attached but they are quite long and it would be very time consuming to pick out all the points; I will endeavour to print them out



tomorrow and read them through; however, I am conscious that the consultation responses must be in by today so I am ensuring this e mail is sent before close of play today.

I would like to raise some points from the report from the neighbouring ME Zone, you state in your responses that you do not consider temporary events such as football matches, it has already been highlighted as a problem in other zones as seen in a section of the ME zone report.

5.5 Football match traffic and parking was highlighted by residents as one of the main causes of parking congestion in this area, along with commercial vehicles and vehicles displaced from nearby RPZs. Those attending football matches at Fratton Park are likely to be deterred from parking within the zone, as the "permit holders only" restriction would come into effect before the match finishes.

Despite the above section in the report we are now facing permit times commencing after the match finishes, even though it is agreed that it is one of the main causes of parking congestion in the area.

This goes to further reinforce to me that although work has been done to collate information from local residents, and it being detailed as above – this is still not being addressed by the council, but the system is still being sold as 'a benefit' to us, where we can 'have our say'.

The ME report goes on to say

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

6.3 The time slot of 4.30pm-6.30pm aims to make it easier to find a space when the demand for parking is highest; in this case when the majority of residents return from work.

The recommendation to proceed with the ME parking zone is made on the basis that the hours proposed will increase residents' chances of finding a parking space when the demand for parking is highest (i.e. when residents return home from work), and that vehicles without permit will have to move at least once a day, preventing parking spaces being 'blocked' for lengthy periods of time.

We have been forced to accept this permit system because of the significant problem caused by 'displaced parking' in non-permit areas.

Every person I have spoken to in relation to parking zones (and there have been many from various areas of the city) see it as a money-making scheme for the council, which can be seen by the significant increase (25%) in the cost of a second permit year on year.

I would still attend any meeting socially distanced or otherwise to discuss the issue further.

Thank you for your response. Helpfully we now have sight of the report for the MI area.



I again note that the comment summary on the parking issue in MI notes parking problems come from:

Displacement from other zones
Football match days
School staff and parents

I agree that parking is a problem every day and most commonly in the evening, now additionally due to 'displacement'. However, despite it being very clear from the now published data - the proposed timing is not addressing the football match and school parking at 5.30-7.30pm. Match parking will continue and school staff parking/after school events will still take up valuable parking for people coming home from work in MI areas.

How can a scheme be for the benefit of the local residents when the information and data collected from the survey of local residents does not seem important enough? This scheme only serves to potentially address displacement parking (caused by the introduction of permits) and not crucial and longstanding parking issues affecting local residents.

It is of great concern that data published from the resident surveys appears to be unimportant, previous promises about the permit scheme made to address key issues such as football parking do not address this, and even the decision meeting details at 6.3 noted that 4.30-6.30pm was the time when parking is at the highest demand, but we cannot have that time in MI.

MI residents are being 'lumbered with' 5.30-7.30pm permit parking, not parking that addresses our needs which were confirmed by the MI survey of local residents.

I assume the recent lack of correspondence means that you are unable to reasonably argue the points made in your own reports and survey's in that the parking problems come from:

Displacement from other zones
Football match days
School staff and parents

I will now try to contact my local councillor to get his opinion.

62. Resident, Clovelly Road

The proposed times of 1730 - 1930 do not benefit the residents of this area and I would propose a new time of 1700 - 19:00. This would enable the football visitors to be able to park and it would mean the teacher staff can stay to 1700.

This would be a fairer time and enable the people who live here to be able to park on return from work.



63. Resident, Clovelly Road

I wholeheartedly support the parking restrictions for this area; however, I don't feel that the times for this area's restrictions will benefit the residents fully.

Not only is this area affected by the Winter road shops/Eastney Road shops and patrons parking in the area for that, we are also affected by Wimborne schools with parents parking for morning and afternoon drop offs as well as the school staff using the surrounding roads for parking.

During the day this is not so much an issue for most as they are out of the area at work - but from 3pm onwards it is very difficult to park in Clovelly specifically.

Football/match days is another issue and one of the biggest for this area in my opinion and these times proposed for the restrictions would not really help on match days at all.

The football traffic affects parking in the area from as early as 10am on a Saturday sometimes, by midday there are no spaces in Clovelly and by 2pm it's chaotic with cars parking on double yellows and some just abandoned on the pavement as I have witnessed before! Football supporters could leave the match early to avoid getting a ticket on a Saturday if the proposed time of 17.30-19.30pm was introduced.

Midweek match days cause absolute chaos in the area and there are often no spaces from 4.30pm onwards, making it impossible to park until after 8/9pm or even later if there is a later kick off time.

I believe that the times for the parking restrictions should be all day everyday residents only completely OR they should be inline with the ME zone 4.30pm - 6.30pm and I feel very strongly about the later times of 5.30-7.30pm not really bringing any benefit to local residents.

64. Resident, Clovelly Road

We believe the proposed residents parking zone in MI Middlesex Road Area - TRO 17/2020 needs to run from 1630-1830, the same as the MI ZOne on the other side of Winter Road, not 1730-1930.

Main reasons is that it avoids the Saturday football traffic, while still allowing everyone to find a space after work.

65. Resident, Devonshire Avenue

I am strongly against having a residents parking zone in this area. I feel that the parking restriction times between 6 and 8pm are pointless because the people that park in Devonshire ave are ones that work in Milton market so will still do so between 9am to 6pm. I strongly object to paying £30 for a parking space I will not get.

I am writing to you about the concerns I have and that of my neighbours about the parking zone suggested for my area which is Devonshire ave.



The first issue is my road (Devonshire ave) is split in half and if I got a permit I would only be able to park on one side of the road.

Secondly, most of us do not want a parking zone because we do not have a problem with parking in Devonshire ave the Eastney end, because we have driveways.

Thirdly, if the parking zone came into practice, the restrictions are only from 6 pm to 8 pm. These times are ridiculous, people park their cars on my road so that they can go to work in Milton village or go shopping. With the zone restrictions, they can still park all day without having a permit.

I would be paying the permit price and still be unable to park in the road.

Please could you inform me of the people on the south/north side of Devonshire ave, that want this zone to be put in place, as I have spoken to most of the households around me and they have rejected it.

The parking zone in the Devonshire ave area if still implemented, would only work if the non-resident exclusion period is from 8am to 8pm with one hour no return in 2hrs, this would make the permit payments justifiable

I am sure whatever you decide to take on board about what I have highlighted, the parking zone will still go-ahead regardless of what was said in the leaflet, as an extra form of revenue for the council.

66. Resident, Devonshire Avenue

I am writing this email to object against the proposed parking zone. This measure will not solve the problem, it will only move the problem to the next area (without parking permit) as this has happened before with our area. It's only passing the ball to the next area.

67. Resident, Devonshire Avenue

I welcome the arrival of a residents' parking zone here. Parking has always been terrible for us, but much more so as nearby parking zones have come into force. I look forward to a residents' parking zone here which I hope will help.

However, I can't see the sense in making Devonshire Avenue the border between zones MI and MH and giving some people the right to park on both sides. Surely this just creates confusion. Why not end the zone north of Devonshire to keep things simple?

It is not clear who will be eligible to park on Devonshire Avenue itself. Your letter is unclear, saying:

'A shared boundary is proposed for Devonshire Avenue so residents can use their MH or MI permits to park in the bays on either side of the road, rather than be restricted to one side only.'

Which residents? Those who live in Devonshire Ave only, or all those who live in MH and MI?

I have spoken to several neighbours on Devonshire Avenue, all of whom find your letter as confusing as I do. These questions are obviously of huge importance to us and will affect our responses to your survey. I therefore request that you write to everyone affected before the deadline of 2 November to clarify your original



letter, and extend the deadline for responses and additional responses. Please clarify:

1. Who can park on both sides of Devonshire Avenue,
(a) 'all residents of MH and MI zones', or
(b) 'only residents of Devonshire Avenue
2. Do the residents of Devonshire Avenue have to purchase two residents' parking permits, one each for both MH and MI zones?
3. Can all residents of MH and MI zones park on both sides of Devonshire Ave?

Please also clarify what you mean by 'bays'. Are you proposing to put in shared bays - which encourage anti-social parking whereby people leave unusable gaps between cars - or in individual car lengths which encourage people to park reasonably close?

In the meantime, please record my responses to your proposals as follows:

1. I welcome the arrival of residents' parking in Devonshire Avenue
2. I object to the boundary going down the middle of Devonshire Avenue because it creates unnecessary confusion
3. I object to being effectively in two parking zones in case this later leads to the retraction of dual zone parking rights, or liability for two parking permits.
4. I request that all residents' parking bays are marked into average car lengths to discourage people from leaving unusable gaps between cars

68. Resident, Devonshire Avenue

I object to the MI Middlesex Road area (TRO 17/2020) time restrictions. Why can we not have the same time restrictions as ME i.e. 1630-1830 or at least 1700-1900? The time of 1730-1930 does not benefit the local residents e.g. when football supporters come back to Fratton they will be able to park freely.

The same for Zone MH which is 1800-2000. What benefit is this when people are returning from work before 1800?

Hope you can take this into consideration.

69. Resident, Essex Road

We would like to protest AGAINST the MI parking zone. The times specified, 5:30pm - 7:30pm will have absolutely no benefit whatsoever to our family who mostly need to park after 7:30pm.

All that we can see is that this parking zone will just mean what we now have to PAY for still not being able to park in our street. 9 times out of 10 we have to park at the bottom of Bransbury Road anyway and walk back home. This zone just means that we would now have to pay to STILL only be able to park at the bottom of Bransbury Road.



We objected to the first consultation too, but clearly not enough of us are objecting. I therefore see this as a foregone conclusion but I feel this is grossly unfair to us as a family.

70. Resident, Essex Road

We object to this proposal on the grounds of its just another way for the council to make money from residents. I also want to see the supposedly positive feedback the council received from residents in the area.

We will not be paying for any permits to park outside our house. I would however support permits for large vans and lorry's as they are the problem.

I look forward to seeing the details of the survey.

Yeah not paying

71. Resident, Essex Road

I'm a resident on Essex Rd (MI Zone) and do feel that parking permits are now necessary but I'm not happy with the proposed times.

I finish work at 4pm and return home with my small children between 4:30-5pm. The shops, beauticians and hairdressers will still take up all available parking space until 5:30pm; your proposed permit time. Also, 5:30pm proposal will also mean that on Saturdays, Fratton Park football supporters will be able to use our Road as a car park.

