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# NOTICE OF MEETING

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## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 7 OCTOBER 2021 AT 4.00 PM

## COUNCIL CHAMBER - THE GUILDHALL

Telephone enquiries to Lisa Gallacher Tel: 02392 834056

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

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

### Information with regard to public access due to Covid precautions:

- Attendees will be requested to undertake an asymptomatic/ lateral flow test within 48 hours of the meeting.
- If symptomatic you must not attend and self-isolate following the stay at home guidance issued by Public Health England.

All attendees are required to wear a face covering while moving around within the Guildhall (requirement of the venue)

- Attendees will be required to take a temperature check on arrival (requirement of the venue)
- Although it will no longer be a requirement attendees may choose to keep a social distance and take opportunities to prevent the spread of infection
- Hand sanitiser is provided at the entrance and throughout the Guildhall. All attendees are encouraged to make use of hand sanitiser on entry to the Guildhall and are requested to follow the one way system in place.
- Attendees are encouraged book in to the venue (QR code). An NHS test and trace log will be retained and maintained for 21 days for those that cannot or have not downloaded the app.
- Those not participating in the meeting and wish to view proceedings are encouraged to do so remotely via the livestream link.

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## CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

### Group Spokespersons

Councillor Simon Boshier, Conservative

Councillor Graham Heaney, Labour

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

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

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

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 TRO 3/2021 GB parking zone extension (Pages 5 - 56)**

### Purpose

To consider the public response to the proposed extension of the GB Alverstone Road area residents' parking zone, in the context of the Programme of Consultation on Residents' Parking.

## **RECOMMENDED**

- 2.1 The extension of the GB Alverstone Road area parking zone, including short-term parking restrictions in Priory Crescent and Goldsmith Avenue proposed under TRO 3/2021 is implemented as advertised;**
  - 2.2 The proposed reduction of the 2 hours' free parking to 1 hour in the GB parking zone is implemented as advertised under TRO 3/2021;**
  - 2.3 It is noted that the proposals under TRO 3/2021 do not affect the temporary waiting and loading restrictions currently enacted on football match days. Those additional restrictions would continue, with the residents' parking restrictions operating at all other times.**
- 4 TRO 78/2021: St Helen's Parade / Eastern Parade waiting restrictions and zebra crossing (Pages 57 - 124)**

### Purpose

To consider the public response to the proposed parking restriction to the southern side of Eastern Parade and St Helens Parade and the introduction of a zebra crossing on Eastern Parade.

**RECOMMENDED that:**

- 2.1 The proposed lengths of Limited Waiting Parking Places with a maximum stay of 3 hours, no return within 4 hours detailed in Appendix B, Paragraph C are implemented,**
- 2.2 All businesses on the south and south-east sides of St Helens Parade, opposite the MF parking zone are enabled to obtain Business permits to park in MF parking zone as detailed in paragraph Appendix B, Paragraph D 2.**
- 2.3 All businesses on the south side of Eastern Parade, opposite the MG parking zone are enabled to obtain Business permits to park in MG zone as detailed in paragraph Appendix B, Paragraph D 1.**
- 2.4 The No Waiting At Any Time (NWAAT) double yellow lines in Eastern Parade as detailed in Appendix B, Paragraph A are removed and the 17m of residents' parking bay (MF parking zone) as detailed in Appendix B, Paragraph B is also removed.**
- 2.5 A zebra crossing facility and associated zig-zag lines are installed on Eastern Parade, between the junctions with Helena Road and Bruce Road, adjacent to the footpath that leads to Canoe Lake Nursery, the tennis courts and The Rose Gardens.**
- 2.6 The operation of the zebra crossing is monitored to ensure that the crossing remains appropriate for the area and the needs of residents and visitors and does not negatively impact the environment.**
- 2.7 The impact of the parking changes on residents and businesses are monitored and further changes proposed if required.**

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

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# Agenda Item 3



Portsmouth  
CITY COUNCIL

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

**Date of meeting:** 7 October 2021

**Subject:** TRO 3/2021: Proposed extension and amendment to GB Alverstone Road area parking zone

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

**Wards affected:** Milton

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To consider the public response to the proposed extension of the GB Alverstone Road area residents' parking zone, in the context of the 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 ("notice") for TRO 3/2021

Appendix B: Public responses received

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

## 2. Recommendations

It is recommended that:

- 2.1 **The extension of the GB Alverstone Road area parking zone, including short-term parking restrictions in Priory Crescent and Goldsmith Avenue proposed under TRO 3/2021 is implemented as advertised;**
- 2.2 **The proposed reduction of the 2 hours' free parking to 1 hour in the GB parking zone is implemented as advertised under TRO 3/2021;**
- 2.3 **It is noted that the proposals under TRO 3/2021 do not affect the temporary waiting and loading restrictions currently enacted on football match days. Those additional restrictions would continue, with the residents' parking restrictions operating at all other times.**



**3. Background**

**3.1** The extension to the GB Alverstone Road area parking zone is included in the Residents' Parking Programme of Consultation, approved in August 2020 (update provided in September 2021). Work on the Programme continued throughout the Covid-19 pandemic, but experienced some delays to Council and external services.

**3.2** The informal survey of the roads adjacent to the existing GB parking zone closed in October 2020, and 94 of 348 survey forms were returned (27%). Of the 94 responses:

- 59 (63%) felt a parking scheme would be helpful
- 31 (33%) felt a parking scheme would not be helpful
- 4 (4%) did not indicate either way

The majority of replies indicated that parking problems occur every day (50%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

|               |               |
|---------------|---------------|
| Evening 30%   | Overnight 26% |
| Afternoon 22% | Morning 17%   |
| Unanswered 5% |               |

**3.3** There is no minimum response rate required from the informal survey to trigger formal consultation on a proposed parking zone. 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** This area was previously surveyed in March 2019 and returned an overall negative response 54%-46% (77 responses: 42 against, 35 in favour). However, a further consultation was scheduled as part of the rolling Programme following the introduction of adjacent parking zones. The ME Haslemere Road area and MI Middlesex Road area parking zones were introduced in 2019 and 2020, leaving the remaining roads next to Fratton Park football ground unrestricted, with permit parking on a number of sides.

**3.5** Residents subsequently expressed concern about having difficulty relocating their vehicles when one side of parking in 4 residential roads and both sides of Specks Lane becomes unavailable on football match days, due to waiting and loading restrictions enacted for safety purposes. Combined with overspill parking from adjacent parking zones, and with Priory Crescent and Goldsmith Avenue adjacent to Milton Park being particularly congested, residents find parking particularly difficult.

**3.6** The proposed 3 hours' free parking on the sides of Goldsmith Avenue and Priory Crescent adjacent to Milton Park, with exemptions for respective MI and GB permit holders, addresses concerns over long-term parking by non-residents, which prevents residents and Milton park visitors from accessing the spaces. The proposals respond to the recommendation agreed when the MI parking zone was considered (Dec 2020), and respond to similar concerns from local people about Priory Crescent parking.



**4. Consultation and notification**

- 4.1 Statutory 21-day consultation and notification under TRO 3/2021 took place 6 - 28 July 2021. Statutory consultation is not a survey or vote; the informal 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. Through formal consultation, the Council publishes its proposals and people have an opportunity to object.
- 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), and consideration is given to all representations, which are included at Appendix B.
- 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 within the area (30) and copies of the proposal notice and accompanying letter were posted to every property within the proposed GB zone extension area (348) and existing GB parking zone (168).
- 4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

**5. Consultation responses**

- 5.1 This section presents the analysis of representations received during the consultation. Full responses are reproduced at Appendix B.
- 5.1.1 83 people responded to the proposal to extend permit parking into the roads adjacent to the GB parking zone, with 1 hour's free parking within the existing and proposed zone, under TRO 3/2021. The 83 responses to the proposals have been assessed in the following way:

| <b>Respondents</b>            | <b>Object</b> | <b>Support</b> | <b>Unclear either way</b> |
|-------------------------------|---------------|----------------|---------------------------|
| Residents in proposed area    | 16            | 52             | 2                         |
| Residents in existing GB zone | 3             | 1              | 0                         |
| Businesses in proposed area   | 2             | 0              | 0                         |
| <b>Totals</b>                 | <b>21</b>     | <b>53</b>      | <b>2</b>                  |
| No address given              | 0             | 5              | 2                         |
| <b>Overall totals</b>         | <b>21</b>     | <b>58</b>      | <b>4</b>                  |

- 5.2 When responding to formal TRO proposals, it is a statutory requirement for people to provide their address. This helps to consider the responses in context, and to identify issues that may require specific attention. Each representation receives an individual acknowledgement and reply, and address details are requested if they are not given. Therefore, responses received without address details are listed separately within the above table.



- 5.3** The informal survey and formal TRO consultation identified the main factors that contribute to parking congestion in this area as listed below, in order of occurrence:
- displacement from other residents' parking zones
  - football match days
  - long term parking by non-residents' vehicles
  - commercial vehicles
  - some households have too many cars
  - houses of multiple occupancy
  - commuter parking
- 5.4** The most common points raised in response to the proposals under TRO 3/2021, whether in support or against the proposed GB parking zone extension, are listed below and addressed in subsequent paragraphs where relevant:
- new parking zones nearby have increased parking problems (23 out of 83)
  - cost of permits (13 out of 83)
  - 1-hour free parking time (12 out of 83 responses)
  - parking zone will not help enough with football parking (7 out of 83)
  - residents should be allowed to park in B&Q car park or within Fratton Park stadium on match days (3 out of 83)
- 5.4.1** The FAQ section of the consultation pack's information letter includes details of permit costs and how parking zones work, but is worth repeating for a complete picture.
- 5.4.2** 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 include permit and penalty charge notice administration, signs, posts, road markings, enforcement and maintenance.
- 5.4.3** 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, which is determined by considering permits issued vs. spaces available.
- 5.4.4** Operating times: As a proposed extension of an existing parking zone, TRO 3/2021 presents the same 24-hour operation as the existing GB parking zone, but proposes to change the 2 hours' free parking to 1 hour throughout. Twelve respondents mentioned the 1 hour's free parking for visitors (whether in support or objection), and 2 residents expressed a preference for the 2-hour slot restricted to permit holders only, similar to the "M" parking zones in Southsea.





- 5.5** No objections were received to the proposed 3 hours' parking in Goldsmith Avenue with exemption for MI permit holders, put forward as per the recommendation agreed in December 2020 when the MI parking zone was considered and approved. However, 4 residents took the time to give their support to this particular proposal and explain the anticipated improvements.
- 5.6** The existing GB parking zone allows for 2 hours' parking by non-residents, which currently excludes adjacent residents, particularly those displaced by match day restrictions. GB residents' visitors can also be affected as some football supporters can park in the zone for a match within the time allowed.
- 5.6.1** Some objectors asked where they can park when additional no waiting and no loading restrictions are in force on match days. The proposals aim to relieve the current parking congestion adjacent to Milton Park in Priory Crescent, and to provide access to more parking for GB permit holders.
- 5.7** The Council has approached the owners of nearby private parking areas in the past, to seek permission for residents to use the spaces for parking. However, such requests have been refused on the grounds of affecting customers' access, increased public liability insurance costs, administration requirements and enforcement etc. The Council has no authority over private land.

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

- 6.1** Copies of the proposal notice accompanied by an information letter were sent to all 516 properties within the existing GB parking zone and proposed extension. 83 people responded to express support, objections and questions, or a combination. The overall support for the proposals (58 of 83) and relatively low number of objections (21 of 83) has led to the recommendation to implement the proposals under TRO 3/2021.
- 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, and distribute that demand more fairly. The proposed permit parking in this area 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** Whilst 24-hour parking zones are no longer automatically promoted, the proposal under TRO 3/2021 is to extend an existing parking zone (GB). Many of the older parking zones have been reviewed under the Residents' Parking Programme, and a number have seen a reduction of 2 hours' free parking to 1 hour. Examples include the JB Landport, KA Old Portsmouth and two Portsea parking zones (JA and JD).
- 6.3.1** This has proved to be more effective for permit holders, in terms of deterring unauthorised parking, ensuring parking spaces are available more regularly for residents and their visitors, and allowing more efficient enforcement. Longer free parking periods rely on visitors remembering when they parked, and it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.



**6.4** Recommendation 2.3 is made to address misunderstandings about the proposed parking zone operating on football match days. An additional restriction of "no waiting and no loading" has been enacted on match days for some years now, within parts of Frogmore Road, Carisbrooke Road, Ruskin Road, Apsley Road and Specks Lane. This would continue as part of the agreed traffic management plan in place, during which times permit parking bays would not be available. The remaining parts of those roads and all other roads within the GB parking zone are unaffected by these additional restrictions.

**6.5** Parking restrictions can encourage people to consider alternative ways of travelling to an area when possible, 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.

**6.6** 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 cost to implement the extension with costs approx. £21,500, which includes advertising the Traffic Regulation Order and installing appropriate signage and lining costs. These cost will be me 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 extension of 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 GB extension zone there are 348 households, extended from 168. 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 318. 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. £6,900 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  |
|--|---|
| 83 emails / letters in response to TRO 3/2021 (Proposed extension of GB Alverstone Road area parking zone) | 1. Portsmouth City Council's "TRO team" inbox, Microsoft Outlook<br>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

**THE PORTSMOUTH CITY COUNCIL (GB ZONE EXTENSION) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.3) ORDER 2021**

6 July 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 32, 35, 36, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with Parts III and IV of schedule 9 to the 1984 Act. The effect would be as follows.

SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:  
[TROteam@portsmouthcc.gov.uk](mailto:TROteam@portsmouthcc.gov.uk) **by 28 July 2021**  
 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

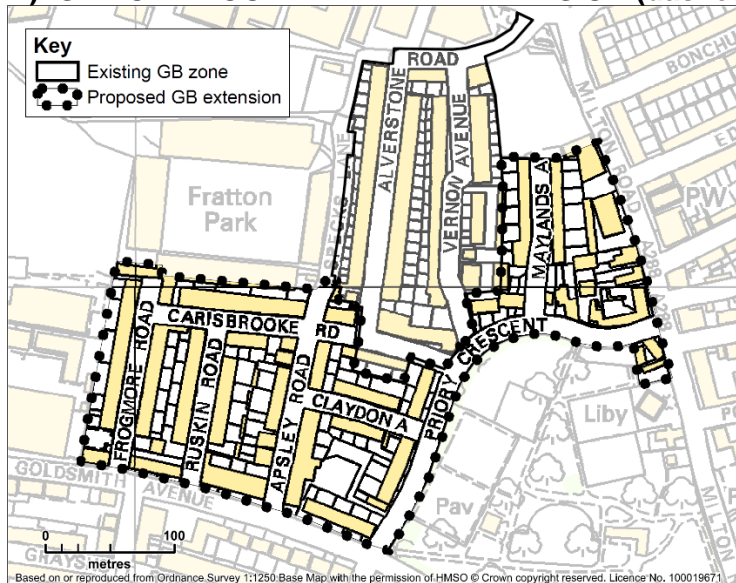
£630.00/year for each subsequent permit

**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) GB ZONE BOUNDARY WITH EXTENSION (dashed line)**





**B) WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS / GB PERMIT HOLDERS\***

**\*Would not apply on match days when waiting and loading restrictions are in force**

Within marked and signed parking bays on the sides and lengths of the following roads:

1. **Apsley Road**
2. **Carisbrooke Road (west of the road closure point)**
3. **Claydon Avenue**
4. **Frogmore Road**
5. **Maylands Avenue (restriction signed only; no bays marked)**
6. **Priory Crescent (west and north sides)**
7. **Ruskin Road**
8. **Specks Lane (between Carisbrooke Road and No.4)**

**C) CHANGE FROM: WAITING LIMITED TO 2 HOURS, NO RETURN WITHIN 4 HOURS / GB PERMIT HOLDERS TO:**

**WAITING LIMITED TO 1 HOUR, NO RETURN WITHIN 2 HOURS / GB PERMIT HOLDERS**

1. **Alverstone Road**
2. **Carisbrooke Road (east of the road closure point)**
3. **Vernon Avenue**

**D) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS / GB PERMIT HOLDERS**

1. **Priory Crescent**  
East and south sides adjacent to Milton Park

**E) WAITING LIMITED TO 3 HOURS, NO RETURN WITHIN 4 HOURS / MI PERMIT HOLDERS**

1. **Goldsmith Avenue**  
North-east side, between Priory Crescent and Milton Road

**F) GB PERMIT ENTITLEMENT:**

All properties within the GB zone boundary and its extension shown at Part A

**G) NO WAITING AT ANY TIME (double yellow lines) (Measurements exclude footway width)**

1. **Apsley Road**  
West side, a 5m length northwards from Goldsmith Avenue
2. **Carisbrooke Road**  
A 3m length at the road closure point
3. **Specks Lane**  
West side, a 1m length northwards from Carisbrooke Road

To view this public notice on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) , search 'traffic regulation orders 2021' and select 'TRO 3/2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.



Persons wishing either to support or object to these proposals may do so by sending their representations via email to **TROteam@portsmouthcc.gov.uk** or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 3/2021** by **28 July 2021** 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 responses received during the statutory 21-day consultation**

Please note emails and letters have been replied to with the information provided within this report, or with specific relevant details.

| <b>Support for GB extension and proposals under TRO 3/2021<br/>(within extension area)</b>   |
|--|
| <p><b>1. Resident, Apsley Road</b></p> <p>I am writing in support of the parking restrictions currently being suggested for the PO4 area. I fully support the proposition. Parking is becoming increasingly difficult at any point from 1500 weekdays and worse still at weekends. Being a resident it would be nice to be able to park somewhere close to my property in Apsley Road. Happy with how the match days are managed, residents are made aware of matches in advance and are able to prepare.</p> <p>Please put me down as fully supportive.</p>   |
| <p><b>2. Resident, Apsley Road</b></p> <p>I am writing to confirm that I approve, in general (please see below), with the proposed parking scheme set out in your letter of July 2021.</p> <p>I live on Apsley Road and have one car. I am not clear as to whether our parking zone is larger than normal, taking into account the parking restrictions on match days. We do need more scope for parking than other streets.</p> <p>Some language in the proposal is unclear: B and C refer to limited waiting times, but seem to include those entitled to park. Please confirm that there are no limits to parking for permit holders (<i>Confirmed</i>)</p> <p>There is a potential/probable problem on match days: whether there will indeed be enough parking for residents. An obvious solution it seems would be to enable those with the relevant permits to use the Pompey Centre parking, i.e. B&amp;Q etc., on match days if no other parking can be found.</p>   |
| <p><b>3. Resident, Apsley Road</b></p> <p>I am in favour of the proposed extension to the GB Alverstone Rd area parking zone.</p> <p>I do not own a vehicle but my family visit me often and I hope that they will be able to find a parking space. They will probably have to pay for a visitor permit each time as the reduction from 2 hours to 1 hour would not provide enough time to cover the visit. How will this work as often, my visitor will come up to see me, before taking me out for some shopping etc and then come back up to my flat for a chat and a cup of tea. Would the £1.15 paid for 12 hours cover both parking events? Or, should the visitor only need to pay for the second parking event on our return from shopping? (<i>A 12-hour visitor permit allows for 12 hours' parking, regardless of how many times the vehicle comes and goes during that period</i>)</p> <p>People who do not actually live in Apsley Rd regularly park Transit vans and other work type vehicles in Apsley Rd, outside of our block of flats and the Dental Practice opposite. The owners live in other roads. Hopefully, these vehicle owners will then have to cease leaving them parked up overnight and at weekends in Apsley Rd.</p> |





**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

**4. Resident, Apsley Road**

I support the GB Alverstone parking zone proposal as really difficult to find parking at the moment.

**5. Resident, Apsley Road**

I voted to introduce a parking zone. Years ago parking was ok. Since then of course, we have more HMO properties in the adjacent area/roads, and with the spread / adoption of parking zones in adjacent areas, that has simply pushed the problem into our roads. More often or not, I am unable to park anywhere near Apsley Road after 6pm due to the high volume of commercial vehicles who use this road, in particular to avoid paying permits for their own roads, and also because we do not have a zone, we have homes in the road who have too many vehicles.

As Portsmouth city council as continuously introduced schemes, it is impossible to not have one now or the situation will only get worse and worse so you really leave us with no choice.

The problem is daily, it is no worse or less at weekends, but particularly if you arrive home after work after 6.30pm it is impossible to park near your home due to all the commercial vans who have arrived and parked up and walked back to their own home and that is simply ridiculous.

Hopefully, as those who voted for a scheme were in the majority, you will continue and go ahead and implement the scheme. The extension of double yellow lines at the top of the road is also welcome as many commercial vans park just inside the road near goldsmith and it really is a hazard as blocks your sight/line of view when turning into the road which is not helpful either.

Hopefully this will also mean football visitors do not take our spaces either on match days as being so few of them, that is a problem also and they visitors should be encouraged to park and ride or use public transport.

**6. Resident, Carisbrooke Road**

I am broadly in favour of this proposal and would support it if passed.

**7. Resident, Carisbrooke Road**

As a resident of carisbrooke road, I fully support the proposal to make our road permit holders.