The Winter Rd shops and Football traffic were the key reasons residents reported, caused parking issues in the MI Area.

So why would the Council propose a 5:30pm parking zone?

4:30pm, like adjacent streets would be a more helpful to the residents of the MI parking permit zone.

72. Resident, Essex Road

I have had to endure the parking fiasco within my immediate area that occur during certain times of the day.

So I completed the survey and was initially in favour of the scheme however, having read your proposals I now strongly object to this scheme.

I have numerous reasons for my objection which I can supply in writing if requested. Below are some of my views that I have observed

- Proposals have been put forward based on a 35% survey return. Not a true reflection.
- Only got a 49% return for Essex rd. Same comment.
- Based on the limited information received 36% stated problems occur in the evening so your proposal is to have residents only between 17:30 and 19:30, With the current covid outbreak and a large portion of persons working from home should these timings not be re-visited? Another factor to re-considered is the 31% that stated problems arise during the working day and 31% stating the same for nighttime.
- If this 2 hour window was extended to a 4 hour window (timings to be confirmed) it would still allow residents the flexibility of having visitors and



tradesmen by utilising visitor permits and this would deter long term parking by non residents.

This would make residents feel less aggrieved in paying the fee for a 2 hour slot when parking is still not guaranteed

73. Resident, Essex Road

In relation to the proposed time line, I would ask that the time slot be 4pm to 8pm, as there is still no guarantee of a space which we would be paying for, is that correct? We have two vehicles so if we have to pay £150pa then I would like the time slots increased. Please advise your intentions with an explanation.

74. Resident, Essex Road

We think that having residents parking permits is a good idea and much needed.

Both my husband and my view is that the proposed timing is not suitable for our road. The roads Grayshott, Bramshott etc have parking restrictions of 4.30pm to 6.30pm. Our view is that these times would be far more beneficial to us. One of the reasons for this is when Portsmouth are playing at Fratton Park, the road is completely full by 1pm or earlier and between 5.15pm and 5.30pm before it begins to clear so a parking permit starting at 5.30pm would not solve this problem.

I reiterate that in our view a 4.30pm to 6.30pm parking restriction would be the way forward.

75. Resident, Essex Road

As a resident of Essex Road I would comment that a parking zone is urgently required. Since the parking zone was introduced over the other side of Winter road the traffic in our road has been incredibly busy making parking very difficult as both the school and business use our road to park as they cannot stay long enough the other side of Essex road.

The timings suggested of 5.30-7.30 will not reduce the amount of cars in our road as the main use is by teachers at the school and business in Winter road. Also football days and again this time zone will not restrict them parking as Matches are 3-5 and 7.45 in the evening. It will also put us at a disadvantage to the parking zone next door (ME) as they start at 4.30pm.

If the parking zone is to be of use to us it should be the same as ME, 4.30-6.30pm.

76. Resident, Essex Road

I would like to put forward my views on the proposed residents parking. I live in Essex Road, and since the restrictions were introduced the other side of Winter Road, parking has become even more difficult, especially around 4 - 5pm

The proposed restrictions between 5.30 to 7.30 will not do anything to help with this, or when the football eventually returns. Why can we not have the same time as the surrounding areas?

I agree with residents parking. I disagree with the times proposed.

Also, please can you tell me what measures are in place to ensure the car used by a disabled person is the car parked in a disabled bay.



77. Resident, Essex Road

I oppose these measures on the grounds that.

1. 17:30 - 19:30 I believe should start earlier & operate from 16:00 - 20:00.
2. Unless effectively enforced, will have little or no effect on football traffic. As reported in the Portsmouth News back in 2017. Enforcement will not happen on match days due to threatening behaviour.
3. Operation of the scheme on match days to commence from 1 hour prior to kick off until match completion. Could potentially be enforced by cameras.
4. The cost of fines cover the cost of the initial permit.

78. Resident, Essex Road

The restriction should be between 4.30 - 6.30pm as per the adjacent ME parking Zone.

It does not make sense to have different times in these two areas.

Specifically, but not exclusively because on match days the 5.30 - 7.30pm restriction will not deter parking in my road so is basically useless.

Please reconsider the timing and then I would fully support the implementation of parking restrictions in this area.

79. Resident, Goldsmith Avenue

I live on Goldsmith Ave and would like to know why the north side of Goldsmith Ave has not been included in this proposal?

I live where there are double yellow lines outside of our houses (south side) as many of us do not have off road parking we rely on spaces opposite (north side) to park close to home. Please allow us the same chance to park close to home as you have with all other residents in the MI permit area by including the north side of Goldsmith Ave (at least in part) into this proposal.

When I completed my survey, I was in favour of permit parking as we have a huge issue with commercial vehicles coming in from other areas of town (where permit parking is already in place) and parking for months on end, taking up available parking spaces for local residents. Excluding the north side of Goldsmith Ave will exacerbate this huge problem and will limit parking for residents here with a potential knock-on effect for residents parking in the roads behind as well.

The MI proposal allows MI permits/3hours waiting limit in other areas to allow for public access to dentist, schools, newsagents etc and this could be used on Goldsmith Ave north side to allow for Milton park or Fratton park users whilst still addressing parking issues for residents.

The survey stated that permit parking is being introduced around the city to relieve congestion and resolve parking issues for local residents and so I am definitely not



in favour of a permit zone that will fail to do this by excluding problem areas such as in this case.

In summary, if the northside of Goldsmith Ave is going to be excluded, further consultation/ repeat surveys are needed here to ascertain how residents feel about this as the original survey was not clear in this regard and if made clear that it would undoubtedly have changed the outcome of your original survey results.

80. Resident, Goldsmith Avenue

I OPPOSE THE PROPOSED RESIDENTS PARKING ZONE. IM A RESIDENT OF GOLDSMITH AVENUE. THERE IS NOT ISSUE WITH PARKING SO WHY MAKE IT PERMIT.

81. Resident, Goldsmith Avenue

I unequivocally and strongly disagree with the proposed new parking restrictions in the Milton park area. I nor any of my cohabitants have ever struggled to find a space near our house, the new parking restrictions will not aid us in anyway and will only impose a unjust cost on us all.

82. Resident, Goldsmith Avenue

I am contacting you with feedback reference the proposal for the MI area. As the proposal stands I do not support it. The inclusion of only the southern side of Goldsmith avenue will cause an overall drop in the quality of parking for those of us that live on Goldsmith avenue. The northern side of Goldsmith Ave is already plagued with commercial vehicles and vans/camper vans being left for long periods of time, sometimes stretching into months, many of which are not owned by local residents. As commercial vehicles have more expensive permits, we are likely to see that the northern side will effectively become overwhelmed with non permit vans, visitors and little used 2nd or 3rd vehicles for which residents do not wish to purchase permits. Only by the inclusion of both sides of Goldsmith avenue can I support this proposal. I understand that visitors to Milton park require a solution, and this should be easy to incorporate, such as 2 hour waiting only or a permit period out of usual hours.

I will re-iterate, that as this proposal stands, this will reduce the parking environment for Goldsmith avenue residents, whilst forcing them to pay to park in their own street.

83. Resident, Goldsmith Avenue

I was in favour of parking permits for our area as we have a huge problem on goldsmith avenue with everyone from permit areas parking there including a large number of commercial vehicles taking up multiple spaces each.

However the current MI proposal will only make it considerably worse.

By not including the north side of goldsmith avenue along milton park in the scheme it will constantly be used by vehicles from other areas both cars and vans. not only will this mean that us residents will have no where to park even when we are paying for permits but no one will ever be able to park to go to the park.

This seems like a big mistake and oversight on your part.



We need the northside of goldsmith avenue to be included in this proposal with permit only 5.30pm to 7.30pm or a 3 hour parking limit with permit holders exempt, otherwise all tax paying voters that live on goldsmith avenue will be severely effected and unable to park even when paying for it.

Re your comments: The current proposal only includes the south side of Goldsmith Avenue, to give priority over parking in front of the properties to residents.

Please note we do not have parking in front of our property as it is double yellow lines, the parking spaces opposite on the northside of Goldsmith Ave are the nearest available parking spaces for us.

84. Resident, Goldsmith Avenue

I wish to register my opposition to the proposed Middlesex Road Residents Parking Zone. In the advertised plans the Zone includes the Southern side of Goldsmith Avenue from Milton Road to Priory Crescent and the roads south of this part of Goldsmith Avenue to Devonshire Avenue. We are unable to create off road parking. We are unable to park outside our house and park in Priory Crescent or Goldsmith Avenue when we can. There is residents parking all around us and there is extreme pressure on the current unrestricted parking, many people from the surrounding residents parking zones ready use the unrestricted parking for second cars and business vehicles. The proposed Middlesex Road Residents Parking Zone will increase pressure on the already limited parking and exclude us from this proposed new parking zone. Please reconsider this plan to include the needs of the residents of the first few houses on the North side of Goldsmith Avenue and in Priory Crescent.

85. Resident, Goldsmith Avenue

We agree in principle for residents to be able to park in the vicinity of the home, however a scale of charges proposed is unfair, and numbers of vehicles allowed, offensive.

These are all legal ,taxed & MoT'd. Each vehicle (both everyday cars and work vehicle's) should be charged at the same £30 each.

As a large house & we are all driving adults, have 3 cars on the road & 2 work Van's. One van registered at the home address & one at the work address. My relative uses their car to go to work & social use, my lodger has a car for social & Has to use the "building" work van daily.

My concerns is we pay more council tax as a large house & do not get any benefit in the area compared to other houses in the road / area.

All other houses in the area house fewer residents! Please take this in consideration.

We had a driveway built and a letter of approval from the Leader of the Council saying all properties in the Goldsmith Ave road were able to have an off road parking facility on the property, due to Pompey football events & serious parking issues, and would be granted this. We applied for the 6 meter dropped kerb & entrance lines & were refused on some inane reasons , i.e. safety issues whilst " backing onto Goldsmith Ave, We would reverse on to the drive way & face forward out onto the road. The space allowed will allow this as we have done this regularly, WHEN NOBODY ELSE PARKS THERE & BLOCKS THE ENTRANCE.



Next door put in for dropped kerb and was rejected and there will always be others who will put in for application ?

The next issue is that we bought the house for the park view being across the road, Now littered with other people's Van's, Lorrys , Campers & so on, Who do not live on Or near to Goldsmith Ave. The North side is not being restricted to Goldsmith residents ONLY as would seem reasonable. In fact Commercial vehicles of over 3499kgs should Have to be parked in a lorry park or left at work addresses. We are fed up of Argos type Van's & Scaffold lorrys being dumped Friday PM & make a lot of noise early Monday morning.