It is becoming more and more difficult for residents of this street to find parking in either this road or adjoining roads, mostly due to ,

- 1) work vans being left
- 2) residents from current permit holding roads parking their vehicles to avoid buying permits.

We currently have a blue badge for a family member however frequently find the bay we use has been taken up by vehicles who DO NOT have a blue badge and park there because there is no other parking, which means we have to park a fair distance away, my family member needs the car kept close in case of needing urgent care.

I really do hope other residents support the proposal.



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

**8. Resident, Carisbrooke Road**

We fully support permits and 1 hour free parking time. Since permits were introduced to other areas we have noticed an increase in parking in our area. Also on football days the 2 hour free parking time would allow supporters to park their cars in roads near Fratton Park, reduced to 1 hour supporters would be encouraged not to drive their cars. Many thanks to you for listening to the residents concerns re parking.

**9. Resident, Claydon Avenue**

I live on Claydon Avenue and support this proposal but would like to confirm that the no waiting at any time is also in place for the turning zone at the Priory Crescent end of Claydon Avenue as this is often blocked (*double yellow lines will remain*)

**10. Resident, Claydon Avenue**

I am 100% in favour of the proposed parking zone for Claydon Avenue

**11. Resident, Claydon Avenue**

May I please register our SUPPORT of the above proposals.

Following the recent introduction of the ME and MI parking zones to the south of Goldsmith Avenue we have noticed a marked increase in parked and abandoned vehicles originating from outside of our immediate area. This overspill parking has steadily been getting worse and I concur with the comments regarding Priory Crescent, areas of which often resemble a traders operating yard with many vehicles appearing to originate from well outside this area and often being left for very long periods of time. We feel that this also affects road safety.

The HMO's in our area seem to generate a large number of vehicles, one in our road currently up to six cars and three mopeds, if rigidly enforced then the proposals may also help to regulate this issue.

The short parking periods may involve many visitors to houses requiring a ticket but we think this may be a small price to pay. Visitors to the few businesses within the proposed enlarged GB zone should we imagine have adequate time to conduct their business. The inclusion of the east side of Priory Crescent is we feel necessary and a positive plan.

We support these proposals.

**12. Resident, Claydon Ave**

I am writing to say that I fully support the GB Alverstone parking zone extension. Hopefully it is accepted, the only people I can see being against this is households with multiple vehicles that would rather see residents not be able to park, rather than pay to park. The only negative is that there is no mention of the Double yellows at the end of Claydon Avenue, surely this should remain as a No waiting area as we already have problems with parents dropping off at the nursery

**13. Resident, Frogmore Road**

I am emailing to confirm my support for the GB Zone Extension to include Frogmore Road. I have increasingly found it difficult to park when I return home from work, especially since the permits being introduced in the Haslemere Road area. I have seen many people park their cars on Frogmore Road and walk back into Southsea. I look forward to having a residents permit.



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

**14. Resident, Frogmore Road**

I confirm that I totally agree for Frogmore Road to have parking permits, the sooner the better.

**15. Resident, Frogmore Road**

I want to register my support for the proposals. I have lived in Frogmore for years, following parking schemes being introduced in the surrounding areas it is VERY difficult to park in the area, I feel that is important to introduce the extended parking zone .

**16. Resident, Frogmore Road**

Well I was against the parking zones but the last year has been a nightmare !! . My and the area north of haslemere road is just a dumping ground for HMO houses or the 2nd and 3 rd cars of that area . We have had city exhaust dump cars for months on end with no comeback one city taxi was here for 4 months not insured . One southern electric van here for months just left Portsmouth football club not using there very large free car park or any work on the ground the workman park here or near by . Its so bad where I work shifts I can't drive on late's have to lift share and half of the year park my car in a family member's garage 1 mile away its soo unfair . People say why don't you drive your new car more ? where am I gonna park it ? .We have HMO houses got there cars they don't move either mix in some bad parking and cars that don't move its a nightmare ! . To sum up i'm begging the council to sort ot this mess WE ARE A DUMPING GROUND why should we suffer ?

**17. Resident, Frogmore Road**

I just want to say that I have been waiting for these changes in the Frogmore Road area where I live for years. Parking my car only become an issue around 3 years ago, having all the new parking restrictions in place on all streets underneath the Goldsmith Avenue. As a result, all the parked cars(visitors, students, commercial vans) moved up in Frogmore/ Alverstone/ Apsley road area. "Waiting limited to 1 hour, no return within 2 hours/ GB permit holders exempt)" it should solve the parking issue in the area.

**18. Resident, Goldsmith Avenue**

We fully are for parking permits, as we can never get a space due to various vans caravans mini busses, parking for days on end in priory crescent

We also hope your plan includes the parking on the park side. (*confirmed*)

Have had a thought, if you go ahead with the proposed permit extension, where are all the cars going when it is football days? As you must know, no parking is allowed in some roads near the stadium when football is on, so what is going to happen, and where are the cars going to go.

Perhaps fratton park should give residents free parking.

Where are people to park when the roads are closed due to football playing. Yes most people want permit parking zones, but that will stop any parking places for days like these. What is your answer to this ?



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

**19. Resident, Goldsmith Avenue**

I would like to give my support for the proposed schemes TRO 3/2021. Parking has become a nightmare since the introduction of parking zones all around us. Some nights when my husband returns from work he spends half an hour driving around looking for a parking space. Since the introduction of ME and MI parking zones, overspill parking has greatly increased the number of white vans parked on the North side of Goldsmith Avenue and in Priory Crescent. The return of Bowls players in Milton Park has also greatly reduced parking. We are dreading the return of football fans to Fratton Park. The proposals will give us more opportunity of parking within walking distance of our home.

**20. Resident, Maylands Avenue**

I wish to express my wish for the parking permit extension to go ahead.

I have found increasingly difficult to park in my Rd ( Maylands Avenue). We are frequently having cars that do not belong to residents in this Rd park overnight frequently.

You have my agreement for parking permits.

**21. Resident, Maylands Avenue**

I strongly support the parking zones, we have been here for many years but the parking has now become intolerable.

**22. Resident, Maylands Avenue**

I am a resident of Maylands Avenue and wish to convey my support of the proposed extension.

Parking issues have, in recent times, become a major problem.

Hopefully, with the introduction of residents parking permits, this will relieve this issue.

My only concern is how effective the monitoring and implementation of the restrictions will be, especially on match days.

That said, I totally support this proposal.

**23. Resident, Maylands Avenue**

I am writing in support of the proposed residents parking scheme.

This is because it has become increasingly difficult to park in this area due to:

- multiple car ownership (in some cases excessive)
- poor on and off pavement parking which also ends up blocking the pavement for pedestrians (some white guide lines might help?)
- spill over parking from other zones
- occasional long term parking by visitors to Milton park
- business parking

I also do not understand why match days have not been included in this order as these are the worst days for parking. I would be grateful for an explanation/further information if possible. *(Match days are included, but the waiting and loading restrictions currently enacted elsewhere will continue, to improve safety adjacent to the stadium entrance. They do not apply in Maylands Ave)*



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

**24. Resident, Maylands Avenue**

In response to your letter regarding the parking restrictions for Maylands Avenue and the surrounding roads, I am writing to confirm that I support the restrictions as laid out in the proposed extension to GB Alverstone Parking Zone and changes to Free Parking time (TRO 3/2021)

Due to the large influx of households owning more than 1 vehicle (some have 3 or more) in Maylands Avenue and the fact that restricted roads close to us now use our road as a "mid week dumping" ground for their cars – I think the implementation of these restrictions will significantly ease the parking problems.

**25. Resident, Maylands Avenue**

It is with reluctance that we support the proposed parking changes and the introduction of parking permits for Maylands Avenue. This was of course inevitable at some point in time as cars have slowly been pushed to parking in our area as permits have been introduced in others, no doubt this has happened for other areas and will continue to do so until the whole island is covered by parking permits. Meanwhile (and we appreciate this partly a central govt issue) the second most congested city in the country will continue to build more flats, convert more business premises into flats, increase the population living in the city and the number of cars. We will become an un-visitor friendly city, which will harm local businesses as well.

The only times cars are ticketed on the existing double yellow lines are if local residents report vehicles, so it will be interesting to see how well the new restrictions are enforced. Please pass on our congratulations to the Lib Dems for finally getting what they wanted. We will submit an FOI in the future to gather evidence on how well the scheme is controlled and when tickets are issued e.g. is it controlled during football matches.

**26. Resident, Maylands Avenue**

I would like to give my support for the resident parking zone proposals

**27. Resident, Maylands Avenue**

I would just like to give you my feedback and thoughts on the proposals as above.

The news that at last our road, Maylands Avenue, is to hopefully included within the GB zone is the best news we have heard for a long time. Since we have been the only road in this area with no controlled parking has been very distressing, especially on football match days.

For a long time we have been prisoners in our homes when football is on, plus we get a lot of trade vehicles left on our road, sometimes for days on end.

We also get a lot of parking for people visiting to park for various activities, so yes we fully support these proposals.

On another note can you point me in the direction as to who we can speak to about signs at the end of our road ? We live in a cul de sac with no turning at the end and we get a lot of oversized vehicles trying to turn which has resulted in hit and run wall damage. We have dead end signs, but could do with "No turning space" signs as well ??



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

**28. Resident, Maylands Avenue**

I wanted to state our views on this and that we strongly support the proposed extension of the GB parking zone which will include our road Maylands Avenue. We have never had any parking problems in our road until the recent permit parking came in all around the other side of Milton Park, Prince Albert Road and the roads off it. This has pushed the problem into our road sadly and has impacted us even though we only have 1 vehicle for our household. I now believe residents permit parking will improve the situation.

**29. Resident, Priory Crescent**

To confirm, and following on from the comments we made in the previous survey, we support plans for this extension to be put in place.

Our main issue, and why we would want this enforced, relates to the number of commercial vehicles that park down Priory Crescent from neighbouring roads that already have a parking scheme in place. Anything to reduce this we can only see as a major positive.

Also, it has become quite apparent that a number of people are leaving their cars, mobile homes and vans for weeks, sometimes months at a time. No idea for the reasoning behind this but it happens frequently. I know of at least 4 vehicles that have not moved since October 20. One of which has no tax or MOT and has been reported. It does make parking for residents of this road almost impossible.

One question, in terms of the proposed GB Zone Boundary, can you confirm what the area of Priory Crescent, between Claydon Ave & Goldsmith Avenue, opposite Milton Park, will be?