We accept everybody needs to work, but a van for a resident IN THAT STREET is acceptable, NOT in any other road. There should be an open meeting held by the Council, after the lockdown to be able to see & hear the discussion & clearly see the debate first hand & NOT behind closed doors.

86. Resident, Prince Albert Road

After reading the proposals I have to say how unhappy I am that such a thing is allowed to be installed. I have health issues and do not drive.im now going to be charged to have people visit or help me out because other people are too lazy to walk round the corner to their houses. I do not have the health to go get visitors passes. If I need help with a task from someone such as collecting my pets meds or shopping then they tend to help out after they finish work, they won't be able to help now. Life just got that bit harder

Households without a car should be allowed to pay £30 for the year just like households with a car. We're being penalised in my eyes

87. Resident, Suffolk Road

I STRONGLY oppose a parking zone in Suffolk Road, there is no problem with parking, as for the assertion that people in zones That have already been introduced, find it easier to park, from friends that live in Pretoria Rd, and elsewhere it has actually made it harder to find a parking space.

You asked us these questions a few years ago, and the people rejected them, why are you asking again?

I thought it was only the tory party that kept asking the same question until they got the answer they wanted

If by chance you do get a slim majority voting for the scheme, can you assure us that a year later, as residents we will get a second vote, and if things are not to our liking, we can vote to reverse this unneeded scheme?

Thank you very much for your reply, but you start with the erroneous conclusion that there is a severe parking congestion problem, there is not, have you already made up your minds, and is this nothing but a box ticking exercise, to do what you want anyway, as I pointed out in my initial post, you have already asked us this question and it was rejected, if it again gets rejected, how many years until it is asked again? We do not need a parking zone in Suffolk Rd.



88. Resident, Suffolk Road

Reference above, having raised questions before and not had a response from anyone, I am raising them again and also wish to object to this proposal and once again ask why the council is not considering making some of these roads one way, which would be very useful in mine (Suffolk) and has worked well in other streets in the area.

I do not have a car but my relative is my carer, they live in another part of Portsmouth, and needs to be able to park in the street as they visit often to care for me, bring my shopping, laundry etc and takes me to GP and hospital visits etc - Are they going to be able to get a parking permit?

Why are you charging £30 per year for these if it is all being done electronically? Surely your admin costs should be lower than that if there is no paper trail.

Reference visitor parking – you say in your letter that these have to be purchased electronically, as an elderly partially sighted person I cannot do this and the local library is not terribly accessible to me so would like more detail as to where else I can get these scratch cards.

Please also confirm when during the day/night parking permits will be required in Suffolk Road as your letter is not clear.

Once again, I wish to register my objection to this scheme as I do not believe it will resolve the parking issues and believe the bigger issue in this area is cars getting up and down the road and using these roads as cut throughs to main roads, I feel that this scheme is the council's way of making money. You say you have had a positive response to an informal survey, can you evidence this, as everyone I have spoken to either didn't complete it or objected to it or did not know they would have to pay for it.

I look forward to actually receiving a response to my concerns, but I am sure you will just go ahead and do this with or without the residents' agreement.

89. Resident, Suffolk Road

We OBJECT to the above proposed parking zone.

90. Resident, Teddington Road

I am writing to voice my objections to the proposal for a residents' parking zone in the Teddington Road area.

My reasons for objecting are as follows:

- I do not think I should have to pay to be able to park outside my own home.
- I live in a multi-person house. All of us work, and therefore need cars for our commutes. Reading that only two of us may receive permits to park our cars by the house is concerning! (I realised that this is subject to how many permits are requested, but the possibility of one of us being not permitted to park in our 'zone' on returning from work is ludicrous).
- Though I understand that the area can be busy for parking at certain times, instating permit parking will surely only move the congestion elsewhere, outside



the permitted zone, as other households like my own may need to park further afield.

91. Resident, Teddington Road

My view is that the proposed parking zone for the Middlesex road area is a step in the right direction. However, the restriction time needs to be extended to 9pm in the evenings to deter non residents parking in the zone.

I am an example of someone who's disadvantaged as I work and often return home at 1.30am, and often walking long distances due to no parking being available, o e previously been threatened when walking home from work.

Therefore, extending the restriction time in the evenings would assist all residents as many non residents would park at at or soon after 7.30, this is unlikely to happen after 9pm and would make the parking zone for for purpose.

92. Resident, Teddington Road

I'm writing to oppose the above proposed parking zone.

Although parking here can be difficult at times, I do not want to have to pay for the privilege of parking my car at home. My main objection is that I just don't think it is necessary but in addition to that, I think it is wrong to limit the number permits available and to have such ridiculous fees for 2nd and 3rd permits.

Anyone owning a car should expect to have the right to park it near to their home. If there are more than two adults living at an address, why should they not all be guaranteed a parking permit for that address? What gives the council the right to decide that law-abiding, tax-paying adults should not own their own car by telling them they will not be allowed to park it near their own home? Whatever the green or environmental arguments might be, you are still wrong to inhibit people's freedom of choice in such a way.

As you are not producing physical permits but just holding a digital record, how on earth can the cost of a second permit be justified at four times the cost and a third at ten times the cost? You will doubtless argue that you are trying to discourage multiple cars per household to ease parking but, as I said earlier, what gives you that right to try to inhibit people's freedom of choice in owning a car? I think the cost per permit should be the base rate per person, not per household. If one person has more than 1 car registered in their name, then maybe fair enough to charge more. If I pay £30 for a permit, why should my wife have to pay £120 for hers and my child, if they are fortunate enough to even be allowed a permit, pay £300? It is just so wrong. Car owners already pay plenty in tax for the privilege, another 'stealth tax' on them really seems unfair.

I fully expect all of this to fall on deaf ears and the scheme to be approved by a small majority of people who will genuinely believe that it will mean they can always park outside their own homes. They will be sorely disappointed by the reality and even more so when the annual cost of permits goes up and up each year.



93. Resident, Teddington Road

I OBJECT to the proposed residents parking in the Middlesex Road area.

Having to pay £450 for 3 cars and not getting a guaranteed parking space in my road is appalling.

94. Resident, Wimborne Road

You are planning on bringing in a parking zone to Wimborne Road. Parking has been terrible since you brought in Parking zone ME. Every business on Winter road AND all the school teacher park down Wimborne Road. You are now bringing in a parking zone to Wimborne Road BUT the time period is 5:30pm to 7pm. The time period for ME zone is 4:30pm to 6:30pm. THEREFORE, All the business will choose to park down our road as it starts an hour later then the ME zone. The school teachers will do the same. The new parking zone for Wimborne Road should be the same times as ME zone or it is unfair! If the zones are the same zones then the businesses and teachers will choose any street in the surrounding area rather than just our later time zoned road.

95. Resident, Wimborne Road

I am very much in favour of parking zones (but not the first car charge) therefore I would like to ask a couple of questions about the MI area proposals which includes Wimborne Road where I live.

In your proposals there are some concerns that I don't think have been considered and those that have I feel should be looked at more in depth to help the residents.

Football Parking on Match Days

Football parking during weekends has no restrictions unless the kick off is after 3pm

Football parking mid-week has a restriction from 7.30pm

There is nothing more frustration when having been out especially Saturday morning shopping and not being able to park after lunch and also when family visit during the afternoon not being able to park. I know when bought the property we were aware of this situation, but it is a shame something could not be done to help this situation now. There needs to be a park and ride schemes for football fans.

Teachers Parking

Teachers parking during term time is also a problem, between the two schools they must have a considerable amount of staff (50+) who mostly park in Wimborne/Evans Road during the day – again causes problems for residents especially now we are both retired – the proposed parking zone does not address this. Should the council/school not encourage more car sharing or parking in other roads in the proximity?

And the following needs looking at and possibly revisiting:

Waiting Limit Times



Waiting times why has the whole road not been given a 3 hour waiting time and no return within 4 hours – lots of areas in the city have this and why has just one side with about 3 car spaces been given this waiting restriction?

Permit Holder Times

I am not keen on the 5.30-7.30pm permit times – I have several interests that I attend in the evenings during each week and feel that the road will fill up after 5.30pm with people from other roads in the MI area as people know that one side of the road should be available for parking as the school takes up the whole of one side. It's used as an overflow car park.

When you calculate your permit numbers will the whole of the school side be included for parking?

I would like to see permit parking be extended through out the night to 6am in the morning – what are your objections to that?

Why start at 5.30pm is that so the teachers don't need a permit? – most of the areas are 4.30pm

Finally I would like to see Wimborne Road one way travelling East and Evans Roads one way travelling West to ease the congestion in the morning with school drop offs – someone will get seriously injured one day

96. Resident, Wimborne Road

In response to your letter regarding the MI Residents' Parking Zone, I agree that it is needed, mainly due to the introduction of the ME zone in February which has caused an over flow into our roads.

However I see no advantage in the proposed times of 5.30 to 7.30 as it does not meet our needs.

Firstly it will allow football traffic to park on a Saturday as the matches finish at 16.45. We will bear the brunt of this as ME zone is 4.30 to 6.30 and therefore no football traffic will be able to park there.

Secondly our major problem is Wimborne Primary School and the amount of cars parked by the staff in our road. It is almost impossible to park back in our road during the day. I feel that the timing of the RPZ has been chosen to be beneficial to the school and not the residents. Would it be possible to add an extra restriction i.e. 12 to 1pm for instance?

Perhaps the staff could be encouraged to participate in the council's Workplace Sustainable Travel Fund scheme and free up some space in our overcrowded road.

In essence I do support the introduction of the RPZ but I feel modifications need to be made.