Am I correct in saying 'waiting limited to 3 hours, no return within 4 hours'? Could you please clarify. (Apologies, we were struggling to make it out when looking at the location map). *(Yes, with an exemption for permit holders)*

**30. Resident, Priory Crescent**

I support the above proposed extension and changes to free parking time (TRO 3/2021).

**31. Resident, Priory Crescent**

I am writing to express my complete support for this proposal. This is exactly the solution that the area needs.

The extension of the zone is needed as, with nearby areas being zoned, the area around Milton Park has increasingly been used as a dumping ground for 2nd/3rd cars, motorhomes and commercial vehicles (see attached recent pictures). This has impacted on both residents and park users.

The idea of a one/three hour waiting limit around the park (particularly Priory Crescent) is exactly the right solution to resolve problems about access to the park. This will, hopefully, allow park users who access the park by car (dog walkers, tennis players, families with children and bowls players) sufficient time to use the park, but prevent overnight dumping of 2nd/3rd cars and commercial vehicles.



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

As a resident of Priory Crescent I would like to thank those involved for listening to and addressing our concerns about the parking issues in the local area.

**32. Resident, Priory Crescent**

I would like to say I agree with everything in the proposal for extending GB parking Zone and fully support it. Parking here is horrendous. I simply can't wait for this to be put in place.

**33. Resident, Priory Crescent**

I am a resident on the east side of Priory Crescent and my wife and I are fully supportive of the new scheme. We have seen a massive increase in the number of commercial vehicles parked on our road to avoid paying for a permit in roads close by. In addition, our road has also become a dumping ground for abandoned and untaxed vehicles, again to avoid the increased surveillance.

**34. Resident, Priory Crescent**

I fully support the extension to the residents parking scheme (GB Alverstone). I am in favour of B and D due to the amount of large commercial vehicles parked for long periods around the park, particularly on the west side.

**35. Resident, Priory Crescent**

I have always voted against establishing an RPZ in the Priory Crescent / Maylands Ave area and would still prefer not to have one.

However, since the creation of the ME and MI zones, overflow parking in this area coupled with a couple of residents who seem to think it is OK to have 8 or more vehicles, often without tax or MoT, I fear the time has come when life here would be better with an RPZ than without.

The proposed scheme is logical and I am pleased that you are including both sides of Priory Crescent – it does makes sense for the park side to have 3-4 hours permitted parking and shorter time on the other side.

However, I have real concerns about parking on match days – if fans cannot park in local streets to attend a match, where will they park as there are no viable alternative transportation options to get 20,000 people into and out of the venue.

I would suggest that any new scheme be suspended on match days – this would achieve the desired effect of reducing the overall number of vehicles in the area and removing the overflow, whilst not impacting attendance at Fratton Park.

**36. Resident, Priory Crescent**

With reference to the above, I wish to register my support for the parking zone for my area.

**37. Resident, Priory Crescent**

On behalf of my husband and myself, I am wring in support of the GB residents parking zone proposals.



**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

As residents of Priory Crescent Milton, it is frequently difficult if not impossible to park on Priory Crescent the majority of spaces, especially on the park side of the road being taken up with commercial vans, PCC vans, mini buses, camper vans, taxis and other vehicles that have nothing to do with the local residents. Over the years we have lived here, we have seen the road become a free "long term car park" which is both frustrating and often dangerous, with vehicles being left for many weeks unattended, often in poor or unroadworthy conditions. At any one time, at least 60% of vehicles parked on Priory Crescent are business vehicles.

It has become notably more difficult to park since parking restrictions were introduced on roads off Winter Road, a likely explanation being that Priory Crescent is a free option for residents who do not wish to buy a permit on the roads where they live.

We support the Council charging for permits, if there is a guarantee that revenue used will be used to invest in more environmentally friendly transport in the City (cycle lanes / parking, Park and Ride, ) and other developments to improve the City for future generations.

We are happy to be contacted, if required, to provide more information about why we are supporting this parking zone proposal

**38. Resident, Priory Crescent**

I agree and support everything in the proposed parking Zone for GB.

**39. Resident, Ruskin Road**

I have received my letter today and can I just lodge that I approve of the scheme

**40. Resident, Ruskin Road**

I have received the information regarding the proposed extension to the GB Alverstone parking zone.

I fully support all aspects of the extension.

**41. Resident, Ruskin Road**

I support the proposal to extend the GB parking zone to include Ruskin Road, where I am a resident.

**42. Resident, Ruskin Road**

I would like to SUPPORT proposed extension to GB Alverstone parking zone. My working hour varies. There is hardly any parking spaces left when I return home. It seems like people are dumping their cars on Ruskin Road and it is very unfair to us residents.

**43. Resident, Ruskin Road**

We badly need permits now that everything South of goldsmith ave have permit parking. By 2pm out road is full and most cars and vans belong to people who don't live in the road and is becoming a real pain

**44. Resident, Ruskin Road**

We have received the letter regarding the proposed parking extensions to GB Alverstone Parking Zone and Changes to free parking time.





**Support for GB extension and proposals under TRO 3/2021  
(within extension area)**

We are in full support of this and would like to see it implemented as soon as possible. Specifically in Ruskin Road, where it has become increasingly difficult to park.

**45. Resident, Ruskin Road**

I am writing to confirm that I am in full support of the parking extensions proposed.

It is incredibly difficult to park on Ruskin road with others (not living here) using the road for free parking resulting in myself having to park 10 minutes away from my own house.

**46. Resident, Ruskin Road**

Support proposed parking zone

I can tell you that I have one sole vehicle that I use/have which is a company owned lease hire vehicle that I have full private use of. So as long as you give me no grief when it comes to arranging my permit I'll be in full support as loads of people park round here that don't live round here.

Unless it's a more citywide parking scheme it kinda just pushes the problem around.

**Support for GB extension and proposals under TRO 3/2021  
(within existing GB zone)**

**47. Resident, Vernon Avenue**

I am writing in support of the proposed changes to the GB parking permit area. They will make parking easier for residents, especially on match days when the whole zone can become filled meaning we have to park many streets away as we cannot park in neighbouring zones outside the GB area.

I have noticed that Priory Crescent is being used for long term storage of vehicles and believe adding this to the zone will be a positive improvement.

There also appears to be an issue with people using Alverstone Road as a 'rat run' to avoid the Milton Road traffic lights which might benefit from investigating.

**Support for proposals under TRO 3/2021  
(Goldsmith Avenue, MI zone)**

**48. Resident, Goldsmith Avenue (MI zone)**

I would like to register my complete support for the proposal to introduce 3 hours waiting limit on the North East Side of goldsmith avenue with exemption for MI permit holders.

This is essential and must be introduced as since the introduction of the MI Zone parking has made it impossible to get a space on the North east side of goldsmith due to vans and work vehicles parking there from elsewhere, especially from Friday to Sunday where they are parked all weekend meaning not only can residents not park but people cannot access the park

3 hour limit with permit holders exemption is perfect for correcting this problem and must be introduced



**Support for proposals under TRO 3/2021  
(Goldsmith Avenue, MI zone)**

**49. Resident, Goldsmith Avenue (MI zone)**

I would like to confirm my support for the proposed restrictions of waiting limited to 3 hours/MI permit holders exempt on the North-east side of Goldsmith Ave.

As a Goldsmith Avenue resident, I am in agreement that this will resolve the current parking issues, especially with regards to long term parking of commercial vehicles from elsewhere in the city, whilst still allowing for park users and frampton park users.

**50. Resident, Goldsmith Avenue (MI zone)**

We totally support this proposal, as it will allow people to park and use Milton Park for their activities and prevent cars, vans, lorries and camper vans parking in the same place for days/weeks on end.

Our only concern is to how it will be patrolled and enforced.

**51. Resident, Goldsmith Avenue (MI zone)**

Good afternoon I've received a letter in the post regarding the parking situation down Goldsmith Avenue.

We struggle even with this new permit scheme to find spaces outside our home or close to home.

I think the plan proposals are just what we need I completely support it, we seriously need to do something about this parking situation because it's becoming out of hand.

Also I really would like the local council to take a look at letting locals have driveways! Our road is currently classified so we cannot have drives.

In conclusion I completely support the planned proposal.

**Support for GB extension and proposals under TRO 3/2021  
(no address given)**

**52. Resident**

We strongly support the proposed changes to the parking zones

**53. Resident**

I am writing to express my support for the proposed extension of the GB Alverstone parking zone. For many years those living just outside the zone have been unable to park due to those inside the current parking zone not wishing to pay for parking permits, or additional parking permits, and with the new MB zone also in place, this has displaced a number of vehicles into roads that are not restricted.

I would also like to thank you for including the small section of Specks Lane that intersects with Carisbrooke Road as this is a particular issue for those living next to the GB zone.

Although I am sure a number of residents with more than one car will not be supportive of the proposed changes, for those of us that are just a one car household,



**Support for GB extension and proposals under TRO 3/2021  
(no address given)**

it can only mean a fairer system for those residents in the extended area, as parking is a premium.

I also support the proposed changes to Priory Crescent as it has been noted over the years that many vehicles are left there for weeks if not months at time without moving, and it would allow more spaces for those that are affected by the restrictions once the football resumes to be able to find a parking space without having to walk a considerable distance from the area on match days.

I would like to thank you for considering the proposal in the first instance and for the work involved with this.

**54. Resident**

In reference to TRO 3/2021. I fully support this proposal. Parking is a severe issue in this area as currently used as overflow from restricted parking areas adjacent to this area.

I look forward to this proposal being implemented

**55. Resident**

I am in full support.

**56. Resident**

I support the proposals for this parking zone, but would like to know why there has been no mention of where residents in the roads affected by match day parking ie; Frogmore Road, Carisbrook Road, Ruskin Road, Apsley Road, are actually expected to park when the match day restrictions are in place! Surely you cannot expect half a street of cars in the 4 roads to just pop out for 4-5 hours as obviously we will be unable to park in other zones! This is one of the main reasons RPZ has been rejected in the past as you have been unable to offer a solution & now it seems there is still no solution to this problem.

I would be glad to hear your response to this problem before the parking restrictions come into play.

**Support for extension to GB zone but objecting to other proposals under  
TRO 3/2021 (within extension area)**

**57. Resident, Apsley Road**

As a resident in this proposed zone I heartily agree with parking restrictions as the area is now being used as an overflow for other parking zones. I do think that a limit of one hour is a little harsh and think two hours would be preferable?

I think it will be impossible for anyone to park for a game of bowls at the bowls club in Milton Park as normally a game will last for two to three hours. Is there any concessions for the bowls association which consists of four clubs and approximately 120 members? If not I fear that it will be very difficult for The Milton Park Bowls Association to continue! *(3 hours' parking is proposed adjacent to Milton Park)*

**58. Resident, Goldsmith Avenue**

I wish to register my views on the proposed GB parking zone:



**Support for extension to GB zone but objecting to other proposals under TRO 3/2021 (within extension area)**

I do not agree with the proposed change to the waiting time from 2 hours to 1 hour in the existing restricted areas and I believe the waiting should be kept at 2 hours in the proposed restricted streets. This is because I believe 1 hour is not long enough time. I do not agree with waiting limited to 3 hours on Priory Crescent and Goldsmith Avenue adjacent to Milton Park, however I think there should be some restriction on these roads to prevent vehicles being left on these roads for considerable time periods without being moved, I would like to see a 48 or 72 hour time restriction. In summary, I am in favour of the GB parking zone but would like to see the proposals above included if the zone is to be implemented.

**Objection to GB extension and proposals under TRO 3/2021 (within extension area)**

**59. Resident, Apsley Road**

I wish you to formally note my objection to these plans for the following reasons listed below.

Parking where you are proposing is already severely restricted on match days which already makes it difficult for residents to park. Those of us that live near to the football ground are aware when matches take place and consequently move our vehicles accordingly to be compliant. Additionally, we would not be able to park anywhere near our property due to restrictions being in place in and around the area.

I note in your proposal, the parking permits will 'put off' people parking in our road during match days. In the past we have not had any problems with supporters parking in our area.

People that park in the flats along Apsley Road have their own private parking behind a locked gate, but for ease park in Apsley Road - will they be issued permits even though they have their own private parking?

Whilst writing, I have also spoken to other residents around the area and they too also object to having parking restrictions in place and were also surprised that you are looking at implementing it.

**60. Resident, Apsley Road**

I am emailing regarding the proposed new parking restrictions in Milton GB permit area.

At this time I am opposed to these permits in my area.. Apart from on football days I cannot see any benefit for permits in this area. Although parking is not always easy. Looking around my area I cannot see any vehicles that do not belong to residents here . I do not feel that us paying for permits plus visitors parking will change the parking situation in the vicinity. This is not an area where people use these roads for parking for shops/railway or tourist spots.

We have 2 apartment blocks in our area will they also be entitled to permits,? or will the fact that they have a car park mean they will not be given street permits?

I can see that as more roads around me have parking restrictions inevitably we may have to have them in the future . If this is the case I believe that the 3 hours waiting



**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

time should be applied here as that would stop people coming from other areas and leaving their cars overnight IE vans and would still allow visitors to come to our homes without having to pay for permits.

Having spoken to friends who have had permits recently in their areas they are not feeling any benefits at all with the 1 hour exclusion zone. As we work shifts at coming home on a late shift they still cannot park. So in effect they are having to pay for something that is not reaping any reward

**61. Resident, Apsley Road**

I am emailing to submit my objection to the proposed extension to GB Alverstone parking zone and changes to free parking time.

I do not feel parking is a problem on Apsley Road and do not agree to it becoming permit holders only.

If the proposed extension goes ahead I disagree with a one hour limit. One hour is a big inconvenience to me and it is not long enough for someone to visit and help me with my children, one of whom has special needs. I do not want to have to purchase a visitors permit each time someone visits to help me out. Two hours is much more convenient for me and would still prevent non residents parking for longer. Match days are always busy but I do not feel reducing it to one hour will make much difference to me or my family and would could us massive inconvenience at all other times.

**62. Resident, Apsley Road**

In principle, I do not agree with Residents Parking Zones, as I cannot understand why I should pay for parking anywhere in the proposed zone, which I now do.

I believe residents should be able to park in their zone for free, with visitors able to park for 2 hours. However, if and when Residents Parking comes into force, I would agree to the 2 hours between 4pm and 6pm being restricted to residents only.

I would ask:

Will residents of Goldsmith Avenue who have driveways in which to park their vehicle(s) be eligible for a Residents Parking Permit?

Also, would residents of Rhys Court, who have their own private, off road car park, be eligible for Residents Parking Permits?

In addition, there are some Multiple Occupancy houses in this area. Will each occupant be eligible for a permit?

How will this effect Milton Bowling Club?

**63. Resident, Carisbrooke Road**

I object to parking permits in the GB zone. If parking is not enforced on match days in GB zone, anyone can park here. Where are GB zone holders going to park when only one side of the road is in use? This is a safety requirement to allow emergency vehicles access. GB zone holders are a special case and should be allowed to park in B & Q car park on match days. The letter from Portsmouth city council July 2021 seems to have contradictions over match days. It states that '1 hour is more likely to deter football supporters' but then also states 'would not apply on match days. I know the football ground was here before the residents and I fully accepted that moving



**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

here, but the roads listed on Portsmouth.gov.uk should ask for a reduced rate. It's evident that parking permits move problems elsewhere. Apart from the football Fratton park staff and match days there was no issue for parking in Carisbrooke Road, there is now an issue because of permits in other areas. If permits came in I would like the option to pay as extra £10 a year and be able to use B&Q car park. I know Portsmouth city council investigated this but didn't want to pay extra.

A rough estimate is that there 265 houses in GB, if 80% have a permit that is £7950.00

If 40% of houses have a second car that is £12720.00

If 10% have a 3rd car that is £7800.00

Total £28470.00

Please get back to me as to where we can park on match days when there is only one side in use?

As a resident of the GB Parking Zone Extension, i object to the proposals put forward for resident parking permits.

This is because of several reasons:

1) I believe we are a Special Case because of the football match day parking restrictions. We won't have anywhere to park on match days if all other areas are permit parking,(one way of possible mitigation here would be to park in B&Q car park).

2) You state in the letter dated July 2021 that 1 hour for free waiting time would deter supporters from parking during matches but in the same letter you state this would not apply on match days when waiting restrictions apply. Restrictions only apply after 1pm on afternoon games and 5.30pm on evening games. If the game requires it, vehicles have to vacate one side of the road only, no other restrictions apply so, if they turned up early, parked on the correct side, they would be able to watch the game and leave at the end. Thus preventing our parking.

3) Generally speaking, we should have a reduction in any proposed permit charges and the Council should take into account the football ground parking issues. I've always been able to park outside or near to my house so i don't see a need for permits.

**64. Resident, Claydon Avenue**

I strongly object to parking Zones across the city , When I am cycling around Portsmouth I see empty streets but people driving around & not sure where to park . I certainly would not like to see parking permits in my Avenue ( Claydon Ave ) there are twenty houses, I have lived in this Avenue for many years, as Regards Football matches , you work around the match as to whether moving your car or not ! In my small Avenue, there are at least five motorcycles, they take up space , but I see they are exempt. A parking permit is not useful, on top of that I have to pay out more money , I already pay all my taxes . Just to add to this a car has been dumped on the



**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

double yellow lines in my Avenue , also another car has been dumped for six months, that has tax on it so nothing has been done about that !!!

I strongly object to a Parking Zone In Claydon Ave , as I have said before , I feel it will create more problems with parking , this is what has happened all over Portsmouth , also it will be another cost & a pain when my family come to visit me . In my tiny Avenue many people have motorcycles, who can park wherever they like & take up space , that won't change will it !

**65. Resident, Frogmore Road**

Writing to tell you that we OBJECT to this Stealth Tax you are trying to bring into our area, on the grounds that it is not wanted round here and we have always rejected it. It's different around here due to the football and because a lot of us HAVE to move our cars BY ORDER. Now you are trying to enforce/bully it onto us. To say we have to pay for the upkeep of new signs is ludicrous, as we didn't have to pay for the 20 mile an hour signs.

Pleas can you also tell all of us that are ordered (again by PCC) to move our cars on every Pompey game, where are we supposed to move to. As all the areas will be different parking zones. I keep asking this question without once anyone from PCC answering it. You just care about bringing in the cash, without being bothered by any stress us residents have to put up with. So it would be nice if we could get an answer on where we park during a game. Also a REPLY to this email would be nice, rather than just deleting it because it isn't agreeing with you.

Thank you for another distressing letter but it is a big FAT no from us

**66. Resident, Frogmore Road**

I object to the proposal to include Frogmore Road in resident parking zone.

**67. Resident, Frogmore Road**

Please could you tell me when the survey was carried out, And how many people replied? I wish to show my objection of parking permits to frogmore road and surrounding roads.

If the permits were to go ahead, would frogmore and alike residents who have to move on match day (when the stadium is back to capacity) get a price reduction?

Are the permits transferable between vehicles as I sometimes have to bring my van home (registered to my company address not my home address)?

Furthermore, I would like to purchase and electric vehicle.. at the moment I've noticed 1 electric parking bay in the GB area. Are there any plans to increase the charging capacity in the very near future? At the moment, with out a driveway it seems very unlikely that anyone would go electric without the capacity to charge outside or near their home.

**68. Business, Goldsmith Avenue**

I strongly object to the proposed parking and waiting restrictions for the extension of Zone GB.



**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

The proposed zoned parking and waiting restrictions will ruin the business we have built up. Our visitors, who often travel quite a distance to see us, quite often have an appointment that is longer than your proposed waiting restriction for the roads local to us (Apsley Road, Ruskin Road, Frogmore Road etc.).

As a non-restricted residential area, we have never had any problems parking over the years, as with lots of residential areas, people go out and work during the day, this makes the roads in working hours quite easy to park in and as we do not open evenings or weekends, we do not disrupt the local area at busy times, when people are wanting to park near their home.

We are a local employer of part time staff, who work different days and hours and the new restrictions will impact on all of them, as well as all our customers. We would ask you to reassess the need for the parking in these roads to be so restricted, just limited to one hour waiting when other surrounding zones such as ME – Haslemere Road, MC – Bramble Road, MB – Orchard Road – parking zone information and MI – Middlesex Road – parking zone information, have much more appropriate restrictions in place.

If it is necessary to place restrictions on the parking locally, then maybe it could be done in a fairer way to help residents as well as local businesses get what they need.

**69. Resident, Maylands Avenue**

I object to the proposals as it is unnecessary. Maylands avenue doesn't need a scheme as all residents are lucky to be able to park in the road and minority of the time outside-or at least very close to our homes.

Not to mention the cost of the scheme and having to pay for guests parking.

**70. Resident, Maylands Avenue**

I object to this idea for Maylands Avenue as the road does not suffer enough with parking issues to warrant residents parking.

A better solution would be to just limit the number of vehicles per house as No ! has possibly 7 cars in the area that you are considering.

I do not like the idea of having to pay for parking outside my house at all.

The idea that this will rake money in for the council and create jobs I understand, but I would rather pay an extra 5p council tax than pay for parking in a city I came to love

**71. Resident, Maylands Avenue**

**STRONG OBJECTION TO THE PROPOSAL**

We are writing with regard to the above matter and Portsmouth City Council's proposal to extend the parking one to include Maylands Avenue. We are a close knit community down our road and have our own system of decency and wellbeing for each other and have a system in place to help and assist each other and it works extremely well for us.