97. School, Wimborne Road

I am writing to object to the proposal to introduce parking restrictions in the streets surrounding the school. Unlike many schools in the city, we have no on-site parking that could help alleviate any of the following issues. The reasons for my objections are as follows:



1. The school does not close when the pupils leave. Teachers work on into the late afternoon and evening and also carry heavy loads of books to and from the school. This makes the use of public transport impractical. It is unreasonable to expect these keyworkers to pay £30 to be able to park close to the school.
2. Other members of staff who are no classroom-based also work after 5:30pm (e.g. caretakers). It is unreasonable to expect these staff, or the school on their behalf, to pay for a business parking permit. There is no rationale to treat non-classroom based staff, who are also keyworkers and essential to the operation of our school, differently from classroom-based staff.
3. Our cleaners work from 3:30pm to 5:30pm so would not be able to move a vehicle prior to 5:30pm. These are low paid staff who are absolutely essential to the safe operation of our school. It is not easy to recruit cleaners and an inability to park near the school is likely to impact our ability to recruit.
4. On site wrap around childcare is open until 6pm. Parents arriving to collect their children between 5:30pm and 6:00pm would not be able to park in the vicinity of the school. For a parent who is working up to 5:30pm it is not necessarily going to be feasible for them to drive home and then make their way to school on foot to collect small and tired children on a dark and wet evening.
5. The school is open to the community in the evenings and available to different organisations to hire at nominal rates e.g. rainbows, brownies, guides, sports clubs. Parents need to be able to stop and drop off and collect their children.
6. Our governors, who are all volunteers, need to attend governor meetings which take place in the evening between 5:15pm and 7:15pm. They do not all live in walking distance of the school. An inability to park in the vicinity of the school would affect our ability to attract volunteers to this vital role.
7. There is no car park anywhere in the local area, so no alternative option for anyone needing to come to the school after 5:30pm.

I note your proposal to include 2 areas with limited waiting outside the school with waiting limited to 3 hours up to 8pm. The reality of this is that anyone wanting to park overnight can park in these spaces from 5pm and leave their vehicles there until 8am on the following day. This means that those spaces will, in practice, not be available to people arriving after 5pm.

For these reasons, I object to the proposal.

98. Resident, Winter Road

At present I park in the ME Parking Zone opposite my house because of the double yellow lines in Winter Road.

At the time when the ME Zone was proposed I parked my car in Heyshott Road in the proposed ME Zone.

I phoned the Leader of the Council for advice concerning this and he advised me that I could choose to park in the roads on either side of Winter Road, so I chose to remain parking in Heyshott Road, in the new ME Zone and at present I am registered in this zone.



I have now received a letter proposing a new MI parking Zone (TRO 17/2020), which includes our home on the East Side of Winter Road. The letter says that we have to change from parking in the ME Zone, in the road which is closest to our house (Heyshott Road, which we overlook) and now park in a road which is further away from our house.

Since Winter Road falls across two boundaries, ME and the new MI zone I respectfully ask if I can be given permission to continue to park in the ME Zone opposite my house in Winter Road.

This question is especially relevant to Winter Road since, in the proposal letter, it mentions that:- Since Devonshire Avenue falls across two boundaries, MH, and MI, the residents in Devonshire Avenue can choose to park on either side of the road.

It would seem that exactly the same situation applies to Winter Road, as it does to residents in Devonshire Avenue and that the residents in Winter Road could be allowed to continue to park on either side of the road as they have done in the past - in either the ME Zone, or the new MI Zone. I respectfully ask you for your permission to do so and so continue to park in the ME Zone as originally advised by the Leader of the Council.

I am afraid I am not happy to support your current proposals which state that residents on the East side of Winter Road will not be allowed to continue to park in the ME Zone for which I have a permit.

I would like to address your comments regarding crossing Winter Road to get to the said ME parking zone in which I park.

The section of Winter Road in which I live, on the East side, stretches from Devonshire Avenue to Goldsmith Avenue.

In this section of Winter Road the West side is populated completely with shops - and so when my wife and I do our shopping at the Co-op, or other shops, we have to cross the road to do so. As a result of this, I spend most of my time on the West side of Winter Road and cross the road numerous times. Thus it is no trouble whatsoever to park across the road in the ME Zone for which I have a permit.

When the ME Zone came into operation, on the West side of Winter Road, I was told by the Leader of the Council that I could choose to park on either side of the road because of the yellow lines in Winter Road.

I chose to park in the ME Zone because Heyshott Road in which I usually park, is directly opposite our house and I can normally park there with no trouble, quite close to our house, just across the road. Since my wife and I are elderly this is a distinct advantage for us both.



This is directly relevant since the side roads on the East side of Winter Road are usually full of cars and to park on the East side would mean parking large distances from our house.

The main criteria generally it would seem for residents parking is the freedom to park in the road where residents live. When this criteria cannot be met due to yellow lines on a main road, for example, and the residents cannot then park in the road in which they live, surely, it is felt, the unfortunate residents should be given the freedom to choose which zone, on either side of their main road, they wish to park in to minimise their inconvenience!

When I sought advice from the Leader of the Council concerning this situation, he advised me that I could choose to park in the side roads on either side of Winter Road.

Because the residents living in Winter Road have access to the roads joining Winter Road on either side, I feel they should be allowed to choose to park in a zone on either side of the main road according to their freedom of choice as it is proposed that the residents in Devonshire Avenue will be able to do. This is what the Leader of the Council advised me that I could do. They should not have this choice taken from them causing trauma!

Without doubt the residents living in this section of Winter Road should not be penalised still further because they have yellow lines in their road with no parking facilities. Because of these yellow lines I feel they should be given the choice to park in the side roads on either side of Winter Road. It would seem this is the best reason for allowing the residents to choose to park in the zone of their choice on either side of their road.

Unlike Winter Road, it is proposed that residents living in Devonshire Avenue will still be able to enjoy parking facilities on both sides of the road they live in even though it will be two different zones – and in addition to this convenience they will be given an extra bonus by being able to choose to park in parking zones on either side of Devonshire Avenue as well!

I feel that Winter Road should be given this choice as well.

It would seem that the criteria used to support this contrasting state of affairs is wrong and totally unfair and I respectfully request again that I can be allowed to continue to park in and retain my permit for the ME zone.

99. Resident, Winter Road

To whom it may concern, I wholly object to the current proposals as it then moves the parking problem on to other areas within the city.

The current parking charges are overpriced and I feel lower income families who may need their cars will be disadvantaged by this.

During lockdown when all restrictions were lifted there was never a problem in the area to park a car.



100. Resident, Woodmancote Road

View on zone mi middlesex Road area...

Where do I start.. the problem i have here in woodmancote Road is that most houses in the Road have 2-3 cars... we have one car and I still never ever get in the road after returning home from work... even when its 4-5 pm.

I had to park by eastney swimming baths last week, its only going to make matters a lot worse.

The other problem is my partner is disabled so does that mean if we get a bay put outside will i still be able to use it,as its supposed to be only curtesy .

The other problem is football days is an even bigger problem as most of us in the road can never get parked on match day so will cause even more frustration for residents.

This is also a really bad idea for visitors having to pay, my partner being disabled needs support every other day this is not acceptable that for an hour visit to pay £1.15 every other day..unless there is a scheme for the helper to use.

Upon looking at the table score on website, was most shocked to see most people scoring views.

I can't see this making things any better, I can see this making more problems than before.

Hope you can take this into prospective.

101. Resident, Woodmancote Road

The City Council rationale for charging residents for parking permits has been cited as 'detering ' Long Term Parking by non-residents and improve parking opportunities for Residents when they need it most'. The City Council also explain that 'Parking Restrictions can also encourage commuters and local employees to consider alternative ways of getting to work as anyone driving by car has an impact on parking availability, traffic congestion and air quality. All day parking can cause problems for visitors to residential properties'.

In the original Parking survey that was conducted in this zone, the key parking issues that were identified by residents in Woodmancote Rd were Football supporters (who park on Saturday afternoons and weekday evenings prior to the normal 7.45- 8 pm kick off) and School Staff of Wimbourne Primary School (who park in Woodmancote Rd from 7.30 a.m.- 5pm).

I object to the proposed timing of the MI Zone residents parking proposal of 5.30- 7.30 because these two major parking issues will be completely unaffected by the timing of the proposed MI zone. The football fans will have ample time to park in Woodmancote Rd and walk to the ground in time for kick off and School Staff will be able to park in our Rd all day as is their current practice. We will in effect be paying for a scheme that is utterly useless to us as residents and would fail to meet the Councils stated objectives.

I strongly propose that the Council review the proposed time of the parking zone and ensure that a solution to the parking problem covers both of those issues. A logical scheme in Woodmancote Rd would for example cover two separate hour long parking restrictions- I would suggest that the most appropriate timings would



be 2-3 in the afternoon and 7-8 in the evening (I note that Devonshire South zone is being proposed as restricted until 8 thus placing them in a more favourable position regarding football parking despite them being further away from the ground) . This would ensure that Football and School commuters would be forced to seek alternative ways of travelling thus meeting the objectives and rational as stated by the Council in its proposal.

In essence, Woodmancote Rd requires a parking scheme that effectively addresses the issues raised by residents in the Parking questionnaire and the timings of this proposed scheme does not fulfil that expectation.

102. Resident, Woodmancote Road

I'm writing regarding the suggested parking permits, to which I am afraid I am opposed, for the following reasons.

1) There is limited space along the road, which of course no-one disputes! However, the reality is that the vast majority of cars that park along the street are already residents. A permit situation would not change the lack of parking space availability, in my opinion, not least because non-residents currently have little reason to park on the street, given the current COVID situation.

2) Our house is comprised of young working professionals. Two of us are essential workers who work shifts (including nights), and all of us require a car to get to and from work. A lack of permits would practically be extremely limiting, and would probably result in our house becoming an unviable place to live for work. Without a permit, one or more of us would have to move out.

3) The cost of the permits (£150/year for a household with 2 cars, or £450 for our household) would come at a time when many families are already struggling along the street as a result of the current economic situation.

103. Resident, Woodmancote Road

I would like to raise my objection to the permitting of my area as I am a resident on woodmancote road.

My housemates are key workers that do shifts and I have also require to drive for my job.

I do not see that permits would improve parking with the exception when there is a game at Fratton park when fans try to park for free.

Parking would be improved if many of the existing residents parked more considerately as most evenings at there is the possibility for at least 2 or 3 extra spaces. Double yellow lines are also inconsistent at the end of roads which could free up some more spaces.

In some cases motorcycles are often the cause of wasted spaces in our street. If they are going to be exempt does this mean they will be in encouraged to park in designated spots.



With the council potentially receiving a large amount of money from this potential permitting, what do they propose to do with it? especially when most family's are tight on money. I would hope to see initiatives to increase charging and better parking layouts proposed.

104. Resident, Woodmancote Road

Not that it really makes any difference but we object to this scheme. Parking is clearly a problem but the proposal is unlikely to help for a number of reasons:

- A lot of houses have at least 2 cars so this won't alleviate the parking problem - people will just pay for the permits. We will just pay money to have largely the same parking problems. If you insist on charging residents then I would like to see something in return.
- The proposed scheme is not extensive enough and outdated. If you're going to introduce a scheme have it cover a wider time period as this assumes the only time people struggle to park is in the eve. Lots of people no longer work 9 - 5 and more people work from home so more cars are around during the day.
- It may eliminate some long term parking but that will just get forced to the next area. Parking has always been a problem, but has got worse since neighbouring areas have had schemes introduced. Maybe that is what your intention is to force parking charges across the city?
- 5.30 - 7.30 will do nothing to impact parking problems caused by school run, match day parking on Saturdays (one upside of the pandemic is that this won't happen for a while), people who work in nearby schools, people using the shops in Eastney and Winter Road. Many people travelling into Southsea can use public transport and or park and ride. As for kids being driven to school - there is a narrow catchment area so do they really need to be driven less than a mile? Shoppers are often people who live in Southsea but choose to drive to say pick up a few bits in co-op and get a takeaway - you can still order from local businesses online or walk / cycle. In short there are flimsy reasons as to why people other than residents need to drive to this area and park and people who do this have lots of options. Whereas many residents need cars to travel outside of the city for work to places where public transport is not viable.

Thanks for the response

Parking zones are not considered solely in relation to temporary events such as football matches. - There is a match on a Sat every other Sat for 9 months of the year and has been this way for 100 plus years so hardly temporary. Try parking in the proposed MI zone on a Sat match day and tell me there is not a problem. There's no football at the moment but this won't be the case forever. Again your proposal won't help with this. On a match day we are locked in. People park in the area because they don't want to pay the £5 the club charges or use the train / park and ride. There are a lot of options open to people attending football.

24 Hours Parking - Not suggesting that, just suggesting that you have it run for a wider time frame. All your proposed scheme will do is deal with some long term parking and commercial vehicles, which is a problem but not the only one and won't deal with people parking for work during the day which is also a problem and one your scheme seems to have overlooked. If you're going to the time expense



and trouble of introducing a permit scheme do it in a way that makes a difference. For example people parking in the area for work or associated with schools or trades people working. See attached a photo which shows Woodmancote road packed and is typical for this time and in the afternoon. This is caused largely by teachers parking, trades people working etc and it's hard for residents to provide a space. Again the working world is changing - people rarely work 9 - 5, increasingly work from home and often pop out during the day and can struggle to park on return. If you're going to make me pay for this, give me a bit more for my money.

Ultimately there is higher demand for spaces than supply. Economically you can either ban certain users or charge to discourage. Why not introduce permits for people who travel into the area for work and park all day / part of the day. This will encourage them to seek alternative options or pay - why can't a tradesperson working on a job charging thousands be charged a few quid for parking? At the moment the burden of cost for this scheme seems to be with the residents who pay for PCC as opposed to people parking who are often travelling in from outside the city which seems a little unfair.

Objection to proposed MI zone (no address given)

105. Resident

I am just emailing to voice my opinion on the proposed idea to make it an MI zone. I object to the idea as I don't believe it needs to change.

106. Resident

After receiving letter regarding MI parking zone which asks for me to send my views my views are:

1. Parking is a problem all over Portsmouth which has been made worse with residents parking zones.
2. Parking zones cause a knock on effect to areas with no zone so the sensible (common sense) thing would be to scrap parking zones in Portsmouth altogether but this unfortunately will never happen because the council make money from it.
3. As a resident I will now have to be conscious (worried) when I have visitors getting them to put a scratch card in their cars. A inconvenience, expense and embarrassment.
4. Parking Zone should be called Parking Tax because that's what it is. A legal form of extortion.
5. It's probably already been decided that the whole of Portsmouth will become a parking zone but if there is the slightest chance of reversing this ridiculous parking zone nonsense please do and give people of Portsmouth a break from extra expense and worry.

107. Resident

I wish to inform you that I object to the proposed MI parking zone. If all residents buy a permit we end up in exactly the same situation as now. I feel we will be paying and still not have a guaranteed parking space. It is not that people from outside park on our road the issue is that everyone on our Rd seems to have two cars & badly park them. It's just a money making scheme by yourselves - have you ever thought that those that did not reply to the previous consultation letters assumed by not replying it wld not go ahead ie that you'd need more than 50% of



residents to reply & say yes rather than 50% of those that reply to say yes.
Anyway that is my view.

108. Resident

I pay my community charge in full, i do not agree that i should pay to park in the place i live.

I also do not agree to the permit only stopping parking between 5.30 and 7.30 all the area should be parking for 3 hours only for the whole day unless you have a permit, or not do it.!!!

109. Resident

We object to the parking permit proposal it's another way for the council make money out of residents and what are we paying for? The terrible parking situation that's it!

It would. It give us anything new, we are already parking in other streets or on the yellows after driving round ten times over and paying parking tickets.

I would also like to see the positive feedback from other residents?

Not happy about the proposal at all. It won't allow us a space near or in our road so The same situation as we have now but we would have to pay for it. No thank you.

110. Resident

I object to the proposals as I do not think 2 hour parking limit between 5.30pm and 7.30pm will make much of a difference whatsoever.

I dont take my car out at night because you cant find a space, so I cycle or dont go. The football traffic which is a major issue in these roads is not stopped by this 2 hour curfew so I really dont see that it will make that much difference to most households.

Those people that have several cars will just pay or find ways around it, interesting to see if it would make a difference., but friends that have been put in these zones say not. Apart from anything else you only have half a road in the scheme for Goldsmith Avenue and Prince Albert Road. so Im guessing the other half will be pay to park or where all the excess cars will go. Not very helpful really.

I realise that parking is a problem all over Portsmouth and keep an open mind to these schemes, but the people I know who are in them say they make no difference.

111. Resident

I do not agree with the proposed timing for the Mi zone, 530/730, As I believe 6 to 8 would be a better time in light of the football parking issues

112. Resident

Although I would support some form of parking restrictions I do not believe that the proposed system will have any impact and the majority of the residents within this area will still find themselves without parking.

Firstly the restrictions would not benefit my wife and I in any capacity during the week. She works and does not get home until around 2045 by which time she has to park one or two streets away because all spaces are taken.



Secondly when the football returns our area becomes an overflow car park for match attendees wanting free parking and again the restrictions would not alleviate this in any way whatsoever.

Why couldn't we use the same restrictions as central Southsea of 3 hours no return within 4...

This would make much more of an impact and would actually benefit the majority and not the few.

As with the current proposal I will have to purchase two permits regardless if I benefit from it or not.

We are happy to pay for permits but this is an ineffective way to control the traffic issue in the area.

The only benefit I can see is to generate a handsome revenue for the council.

113. Resident

Please do not implement residents parking in the MI Middlesex Rd area These schemes simply do not work and become another bill to pay and they over complicate an already difficult problem

I am strongly opposed

114. Resident

I am writing to place my objections for resident parking in my area. Targeting the motorist is an easy way for the PCC to rip off the rate payers We do not want this zone

115. Resident

My road is up for being zoned. What I find very annoying is you zone an area and people in that zoned area will park in an unzoned area so what's happening people in the unzoned get annoyed people parking from other areas. So then council come along asking if residents want their road zoned yes they will won't they!!!! Why on earth did the council not zoned the whole areas instead of street by street. We are pensioners and we have a car and camper van which we have to park outside our house now it looks like we now have to get rid of it our only source of holidays . I know the city is over run with cars and parking is a problem and students with cars who don't use them until they go home it's frustrating. And charges are a bit steep. The millions the council is making on this I hope it's made public how this money is to be used???

Unclear if support or objection (from within zone)

116. Resident, Clovelly Road

I live in clovelly road and at present get very frustrated at not being able to park, to the point if things do not improve I would look to moving.

I am strongly in favour of permits but am concerned with different roads having different restrictions, Clovelly road is used by Wimborne school teachers and people who walk their dogs in Milton park and there are often cars parked here for days and sometimes weeks on end. I think we would benefit from the same restrictions as outside Wimborne school.



117. Resident, Clovelly Road

I think the proposals will benefit residents in the MI zone, given the ripple effect that has led to more non-residents parking in this area than before the neighbouring ME zone was created. People who can no longer park in that zone park here instead. Where there is a third or commercial vehicle at a particular address they park those cars and vans here too. So the situation will be better for us (that day cannot come soon enough) and worse for residents east of Eastney Road.

However, 5.30-7.30pm is too late, especially as it's 4.30-6.30pm in neighbouring ME zone. Many of my neighbours feel the same. My relative and their partner live in this proposed zone and both get home around 5pm so 5.30pm is too late for them.

There are a lot of young families around here. Many parents of young children rush back to give the kids their tea, only to find there's nowhere to park.

Also it's impossible to park anywhere in this zone when Pompey are playing at home. Residents don't go out when there's a home match on a Saturday afternoon because there is nowhere to park if we get back before 5-5.30pm. So, once again, 5.30pm is too late. 4.30-6.30pm would be so much better. As things stand we'll get even more cars on match days because they'll be unable to park in ME zone. Even if you change it to 5-7pm that would help a little.

I do hope you will not only consult us but act on the genuine feedback of residents who will have to live with the impact of the decisions you make. The money we pay for our permits will be worth it then.

118. Resident, Devonshire Avenue

Regarding above we are broadly in favour of a residents parking zone due to the displacement problems caused by neighbouring zones and cars, work vans, trucks etc being parked overnight and during the day by people who are not residents.

The proposed times of 5:30pm to 7:30pm will assist but do nothing to alleviate overnight parking and other parking problems. A restriction of 2 hours parking and no return with 4 hours at all times (residents exempt) would have helped solve all the issues that affect residents in this busy area.

I would like these views represented at any Council meeting that occurs in relation to the final decision on the proposed regulations.

119. Resident, Devonshire Avenue

I am writing to you to say that I believe that people that live in Devonshire Ave should be able to park on both sides of the road when the new permits are enforced. Ideally I think that both MI and MH being one zone would have been a good idea.

120. Business, Eastney Road

We have seen the parking zone proposals and have a question about the already existing 1 hour parking that on the map seems to be included in the permit area . The 1 hour parking is up till 6 pm , is this going to be part of the new permit time ?



We think that a few of the shops are open later than 6 and if all 1 hour is gone to permit then their customers will have no parking except on Eastney Road .