Every year it seems it is pushed forward as an idea for us to support a parking zone in our street and each time we vehemently protest about this happening. We feel that we already pay a high enough council tax, road tax, car insurance etc let alone pay another high charge for a parking permit that DOES NOT guarantee or mean you are





**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

buying the right for a parking space. For us it seems yet another scheme to obtain more revenue . People are already struggling to pay the bills monthly which seem to be creeping up more and more, yet the wages do not get increased in line with the other highly monthly outgoings. This is now also exacerbated by the Covid situation and complications that has entailed e.g. furlough etc. Now parking permits and visitors permit fees on top just add to the worry of it all.

As far as we can see the council doesn't have the resources to police the system. So far the effectiveness of this proposal doesn't seem to be working that well and no one we know have told us how pleased they are with it just that it is more expense and extra planning if you have any visitors. On top of that there is no guarantee in easing parking even on football match days as stated in one of your arguments in the letter we received. However, financially it makes more sense to risk not being able to park on the odd football days than pay a high annual fee that still does not guarantee a parking space.

We feel sure the fee would just increase more and more annually and wages will not. This makes it yet another financial worry when families are over stretched as it is. People are already looking to try and move out of the city so that parking does not become a headache which is so sad.

Our younger generation are having to live at home for longer due to the house prices let alone the extra cost of parking permits etc on top. Most houses are at least a two car address now due to the number of people now having to live at one address as young adults need to live with parents and work in the city.

We understand the desire for public transport to be used instead of personal vehicles but the reality is there are many issues with this including high fares, reliability, accessibility to many places in Portsmouth and Southsea, routes constantly being cut, along with the supply of buses.

All in all, we DO NOT support this idea at all and wish for our opinion to be strongly felt in answer to the proposal and we hope that there are many more opposing this idea too.

**72. Resident, Priory Crescent**

Please count this email as an objection against the proposed parking permit on Priory Crescent and surrounding areas.

It has become increasingly difficult to find parking spaces in this area since the council imposed the new parking permit scheme in Southsea, leading right up to the Methuen Road area. Clearly residents suffering from a parking scheme are parking their second vehicles in non permit zones to avoid the high permit fees. Many of the vehicles parked over night in my road are work vans and trucks indicating that these vehicles are not an individual's personal car. These vehicles are not owned by my neighbours. It would be interesting if Portsmouth City Council invested in some research to see just how far people will park their second vehicle to avoid the permit



**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

fee so they could get a better idea of the problems caused by parking permits. I know of one particular case where someone living in another road in Southsea was using our road for parking a work van and cycling home saving £150 a year. I have only touched on second vehicles for ease but many households have three or four cars so you can imagine the scale of this problem.

It seems the parking issues are caused only by the council continuously imposing various schemes and shifting parking problems from one area to the next; clearly this proposed scheme will push parking problems into other areas of Milton. I assume eventually this will be resolved by further parking schemes - meaning the entire city ends up permitted, which is the same effect as having the entire city non-permitted.

Perhaps if Portsmouth City Council wanted to reduce the number of vehicles on the road and entering the city, they could invest more time in improving the safety of cycle routes. The introduction of Voi appears to have been a great success but I am convinced people would avoid using it due to concerns over safety. Another key point to address would be the ever increasing problem of bike stealing - I know of many people in the city who have bikes but are unable to ride them to busier parts of the city such as Palmerston Road and Commercial Road due to concerns their locks will be cut and bikes stolen!

Please stop imposing parking permit schemes which in my opinion are of no benefit to the residents of Portsmouth and are simply another method for the council to generate additional funds; through permit fees and parking penalties.

I hope you take this email and many others like it into deep consideration.

**73. Resident, Priory Crescent**

We wish to object the proposal, as we live along Priory Crescent and feel that this will cause the large removal vans and vans in general plus the bowlers cars to park on our side of the road if you put parking restrictions on Milton park side of Priory crescent, which will create parking issues for us residents. The couple of hours parking restrictions on Milton park side of priory crescent will make no difference and the only way you will reduce the amount of vans/ contractors cars is to remove them from parking all together or only allowing the residents of priory crescent to park on both sides of the road; which we know would not happen. Therefore, I do not feel it is fair to expect us residents to pay £130 per year, plus the expensive council tax bill we already pay, just to make parking worse. I do not really have a problem with the current parking situation at present and would prefer not to have any restrictions on either side of the road of priory crescent.

**74. Business, Priory Crescent**

Please accept this email as evidence of my objection to the parking zone proposed for Priory Crescent.

I am not a supporter of parking zones because they cause unnecessary difficulties in neighbouring streets. The only reason we are having issues parking in Priory Crescent is because of the schemes that have cropped up in neighbouring streets. I cannot think of anything more blatantly obvious than the displacement effect of these



**Objection to GB extension and proposals under TRO 3/2021  
(within extension area)**

wretched schemes. I have experience of the Fratton zone (GA) where there are hundreds of empty spaces in the streets every single night, so drivers always park north of St Mary's Road, causing problems there.

I would love to see the information showing the number of parking spaces v the number of permits for each of the zones in Portsmouth. I think pretty quickly we would see hundreds of empty parking spaces every single night. This is plain lunacy.

On top of this madness I am attempting to run a business, which means inconvenience for my employees and customers. Some do drive in from distance. Many of my clients are from outside of the area.

I'm afraid I am not a fan and believe that the same would be achieved by having no schemes at all, except that funds would not be flowing into PCC's coffers. I am talking about permit costs, permit costs for business, permit costs for visitors and penalty tickets.

I hope that the people of Portsmouth wake up to this façade quickly.

I can accept that there are pros and cons but for me the overriding issue is that the city, with or without parking zones, would amount to the same. The experience I have is of the Fratton Zone, is that GA? My family member lives there and when I visit I have two hours unless I get a scratch card. We couldn't navigate the website despite several attempts. The most upsetting part of this is the unbelievably high number of empty spaces in the zone. I am told that most of the displaced vehicles are parked north of St. Mary's Road.

Perhaps you could let me have the information on spaces v permits, particularly for the Fratton Zones, so that I can determine whether there are empty spaces every night, which would be blocking parking opportunities for those without a permit.

Perhaps you could give an example of a zone where spaces and permits are on a par. And one where there is a serious imbalance.

Surely there must be some projections that prove how obvious it is that the schemes will spread across the city because of displacement parking? Priory Crescent is an absolute classic case of people parking because a zone has been imposed upon them elsewhere.

**Objection to proposals under TRO 3/2021  
(within existing GB zone)**

**75. Resident, Alverstone Road**

Re this draft order which would include reducing the non-permit parking time in Alverstone Road and Vernon Avenue, I am not sure what the rationale for this is as the present system seems to work well. The change would be an inconvenience to



**Objection to proposals under TRO 3/2021  
(within existing GB zone)**

many residents, necessitating buying permits for more visitors including contractors carrying out work in properties. Very few people in these streets have any off-street parking due to small front areas and although in my development those with cars have an allocated parking space on site there is no facility for visitors. The current allowance of 2 hours is helpful but reducing it to one hour is almost useless.

I would ask you to reconsider this proposal and leave things as they are.

**76. Resident, Alverstone Road**

I am writing about the residents parking zone proposals ref. TRO 3/2021. I see that waiting will be limited to one hour instead of two hours for our road. My husband and I do not agree with this, we are both elderly and if our family members call to see us, one hour is not long enough for a social call. I hope the proposals are thrown out.

**77. Resident, Carisbrooke Road**

I would like to strongly oppose the suggested GB ALVERSTONE PARKING ZONE changes. Parking permits are just another tax. By stopping people parking in these zones you are just moving them elsewhere. 2 hours isn't enough time for visitors without reducing it to 1 hour.  
STRONGLY OPPOSE THE CHANGES.

**Objection to GB zone extension, support change to free parking time  
(within extension area)**

**78. Resident, Goldsmith Avenue**

I have objection to the planned proposal but agree with some points,

- Reduce free parking times. YES AGREE
- Charge commercial vehicles for parking
- People with car drive should not be allowed to park outside (They have to pay£1.15 for 12 hours if they don't use their own cardrive.
- Charles Clark house has own parking yet have taken up 3-disabled parking in Apsely Road.

Above measures should be tried for about 6-months before extending the measures

**Unclear if supporting or objecting to proposals under TRO 3/2021  
(within extension area)**

**79. Resident, Maylands Avenue**

Please can you clarify something for me that is stated in the paperwork you have sent me as a resident. Under 'B', which applies to Maylands Avenue, it states

Waiting limited to 1 hour, no return within 2 hours,/GB Permit Holders\*  
\*would not apply on match days when waiting and loading restrictions are in force.

Can you advise re the match day note.Does this mean that the limit is not 1hr on match days for both me and other permit holders.



**Unclear if supporting or objecting to proposals under TRO 3/2021  
(within extension area)**

My view on the permit will be impacted by how you plan to deal with parking on Portsmouth FC home games

Thank you for your swift response

Firstly - I have not supported the proposal. I am fundamentally against parking charges. The council are forcing it on us by having permits in adjacent roads, causing overspill. Eventually, all roads will have permits, and the amount of cars will be unchanged. Residents will have exactly the same parking problems, but now have to pay for the right to have them. It is not fair, nor green

Secondly, I do not understand your comment re match days. Are you saying that on match days, cars without a permit cannot park at all in Maylands Avenue?

I would like to discuss this on the phone with someone before I record my support or objections. Please advise what number I can call.

**80. Resident, Ruskin Road**

Following the recent permit zone extension letter, I overall support the proposal, however, I have concerns regarding section B. The proposal states that restrictions would not apply on match days which I do not agree with. You have a chance to reduce carbon footprint of travel AND make it easier for people to sell property by having this on match day also.. like Alverstone road do.. failure to implement on match days then how can you charge at the same (£30, £120) rate when we wouldn't get the full parking permit benefits as the rest of the city?

Would very much appreciate this to be reconsidered. And a response.

**Unclear if supporting or objecting to proposals under TRO 3/2021  
(no address given)**

**81. Resident**

I have some questions over the GB proposed zone extension.

I am interested to know if the parking consultation stated that there was a constant problem parking within the area? I would say this isn't the case in our street, so wonder why the very restrictive visiting hours. A one hour limit is as short as the area around Gunwharf which I believe was requested there, but it seems a big leap to go from no permits to a 1 hour zone.

Parking has become an increasing issue as you have gradually added zones around us, but I'm interested to know why our road is due to get the one hour restrictions rather than the certain times of the day that new areas are getting.