121. Resident, Goldsmith Avenue

I am in full support of the parking zone implementation. I have spotted that the North boundary of the MI zone only covers the South side of Goldsmith Avenue. I am worried that this will not actually solve the parking issue and it will cause the entire street to be occupied by the vehicles of the businesses that are causing the problem. The North side of Goldsmith Avenue will essentially become a long term car park for vans/lorries.

I would request that the MI zone is extended to include the North side of Goldsmith Avenue, or some other restrictions are put in place to remedy the long term parking issue. I note that there is a restriction on coaches/minibuses being parked on this section of road between midnight and 08:00, however this does not appear to be enforced as we frequently have these types of vehicles parked for several days.

It should be noted that the large commercial vehicles that currently park on this road restrict the available width for buses, which frequently have to wait until the entire section of road is clear before they can proceed along Goldsmith Avenue, impinging on the free flow of traffic. For the benefit of all road users, I urge that this is taken into consideration to alleviate the pressure off the public highway.

Further to my email below, I would like to make some additional points. The time suggested for our parking zone is 17:30 to 19:30. While this is fine during the week, this will mean that our area will become heavily congested with football parking on Saturdays. As kick offs are usually 15:00, games are over at roughly 16:45, giving football goers 45 minutes to leave before the zone kicks in. The neighbouring zone ME does not have this problem as the zone kicks in before the end of the match.

The time for this zone needs to be brought earlier to ensure that there is not a concentration of parked cars in our zone during Saturday football matches. Many thanks.

122. Resident, Suffolk Road

In the main I support the proposals for the residents parking zone.

I object to allowing business vehicles to be parked in residential streets as most of these you provide a loop hole for businesses to say they are for emergency use I know this is abused in the other areas and that you are not checking the validity.

I am also aware of lack of enforcement in neighbouring zones and this is pointless unless rigourously enforced on a daily basis.

I would like to make a freedom information request as to how many enforcement notices have been issued in zones this year and also the frequency of warden patrols in each zone on a weekly basis.



123. Resident, Teddington Road

We feel that there is no choice but to accept the new parking zone. The parking situation down our road (Teddington) is untenable. The proposed time is of no benefit to residents but only to the Wimborne Road School's staff. Many of us would require parking restrictions from 1630 to ensure we get to park near our homes when we return from work.

If I am to pay £150 I expect a guarantee of parking down my road. As far as we can see this is just a money spinner for PCC on top of our taxes, including our Council Tax - a disgrace! We feel we are being pushed to live out of town but we know we have no choice but to use our cars for commuting.

Unclear if support or objection (from outside zone)

124. Resident, Devonshire Avenue (south side)

I am writing to register my confusion and possible objection to the parking restrictions for Devonshire Avenue.

The letter I received was for MH parking zone but the only reference to Devonshire Avenue was in the list of people eligible for a parking permit. It isn't in the list of Whole roads or Part roads included in the MH parking zone or any of the permit holder changes sections.

Subsequently people on the north side of Devonshire Avenue have received a letter about MI parking zone, which has now been put on lampposts in our road. It states that people with either parking permit can park on both sides of the road, but seems to imply that there will be a Waiting Limited zone outside 2 houses on the south side of Devonshire Avenue but only people on the north side (MI permit holders) can park there anytime.

Can you please confirm that all people in Devonshire Avenue with parking permits, both north and south side, will be able to park on both sides of the road at all times, irrespective of parking zone or Waiting Limited times.

If that is not the case then I object to the MH and MI parking zone proposals.

Unclear if support or objection (no address given)

125. Resident

I hope that you can answer the following questions:

Are the prices for multiple cars inclusive (e.g. £120 is for two cars)? Or will we be expected to pay £30 +£120?

Whilst we appreciate the cost for multiple cars is high where is the justification for such a steep cost?

Are the permits for 5/7 days?

What exactly will be done with the money from all these permits? (I'd like to hope this money will come off council taxes? Or maybe a huge street party? Or better



roads? Or a zebra crossing on Winter road to improve safety?). I refuse to believe the cost of signs is this extortionate.

As a household we feel very frustrated with these proposals. We feel like we are being backed into a corner and put out of pocket. We feel that we have to agree to these proposals purely to solve the problem of displaced parking caused by the introduction of other permits in other roads. There has been no other consideration for parking issues other than extending the roll out of these permits.

126. Resident

Please could you confirm if the new zones will effect the bus stops in Devonshire Avenue, will cars from other zones be able to park at the bus stops after those restrictions end at 1800 each evening.

127. Resident

If the parking zone goes ahead, and I assume it will, what would be the date of implementation?. We are a three car family living in the zone and if we weren't permitted to have the third car due to capacity, we would need fair warning in order to sell it.

128. Resident

Feel we have no alternative but to accept the proposal of Permit Parking within the MI Zone as the action taken in previous Zones has prompted displacement parking within this Zone along with Football Traffic on Saturday afternoon and week nights (am fully well aware that this is not happening at present due to Covid 19 and the fact that the Football Matches are taking place 'behind closed doors') plus a school within the area.

Am a bit perplexed as to the timing of the MI Zone as in normal circumstances most residents are parked up by 5 pm and will still not be able to park due to non permit holders parked up until 5.30 pm which will be of no help to the residents.

We do support the Proposals in principle, but feel the timing of the restriction needs adjusting slightly.



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 17/2020: proposed MI Middlesex Road area parking zone, Milton

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

- Existing
- New / proposed
- Changed

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

To make it easier for residents to find a parking space, particularly when the demand for parking is highest, and prevent long-term parking whereby non-residents leave their vehicles for long periods of time without moving them. To encourage people to think about how they travel to an area, for visiting,

working or otherwise

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

The informal survey on parking in the area was carried out in March 2020 (926 properties), within an area identified on the Residents' Parking Programme of Consultation as "MI". The survey showed a majority in favour of a residents' parking zone. Statutory consultation on the proposed MI parking zone area, took place via TRO 17/2020 between 12 October 2020 - 2 November 2020. The outcome of the consultation 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
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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
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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 (5.30-7.30pm), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day, for example.

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

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

B - Environment and climate change

Yes

No

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?



In thinking about this question:

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

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

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

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

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

Parking restrictions can encourage people to consider alternative ways of traveling 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 in the vicinity of a number of useful amenities and attractions. 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
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Is your policy/proposal relevant to the following questions?

B3 - Climate change mitigation and flooding -Will it proactively mitigate against a changing climate and flooding?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

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

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

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

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

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

B - Environment and climate change	Yes	No
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Is your policy/proposal relevant to the following questions?

B4-Natural environment -Will it ensure public spaces are greener, more sustainable and well-maintained?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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In thinking about this question:

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

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

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

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

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

B - Environment and climate change	Yes	No
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Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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
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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?
 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
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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
 Alison Lawlor, Operational Transport Planner

This IIA has been approved by: KEVIN MCKEE

Contact number: 02392688497

Date: 01/12/2020

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Agenda Item 5



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Traffic and Transportation

Date of meeting: 17 December 2020

Subject: Speed Reduction LTP 19/20 - Clive Road

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Fratton Ward

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 To consider the responses to the public consultation regarding the proposals to implement speed reduction infrastructure (speed cushions) on Clive Road.

2. Recommendations

It is recommended that:

- 2.1 **The Cabinet Member for Traffic and Transportation approves the implementation of speed cushions on Clive Road.**

3. Background

- 3.1 Clive Road is subject to a 20mph speed limit, but has a high level of historical and recent non-compliance, due to the road being long and straight with good visibility which enabling faster vehicle speeds. The proposed traffic calming features aim to improve road safety within the area, and increase active travel through improved pedestrian/cyclist confidence, which may in turn lead to improved air quality.
- 3.2 Previously recorded speeds show that 15% of drivers travel at speeds of 32mph or more, and average speeds recorded at 25mph.
- 3.3 During the five year period of March 2015 to February 2020, there have been five road traffic collisions recorded (one serious, four slight).
- 3.4 The implementation of the three proposed sets of speed cushions (see appendix 2 for specific locations) will reduce speeds and the risk of road traffic collisions



along Clive Road, and increase confidence in the infrastructure for active travel, potentially encouraging more walking and cycling, which may in turn lead to improved air quality in the city.

4. Reasons for recommendations

- 4.1 There is evidence of vehicles speeding along the section of Clive Road proposed for speed cushion implementation.
- 4.2 The proposed traffic calming features will reduce speed driven on Clive Road, and reduce the risk of road traffic collisions. The design of a speed cushion means that the driver of the vehicle should slow down to between 5-10mph when driving over them to minimise the risk of damage to their vehicle. This will reduce the speed of vehicles to below the 20mph limit.
- 4.3 This will improve road safety within the area, potentially increase active travel through improved pedestrian/cyclist confidence in using the route, which may also lead to improved air quality.
- 4.4 No parking space(s) will be permanently removed as a result of these speed cushions being implemented.

5. Integrated impact assessment

- 5.1 The proposed speed cushions would encourage safer driver behaviour, reducing the risk of road collisions and their associated economic costs, and offer greater protection and confidence in the road safety infrastructure for all drivers. Lower speeds could potentially encourage more people to walk and cycle along the route, which in turn could promote greater health benefits and improved air quality.
- 5.2 This recommendation does a negative impact on any of the protected characteristics as described in the Equality Act 2010. As a road safety scheme, this project aims to meet the requirements of Section 39 of the 1988 Road Traffic Act by seeking to reduce casualties. The scheme also seeks to improve the area for residents and local businesses. The scheme contributes to protecting and supporting our most vulnerable residents.
- 5.3 A full Integrated Impact Assessment accompanies this report.

6. Legal implications (draft comments below, tbc: currently being reviewed)

City Solicitor's comments



- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2 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.
- 6.3 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.
- 6.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period. It should be noted, however, that the chosen contractor carrying out the works can potentially do so without the need for closing the road, rendering both a TRO or TTRO unnecessary.
- 6.7 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.
- 7. Director of Finance's comments (draft comments below, tbc: currently being reviewed)**
- 7.1 The cost of this scheme is £35,000, this will be funded from the LTP Capital Budget as approved at Full Council on the 12th February 2019.