Also can you please clarify for me the situation on match days. What does it mean when it says does not apply on match days when waiting and loading restrictions are in force. To my knowledge there are no such restrictions on our road, but I found this very confusing.

**82. Resident**

I would like to email my views from the proposals delivered to home address.

I agree the parking within areas Ruskin Road have become congested with cars coming from other zones areas. The area is populated and road users are diverse.



**Unclear if supporting or objecting to proposals under TRO 3/2021  
(no address given)**

I am concerned that the level of traffic increases accidents occurrences and worry about the degree of traffic and hostile drivers. This is the back up of traffic along Goldsmith Avenue.

I am unsure if the parking permits tackles issues of congestion and impact this has on people living within this area.

But in respect to the permits I would prefer to link into the GB zone as my concern is football days reduces my ability to park my car. My view is the greater zone area gives me the option to park on other roads where I might not gain parking on the road I live.

I think waiting limit should prevent football car users to drive into the area and park therefore I would prefer 2 hours waiting limit and the option for residents parking to be available for the roads that are affected by reduced parking on football match days- Frogmore- Ruskin- Carisbrook- Aplesby ect..







**Appendix C: Confirmation of communications undertaken**

*(End of report)*

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Appendix - TRO 3/2021 Confirmation Table of Communication Steps Taken

| <p><b>Action taken</b></p> <p><i>*Statutory Requirement</i></p>                                 | <p><b>Date started</b><br/><b>Date completed</b></p>                                   | <p><b>Completed</b></p> <p><i>(Signature required)</i></p>                            |
|---|--|---|
| <p>Proposed TRO published in local newspaper, The Portsmouth News*</p>                          | <p><i>Started: N/A</i></p> <p><i>Completed: 06/07/2021</i></p>                         |    |
| <p>Notices displayed on affected roads*</p>   | <p><i>Started: N/A</i></p> <p><i>Completed: 06/07/2021</i></p>                         |    |
| <p>21-day consultation*</p>   | <p><i>Started: 06/07/2021</i></p> <p><i>Completed: 28/07/2021</i></p>                  |    |
| <p>Public notice for proposed TRO published on Portsmouth City Council's website</p>            | <p><i>Started: N/A</i></p> <p><i>Completed: 06/07/2021</i></p>                         |    |
| <p>Proposed TRO available online from Portsmouth City Council's website</p>                     | <p><i>Started: N/A</i></p> <p><i>Completed: 06/07/2021</i></p>                         |   |
| <p>Letters posted via Royal Mail to properties in the affected area including public notice</p> | <p><i>Started: 02/07/2021</i></p> <p><i>Completed: 06/07/2021</i></p>                  |  |
| <p>Email / letter sent to respondents with time, date and location of T&amp;T meeting</p>       | <p><i>Started: N/A</i></p> <p><i>To be completed 1 week before T&amp;T meeting</i></p> |   |

Appendix - TRO 3/2021 Confirmation Table of Communication Steps Taken

| <p><b>Action taken</b></p> <p><i>*Statutory Requirement</i></p>                                  | <p><b>Date started</b><br/><b>Date completed</b></p>                                  | <p><b>Completed</b></p> <p><i>(Signature required)</i></p> |
|--|---|--|
| <p>Email / letter sent to respondents with notifying of decision made at the T&amp;T meeting</p> | <p><i>Started: N/A</i></p> <p><i>To be completed 1 week after T&amp;T meeting</i></p> |  |
|  | <p><i>Started:</i></p> <p><i>Completed:</i></p>                                       |  |
|  | <p><i>Started:</i></p> <p><i>Completed:</i></p>                                       |  |
|  | <p><i>Started:</i></p> <p><i>Completed:</i></p>                                       |  |
|  | <p><i>Started:</i></p> <p><i>Completed:</i></p>                                       |  |
|  | <p><i>Started:</i></p> <p><i>Completed:</i></p>                                       |  |
|  | <p><i>Started:</i></p> <p><i>Completed:</i></p>                                       |  |

**List of roads notices have been displayed on**

|                  |                         |
|------------------|-------------------------|
| Apsley Road      | Alverstone Road         |
| Carisbrooke Road | Claydon Avenue          |
| Frogmore Road    | Goldsmith Avenue (part) |
| Maylands Avenue  | Priory Crescent         |
| Ruskin Road      | Specks Lane (part)      |
| Vernon Avenue    |                         |

**List of roads letters have been sent to the properties of**

|                  |                         |
|------------------|-------------------------|
| Apsley Road      | Alverstone Road         |
| Carisbrooke Road | Claydon Avenue          |
| Frogmore Road    | Goldsmith Avenue (part) |
| Maylands Avenue  | Priory Crescent         |
| Ruskin Road      | Specks Lane (part)      |
| Vernon Avenue    |                         |

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://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 3/2021: proposed extension of GB parking zone, around Fratton Stadium, and amendment to existing GB parking zone

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

- Existing
- New / proposed
- Changed

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

To make it easier for residents to find a parking space, 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, when visiting or otherwise. To distribute the demand for

parking more fairly, and cater for local residents' needs whilst being mindful of amenities and businesses within the area.

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?

An informal survey on parking in the area was carried out March 2019, as per the approved Residents' Parking Programme of Consultation. At the time, the survey showed a majority (54%) of residents to be against permit parking. A subsequent informal survey was carried out in October 2020, as per the Residents' Parking Programme of Consultation update, which was approved in August 2020. This time, due to 2 parking zones being introduced adjacent in 2019 and 2020, residents indicated support for permit parking. Formal proposals were drawn up and statutory consultation took place via TRO 3/2021 between 6 - 28 July 2021. The outcome indicates that the majority of people who responded support the proposed controlled parking 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](mailto: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](mailto: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?

|                                   |            |           |
|-----------------------------------|------------|-----------|
| <b>A - Communities and safety</b> | <b>Yes</b> | <b>No</b> |
|-----------------------------------|------------|-----------|

Is your policy/proposal relevant to the following questions?

|   |                                     |                          |
|---|-------------------------------------|--------------------------|
| <b>A3-Health</b> - Will this help promote healthy, safe and independent living? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|

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](mailto: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. 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. In this particular location, the additional restrictions in place on football match days and recent introduction of RPZs in the adjacent roads means it has become even more difficult for residents to find parking spaces when they need to. By including them in the GB zone, residents will be able to access permits to park there. Reducing the 2 hours' free parking in the existing GB zone to 1 hour will prevent football supporters from parking there, making more spaces available for residents and increase the turnover of spaces in the area.

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, via the same TRO route.

**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](mailto: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](mailto: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?



2 hours' free parking to attend football matches.

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 limited waiting time, and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc).

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, via the same TRO route.

## 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](mailto: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 and others to reduce carbon emissions.

Parking restrictions can encourage people to consider alternative ways of travelling to an area, other than by 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 restrictions include Priory Crescent and Goldsmith Avenue adjacent to Milton Park. It may encourage families within Portsmouth to consider walking or cycling to the area when the weather is suitable, rather than automatically choosing 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](mailto: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>B - Environment and climate change</b> | Yes | No |
|---|-----|----|

Is your policy/proposal relevant to the following questions?

|   |                          |                                     |
|---|--------------------------|-------------------------------------|
| <b>B3 - Climate change mitigation and flooding</b> -Will it proactively mitigate against a changing climate and flooding? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|-------------------------------------|

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](mailto: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>B - Environment and climate change</b> | Yes | No |
|---|-----|----|

Is your policy/proposal relevant to the following questions?

|  |                          |                                     |
|--|--------------------------|-------------------------------------|
| <b>B4-Natural environment</b> -Will it ensure public spaces are greener, more sustainable and well-maintained? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|-------------------------------------|

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](mailto: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>B - Environment and climate change</b> | <b>Yes</b> | <b>No</b> |
|---|------------|-----------|

Is your policy/proposal relevant to the following questions?

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

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](mailto: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>B - Environment and climate change</b> | <b>Yes</b> | <b>No</b> |
|---|------------|-----------|

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](mailto: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, and also to discourage people to seek out unrestricted sections of road once a controlled zone is introduced, which would mean parking in unsuitable positions.

Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Restricting parking can encourage people to think about how they travel to an area, and the alternative options available.

**How are you going to measure/check the impact of your proposal?**  
 Feedback from residents and other road users is used to inform any subsequent proposals. Whilst people rarely agree 100% with a permit scheme, sometimes improvements can be identified afterwards and new proposals put forward for consultation.

**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](mailto: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](mailto: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](mailto: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](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

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

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

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

**Q8 - Who was involved in the Integrated impact assessment?**

Nikki Musson, Senior Transport Planner  
 Kevin McKee, Parking Manager

This IIA has been approved by:

Contact number:

Date:

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# Agenda Item 4

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

**Date of meeting:** 7 October 2021

**Subject:** Eastern Parade and St Helens Parade Zebra Crossing and Parking Proposals

**Report by:** Pam Turton, Assistant Director Transport

**Wards affected:** Eastney and Craneswater

**Key decision:** No

**Full Council decision:** No

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## **1. Purpose of report**

- 1.1** To consider the public response to the proposed parking restriction to the southern side of Eastern Parade and St Helens Parade and the introduction of a zebra crossing on Eastern Parade.

Within this report, "RPZ" means Residents' Parking Zone and "TRO" means Traffic Regulation Order and "NWAAT" means No Waiting At Any Time double yellow lines.