7.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

.....
Signed by:

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

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

.....
Signed by:

Appendix 1:

Consultation

8.1 A letter was addressed to residents around Clive Road within the appropriate consultation area, on the 11 September 2020, along with a public notice detailing the proposed scheme was displayed on-street in Clive Road, uploaded to the City Council website, published in the Portsmouth news and sent to statutory consultees and ward councillors, inviting comments. The consultation period took place between 11 September and 18 October. Six responses were received, with four respondents in favour, one objection raised and one respondent suggested using alternative speed reduction infrastructure. Public responses and safer travel team comments have are below:

8.2 Consultation Responses & Safer Travel Team Responses:

<i>Resident</i>	<i>Objections and Comments</i>	<i>Safer Travel Team Comments</i>
Residents of Clive Road	<u>Support: Speeding Is An Issue On Clive Road</u>	



	<ul style="list-style-type: none">• I greatly support the installations of these, as the parent of 2 small children is can be quite a worry crossing Clive Road with my youngest child in a pram due to the speed of cars coming down my road. I am unable to allow my oldest child to play out the front of his house again due to the speed of the cars, I can reassure yourself that there are parents that are in a similar situation to myself further up the road and the roads opposite such as Adames and Samuel road.• Reference the speed cushion proposal for Clive Road; I and my family are in full support for this to happen. I would say 90% of drivers ignore the 20 mph limit hitting maybe 30 mph, and every day several drivers are at least driving over 40 mph. The sooner it is completed the better.• As residents [of this section of road], we fully support the introduction of speed bumps. There are far too many cars that use this road as a shortcut from the main road and that travel down it at excessive speeds.• Further to your recent notice I honestly don't believe that 'speed cushions' or any such would have any effect on the speed of traffic through this road. Given the mentality of the 'boy racers' that drive at speed around this area I would suggest that the only thing that would have any effect would be to hit them in their pocket i.e. speed cameras which I am sure would pay for themselves very quickly. Also I would like to go on record in saying that I am not happy about encouraging cyclists. From my observations as a	<ul style="list-style-type: none">• The speed cushions will reduce speeds travelled along this section of Clive Road, which has shown historical and current excess speeding issues. Other roads are considered annually for speed reduction schemes.• The Safer Travel team agree that the speed cushions will reduce speeds travelled along Clive Road and make the environment safer for all road users.• The Safer Travel agree that there is clear evidence of speeding in this section of Clive Road and the speed cushions will reduce speeds travelled.• The council cannot implement speed cameras that lead to enforceable fines. Speed cushions are an evidence based, effective measure when looking to reduce speeds on roads. The council also is positive in supporting cycling as a healthy, sustainable activity, and improving road safety infrastructure is one of the
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	<p>driver they don't use lights, dress in dark clothes and don't signal before doing all sorts of weird and wonderful manoeuvres in front of you. As a pedestrian they ride down pavements (very narrow in Fratton Road!) and round corners without looking. I have had at least half a dozen near misses this year alone if you insist on encouraging these people at least give them decent cycle lanes and enforce their use.</p> <ul style="list-style-type: none"> • Please also consider the other end of Clive road for traffic calming, as this is used by speeding drivers as a short cut. Thank you 	<p>best ways to support active travel.</p> <ul style="list-style-type: none"> • The safer travel team have a rolling program of speed surveys and site assessment for roads around the city.
<p>Resident of nearby Brookfield Road</p>	<p><u>Objection: there is no speeding on Clive Road</u></p> <ul style="list-style-type: none"> • I am writing to object to the council's proposal for traffic calming on Clive Road, for the following reasons. I have lived in Brookfield Road since 1999, and have never seen any issues of speeding in Clive Road, other than an occasional idiot. I travel along Clive road many times a day. This for the above reason, would be a total waste of public money, as it is not needed. If anything, something should be done to stop people going the wrong way in the one way bit in Guildford Road between Clive Road and Brookfield Road. Since living in the area since 1999, I have not seen any call for speed humps. The only accidents I have witnessed, or been involved in, are at junctions where people don't look before pulling out... not speed related. I would also like to add that pollution is apparently 	<ul style="list-style-type: none"> • Recent speed survey data showed average speed to be 25mph, and the V85 to be 32mph (15% of drivers drive at speeds of 32mph and above). Compared to other speed surveys in the city, these levels are high. Historical speed data has also showed excess speed to be an issue on this section of Clive Road. <p>Improving road safety infrastructure is fundamental to encouraging active travel, especially cycling and walking over car use. Increased active travel can in turn lead to improved air quality across the city.</p>



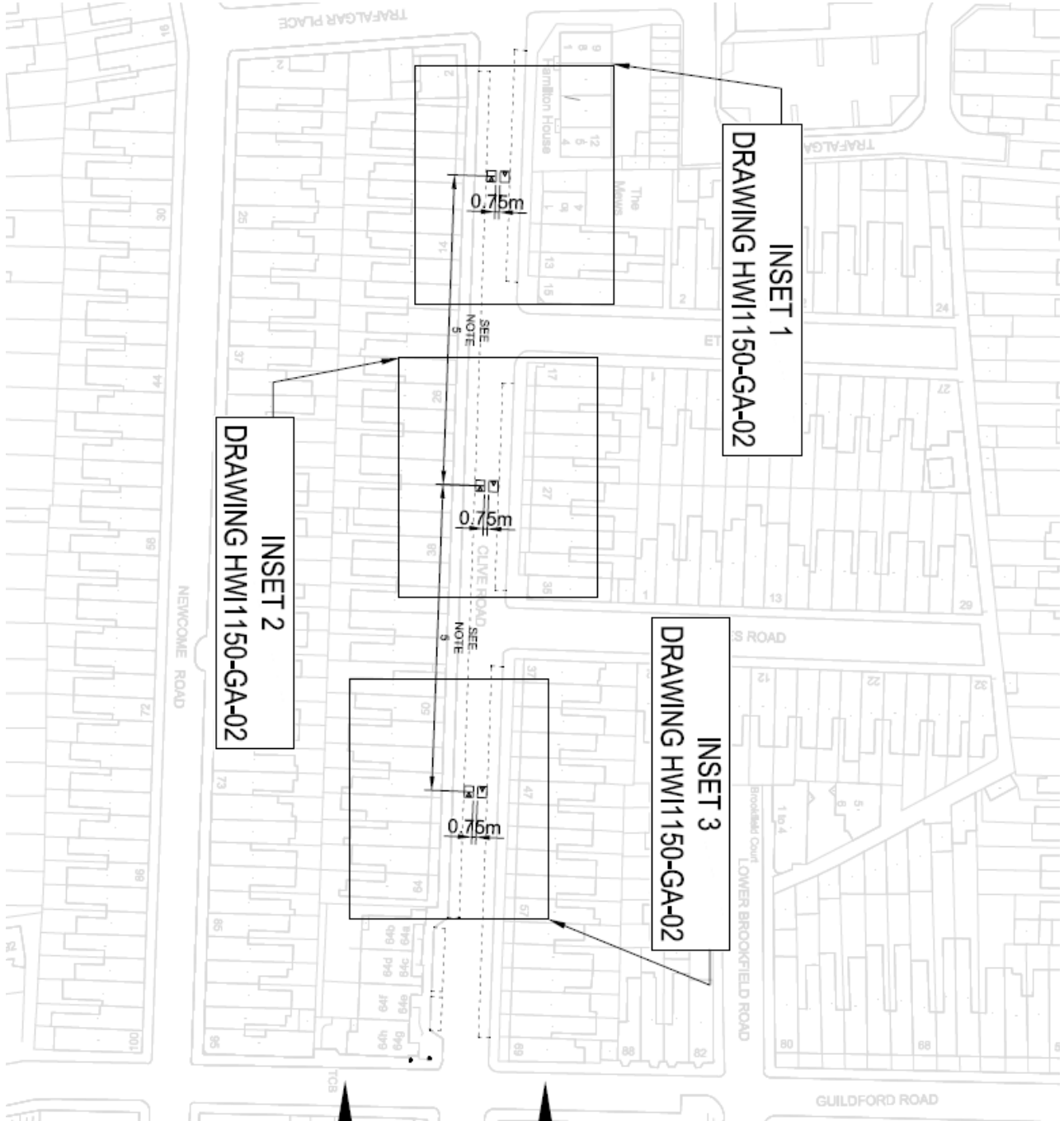
increased where speed humps are put in place, due to the acceleration between the humps, and there is an increase in brake dust. In a city that is trying to reduce pollution, I believe this will not help. I also maintain it is a total waste of tax payers' money, especially when councils are claiming not to have any!

Speeding is one of the fatal four causes of accidents, as noted by police (speeding, mobile phone use, not wearing your seatbelt, and drink driving). Reducing speeding has significant potential in reducing accidents along Clive Road.

Historical accidents recorded show a wide range of contributory factors recorded by the police, including aggressive driving, reckless/in a hurry, loss of control, failure to judge another person's speed etc.

Appendix 2:

Drawing





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:

Safer Travel

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

Portsmouth City Council Speed Reduction

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 reduce speeds driven along Clive Road to help make the route safer for active travel and travel, by installing infrastructure to slow vehicle speeds, for example installing speed cushions, raised tables or sinusoidal speed humps.

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?

Extensive internal consultation has been conducted, and external consultation will take place at checkpoint 4 (design stage) of the project.

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?

The speed reduction infrastructure implemented on Clive Road, a road that has been shown to have excessive speed, will reduce offending speeds driven, reducing the potential for accidents along the route. The increase in route safety may encourage more active travel, which in turn could increase air quality and general health within the city.

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

Speeds, and accident data, can be monitored post scheme implementation to assess potential improvements.

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?

There are no negative impacts that will result from reduced speeds driven along the route. Increased route safety can in turn improve the quality of the homes in the vicinity.

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

Post scheme assessment over speeds and road accident data.

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?

Increased safety along the route may encourage independent travel, and active travel, promoting exercise, improving physical and mental health etc.

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

The primary purpose of the reduce road speeds and accidents along the route, and facilitate safer active travel, which in turn could lead to greater physical and mental health, and safety within the city.

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?

Improving active travel will benefit low-income households by providing a safer range of travel options.

How are you going to measure/check the impact of your proposal?
This will be checked by measuring the uptake in active and sustainable travel.

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 project will have no impact on the protected characteristics.

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?

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 project may encourage greater incidence of safer, active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

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

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

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?

N/A

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

Greater active travel may reduce motorised vehicle journeys, thereby promoting sustainable energy usage for

travel. Facilitating greater active travel through increased route safety may reduce the frequent use of electric

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?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by reduced driving speed and greater safety along the route, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?
The measures will be based on reported carbon emissions from the BEIS report.

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?

N/A

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?

While the project has noted it's reduction of carbon emissions, and not other emissions that impact air quality, there will be a co-benefit of improved air quality. By encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

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

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

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?

Active travel will be encouraged and facilitated by providing a safer route for pedestrians and cyclists, encouraging active travel. This will further reduce speeds along the route, reducing the likelihood of car accidents

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

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured along the route.

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?

By increasing walking and cycling, more opportunities will be facilitated for community based interaction, which may in turn help to encourage local events and community driven culture.

How are you going to measure/check the impact of your proposal?
This can be assessed by measuring how access to open and green space in the city is achieved, by which mode of travel etc.

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?

Road accidents cost the local and national economy significant sums of money on an annual basis. Reduced road accidents make the city safer and more economically buoyant, which may in turn attract more businesses and employment opportunities into the city.

How are you going to measure/check the impact of your proposal?
This will be assessed by measuring the number of successful SMEs within the city; and how attractive the city is to larger businesses.

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?

Providing safer routes for sustainable, active travel, over solely providing car dominated space, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

How are you going to measure/check the impact of your proposal?
This can be measured by travel surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Phil Rennie

This IIA has been approved by: ext 4889

Contact number: Michelle Love

Date: 06/20



Agenda Item 6

Title of meeting:	Cabinet Member for Traffic and Transportation
Date of meeting:	17 December 2020
Subject:	Rainbow Corner Day Nursery - Victoria Road North
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Central Southsea Ward
Key decision:	No
Full Council decision:	No

1. Purpose of report

To consider the proposed road safety infrastructure to protect Rainbow Corner Day Nursery on Victoria Road North.

2. Recommendations

It is recommended that:

- 2.1 **The Cabinet Member for Traffic and Transportation approves the implementation of road safety infrastructure on Victoria Road North, outside Rainbow Corner Day Nursery.**

3. Background

- 3.1 Rainbow Corner Day Nursery (42 Victoria Road North, junction with Outram Road) has experienced two significant accidents in the last two years, both involving a vehicle leaving the highway and demolishing its front wall (see Appendix 1).
- 3.2 Both accidents occurred in the early hours of the morning between 2.30am - 4am) involving drivers who were speeding or under the influence of alcohol.
- 3.3 Whilst this area evidences a low number of accidents generally over a lengthy period of time, two virtually identical accidents have happened in the last two years, presenting a precedent of unique dangers to large numbers of nursery children and pedestrians from vehicles driving over the footway into the Rainbow Corner Nursery wall.



- 3.4 The approach area presents a very tight corner and the measures recommended in this report will offer protection to nursery attendees, pedestrians and people waiting at the bus stop next to the nursery.
- 3.5 Speed surveys carried out immediately after the second accident produced the following results:

3 speed surveys now - 6 hours 50mins in total

Times/Dates:

14/08/20 1.40am - 3.45am;

20/08/20 9.10am - 11.10am;

20/08/20 15.15 - 18.00.

Data	Total Figures for all 3 speed surveys
Number of Cars	2058
Average Speed (30mph road)	22.4 miles per hour (mph)
V85 (the speed at which 85% of drivers at or below)	25 mph
Total range of vehicle speeds	12 mph - 39mph
Amount of cars exceeding 30mph by 1 mph+	27/2058 - 1.3%

- 3.6 Simple, protective, effective solutions are considered best here, to address the exceptional circumstances presented by the nursery's location at the corner.

4. Reasons for recommendations

The nursery has experienced two significant road collisions in the last couple of years, which has raised safety issues for vulnerable users of the nursery.

- 4.1 A range of road safety infrastructure are recommended:

- Installation of bollards on the corner pavement areas to offer protection to nursery attendees and pedestrians, if a car does leave the road at the corner.
- 'Bend in the Road' VAS signage to highlight the risk posed by the bend to vehicles travelling above a certain speed.
- Chevrons placed around the corner (on/in front of planters) and potentially on the rebuilt nursery wall, and Double Bend signs with Reduce Speed Now sub-plates, to raise awareness of the tight bend.
- SLOW markings on the road, white lining/rumble strips and red high friction surfacing to raise awareness for drivers negotiating the tight bend.



5. Integrated impact assessment

- 5.1 The proposed speed road safety infrastructure would;
- Promote positive sustainability and environmental impacts through encouraging safer driver behaviour;
 - Reducing the risk of road collisions and their associated economic costs, and offer greater protection and confidence in the road safety;
 - Infrastructure for vulnerable nursery attendees and pedestrians;
 - Potentially encouraging more people to walk and cycle along the route, which in turn could promote greater health benefits and improved air quality.
- 5.2 This recommendation does not a negative impact on any of the protected characteristics as described in the Equality Act 2010. As a road safety scheme, this project aims to meet the requirements of Section 39 of the 1988 Road Traffic Act by seeking to reduce casualties. The scheme also seeks to improve the area for residents and local businesses. The scheme contributes to protecting and supporting our most vulnerable residents.
- 5.3 A full Integrated Impact Assessment accompanies this report.

6. Legal implications

City Solicitor's comments

- 6.1 It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 6.2 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.
- 6.3 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.



- 6.4 A TRO may make provisions for identifying any part of the road to which any provision of the TRO is to apply by means of a traffic sign.
- 6.5 A proposed TRO must be advertised and the public given a 3 week consultation period where members of the public can register their support or objections. 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 the comments received from the public during the consultation period. It should be noted, however, that the chosen contractor carrying out the works can potentially do so without the need for closing the road, rendering both a TRO or TTRO unnecessary.
- 6.6 The power to make traffic calming works is contained in the Highways (Traffic Calming) Regulations 1999. Where a local authority proposes to construct traffic calming works they shall consult the chief officer of polices and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the proposed works. The proposed works can include build-outs, chicanes, gateways, islands, overrun area, pinch-points, or rumble devices. Regulations apply to specific traffic calming works and the display of appropriate signs.

7. Director of Finance's comments

- 7.1 The cost of this scheme is estimated at £40,000, and will be funded by The Neighbourhood Improvement Fund.
- 7.2 Ongoing costs of maintenance will be met by the Highways Maintenance contract and a commuted sum has been included within the scheme cost to maintain this site.

.....
Signed by:

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

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

.....
Signed by:

Appendices:

- APPENDIX 1 - Rainbow Corner Day Google Map Location Image



- Rainbow Corner Day Nursery Post Accident Image



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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:

Safer Travel

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

Portsmouth City Council Safer Travel

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 increase safety for vulnerable nursery attendees, pedestrians in the area and improve signage for drivers approaching a sharp bend.

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?

Extensive internal consultation has been conducted, and external consultation has taken place with the nursery owners.

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?

The increase in route safety may encourage more active travel for vulnerable pedestrians in the area, which in turn could increase air quality and general health within the city. Vulnerable nursery attendees will be afforded greater protection, and speeds driven around the corner may be reduced.

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

Accident data and outcomes can be monitored post scheme implementation to assess potential improvements.

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?

There are no negative impacts that will result from reduced speeds/greater protection driven along the route. Increased route safety can in turn improve the quality of the homes in the vicinity.

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

Post scheme assessment over speeds and road accident data.

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?

Increased safety along the route may encourage independent travel, and active travel, promoting exercise, improving physical and mental health etc.

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

The primary purpose of the reduce road speeds and accidents along the route, and facilitate safer active travel, which in turn could lead to greater physical and mental health, and safety within the city.

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?

Improving active travel will benefit low-income households by providing a safer range of travel options.

How are you going to measure/check the impact of your proposal?
This will be checked by measuring the uptake in active and sustainable travel.

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 project will have no impact on the protected characteristics.

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?

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 project may encourage greater incidence of safer, active travel, which may in turn reduce dependence on motorised vehicle travel, thereby reducing carbon emissions.

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

The progress will be measured using the data released by the Department for Business, Energy & Industrial Strategy (BEIS). The strategy also proposes holding a carbon audit of PCC which will be used to review the progress of the council itself.

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?

N/A

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

Greater active travel may reduce motorised vehicle journeys, thereby promoting sustainable energy usage for

travel. Facilitating greater active travel through increased route safety may reduce the frequent use of electric

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?

Carbon induced climate change is directly linked to the increased threat of flooding in the city. Greater active travel, encouraged by reduced driving speed and greater safety along the route, would reduce the city's carbon emissions will help to negate further long-term threats from flooding.

How are you going to measure/check the impact of your proposal?
The measures will be based on reported carbon emissions from the BEIS report.

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?

N/A

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?

While the project has noted it's reduction of carbon emissions, and not other emissions that impact air quality, there will be a co-benefit of improved air quality. By encouraging safer walking and cycling the city's motor based traffic will be reduced, and consequently the air quality will be improved.

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

Air quality will not be directly measured as a result of this project. However car use, and traffic based carbon emissions, will be measured through the BEIS reports and usage statistics.

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?

Active travel will be encouraged and facilitated by providing a safer route for pedestrians and cyclists, encouraging active travel. This will further reduce car volumes/speeds along the route, reducing the likelihood of car accidents - if accidents occur, their potentially dangerous impact will be reduced.

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

This will be measured by reviewing annual road usage statistics and the amount of car accidents, pedestrians or cyclists which are killed or seriously injured along the route.

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?

By increasing walking and cycling, more opportunities will be facilitated for community based interaction, which may in turn help to encourage local events and community driven culture.

How are you going to measure/check the impact of your proposal?
This can be assessed by measuring how access to open and green space in the city is achieved, by which mode of travel etc.

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?

Road accidents cost the local and national economy significant sums of money on an annual basis. Reduced road accidents make the city safer and more economically buoyant, which may in turn attract more businesses and employment opportunities into the city.

How are you going to measure/check the impact of your proposal?
This will be assessed by measuring the number of successful SMEs within the city; and how attractive the city is to larger businesses.

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?

Providing safer routes for sustainable, active travel, over solely providing car dominated space, will contribute to the vibrancy of the city. Large retail parks and superstores on the outskirts of the city, which are not serviced by public transport, may be impacted by reduced custom. Providing safer infrastructure for walking and cycling will encourage residents to spend more time on their local high street and shop at local businesses.

The low carbon economy has been identified as a growth opportunity for the UK and is forecast to grow from 2% of the UK's total output today to 13% by 2050. Pursuing low-carbon growth and industry will encourage manufacturing, engineering and economic growth in the city.

How are you going to measure/check the impact of your proposal?
This can be measured by travel surveys and/or broader city-wide travel data. Economic growth in the low-carbon sector can also be reviewed.

Q8 - Who was involved in the Integrated impact assessment?

Phil Rennie

This IIA has been approved by: ext 4889

Contact number: Michelle Love

Date: 06/20