Appendix A: Plan 2021TRO078b

Appendix B: The public proposal notice for TRO 78/2021

Appendix C: Public views submitted

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

Appendix E: Intergrated Impact Assessment

## **2. Recommendations**

It is recommended that:

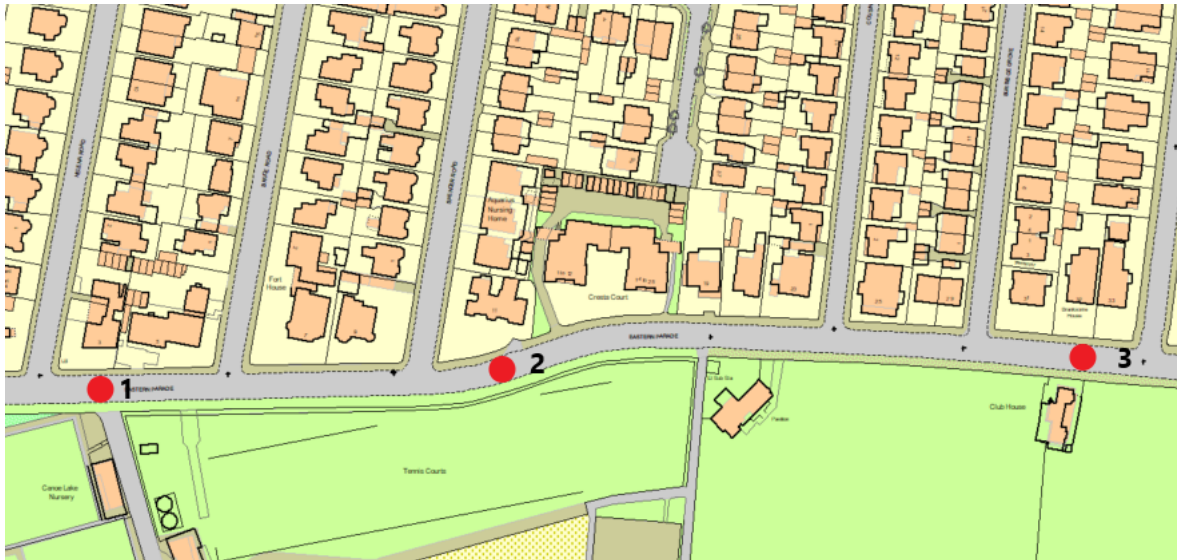
- 2.1** The proposed lengths of Limited Waiting Parking Places with a maximum stay of 3 hours, no return within 4 hours detailed in Appendix B, Paragraph C are implemented,
- 2.2** All businesses on the south and south-east sides of St Helens Parade, opposite the MF parking zone are enabled to obtain Business permits to park in MF parking zone as detailed in paragraph Appendix B, Paragraph D 2.

- 2.3 All businesses on the south side of Eastern Parade, opposite the MG parking zone are enabled to obtain Business permits to park in MG zone as detailed in paragraph Appendix B, Paragraph D 1.
- 2.4 The No Waiting At Any Time (NWAAT) double yellow lines in Eastern Parade as detailed in Appendix B, Paragraph A are removed and the 17m of residents' parking bay (MF parking zone) as detailed in Appendix B, Paragraph B is also removed.
- 2.5 A zebra crossing facility and associated zig-zag lines are installed on Eastern Parade, between the junctions with Helena Road and Bruce Road, adjacent to the footpath that leads to Canoe Lake Nursery, the tennis courts and The Rose Gardens.
- 2.6 The operation of the zebra crossing is monitored to ensure that the crossing remains appropriate for the area and the needs of residents and visitors and does not negatively impact the environment.
- 2.7 The impact of the parking changes on residents and businesses are monitored and further changes proposed if required.

### 3. Background

#### **Zebra Crossing**

- 3.1 The zebra crossing is proposed to improve safe access to the seafront for pedestrians. There are currently no pedestrian-priority crossings in Eastern Parade or St Helens Parade; both roads being designated A-class roads, being part of the A288 route through the city. During the summer of 2020, two temporary push-button controlled crossings were installed in Eastern Parade, one of them between the junctions with Helena Road and Bruce Road, where the new crossing is proposed. The crossing at this location was observed to be well used.
- 3.2 Providing safe crossing places is a particularly critical safety feature for children and other vulnerable road users, for example children walking to the children's play park.
- 3.3 There is clearly a need for a safe pedestrian priority crossing. Three locations were considered to be suitable, having given consideration to the likely desire line of pedestrians in accessing numerous amenities and activities in that part of the Southsea area, sightlines for both pedestrians and drivers, avoiding entrances and junctions and minimising the removal of parking:



1. Eastern Parade (East of Helena Road and West of Bruce Road). There is residents on street parking on the north side and unrestricted parking on the southern side of this location that would require removal. The siting position would have to ensure that the vehicle entrances on the southern side, which offer access to the tennis facilities, were not obstructed.

2. Eastern Parade (West of Cresta Court). There is residents on street parking on the northern side only with parking restrictions on the southern side. This could be a suitable location for a crossing, however the positioning would need to ensure that the vehicle entrances within the area are not obstructed.

3. The third location was Eastern Parade (East of the Tenth Hole). There is residents on street parking the north side and unrestricted parking on the southern side that would require suspension/removal. Again, a suitable location for siting the crossing would be required to ensure that any vehicle entrances within the area are not obstructed.

**3.4** The most suitable locations for the temporary crossings were locations 1 and 3, due to the close proximity of street lighting, which were both successfully implemented as temporary push button crossings in summer 2020.

There is an existing small pedestrian refuge island in Eastern Parade near the junction of Festing Road. However, this is unsuitable for more than 2 or 3 people to cross the road at a time, and additional people can become stranded in the carriageway before others can cross the 2nd traffic lane. This location has been considered to be upgraded to a zebra crossing, however there is restricted space available to install the required zig zag markings and there are significant turning movements through this junction, including use by local bus services. Installing a zebra crossing here would not be feasible on safety grounds due to poor visibility, unless extensive remodelling of the junction took place, which may have to

include signalisation of the junction to incorporate controlled pedestrian crossing facilities.

- 3.5** The location between East of Helena Road and West of Bruce Road (location 1 on map) was chosen as it was the most westerly location considered safe during the feasibility survey. The crossing will provide pedestrian connectivity between the residential area to the north and the recreation areas of Canoe Lake, the Rose Gardens and the beach to the south, linking up with an existing zebra crossing on Eastney Esplanade.
- 3.6** Portsmouth City Council has specific powers under section 23 of the Road Traffic Regulation Act 1984 to establish crossings for pedestrians on roads for which the authority is the local traffic authority and to execute works in connection with the establishment of such crossings.
- 3.7** The Council has carried out consultations with residents and businesses in the local area on the location and provision of the proposed zebra crossing.
- 3.8** It is therefore proposed to install a permanent zebra crossing in this location, which is an appropriate distance away from the conflict points at nearby uncontrolled junctions. Other locations at the western end of Eastern Parade and in St Helen's Parade were previously examined for suitable sites to install a pedestrian priority crossing point. However, the presence of bus stops, entrances and road junctions all precluded a safe crossing point being established with the appropriate zigzag markings, which are required to ensure clear visibility for drivers and avoiding conflict points.
- 3.9** The selection of a zebra crossing is appropriate for this location, balancing the needs of vulnerable pedestrians crossing the road and the management of traffic in this area of the network.
- 3.10** The ADPV<sup>2</sup> is a method of assessing the need for a crossing that takes into account; numbers of accidents, difficulty crossing the road, numbers of pedestrians crossing and traffic counts. The assessment combines these considerations into a single figure, the Department for Transport (DfT) recommended figure for a zebra pedestrian crossing is 0.2 -0.7. Assessments were undertaken on two days in August 2021. Values were 0.17 on Thursday 19 August and 0.07 on Saturday 21 August, when there was heavy rain. While the weather was not clear and sunny on either day a level of 0.17 indicates that when the weather is good and the seafront is busy, the increased number of pedestrians and amount of traffic is likely to produce a value above 0.2.
- 3.11** The implementation of the crossing requires changes to the parking restrictions and the revocation of 17m of residents parking, equivalent to 3 parking spaces and 10m of double yellow line on the north side of Eastern Parade.

- 3.12** If agreed the implementation of the zebra crossing is planned for this autumn to coincide with the resurfacing works planned for Eastern Parade. The coordination of these 2 works will minimise disruption to local residents, avoid the peak summer season for the seafront and enables the crossing to be delivered at improved value for money.

### **Parking Changes**

- 3.13** The implementation of the MF, MF extension and MG Residents' Parking Zones has resulted in displaced parking on the southern side of Eastern Parade and St Helens Parade. Parking in this area is currently unrestricted and vehicles are occupying parking spaces for the long term and blocking parking availability to other visitors. This means there is little turnover of parking space, and this makes it difficult for customers of local businesses to park and increases the number of visitors to the seafront searching for a free space in this area.
- 3.14** All the businesses with frontages on the south side of St Helens Parade and Eastern Parade from Canoe Lake to the St Georges Road end of Eastern Parade were sent a survey to understand their views on parking and their own needs. The businesses include a number of different types of organisations including a museum, sports clubs, and a nursery. They were presented with three options (a) introduce Pay and Display Parking, (b) introduce free time limited parking or (c) make no change. The first or second choice of all respondents was to make the area time-limited free parking. No other option got the same level of support. As a result, and given the nature of the businesses, free parking with a maximum stay of three hours was proposed. However, we expect not all visitors would stay for the full three hours.
- 3.15** To enable staff who choose to drive a car to get to work it was also proposed to offer the businesses on the south side the opportunity to purchase business residential parking zone permits to park within either the MF or MG zone depending on where the business is located. Business permits cost £150 per year for the first vehicle, £300 for the second and the third and any subsequent ones £630. The £630 parking permit would mean a cost of £2.86 per day for someone working 220 days a year. There is a special discount for classroom staff in a school, including nurseries, and registered charities and they can obtain annual permits for £30 each.
- 4. Statutory Consultation and notification**
- 4.1** Statutory 28-day consultation and notification under TRO 78/2021 took place 21 July 2021 - 18 August 2021. Statutory consultation is not the same as a survey, which gathers information on any parking problems in an area and gives an indication on whether or not local people feel that parking changes would be helpful.

- 4.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object and may attend the subsequent public decision meeting and address the Cabinet Member if they wish. The Council has an obligation to consider any objections received (see paragraph 7, Legal Implications).
- 4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (40) and copies of the proposal notice and accompanying letter were delivered to properties most likely to be affected by the changes.
- 4.4** Appendix D confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

## **5. Reasons for recommendations**

### **Zebra Crossing**

- 5.1** The presence of a temporary crossing at the location proposed was successful in 2020 and assisted people to cross the busy road safely and did not result in significant additional congestion.
- 5.2** It is important to provide safe pedestrian-priority crossing points on main roads to safeguard those who currently walk and to help encourage additional people to walk. The loss of 3 residents' parking spaces is considered small compared to the benefits provided by a safe pedestrian crossing.
- 5.3** The positioning of the crossing is a balance of a number of factors as explained in section 3 of this report. While a number of people who responded to the consultation wanted other locations, the position chosen is considered to be the most appropriate.
- 5.4** The crossing will not produce sound. The beacons will be fitted with a particular type of energy-efficient belisha beacon, which has a highly visible LED halo that can easily be seen in all light conditions without the nuisance of night-time light pollution. This means they will be highly visible to drivers but will not spread light in the direction of adjacent housing. These are already commonly used throughout Portsmouth, with no complaints from nearby residents.
- 5.5** Last year the temporary signalised crossings were provided in conjunction with the seafront road closures, and the diverted traffic from the seafront was the primary cause for the increased traffic experienced in Eastern Parade. It is not expected that the establishment of a zebra crossing will

cause traffic issues in Eastern Parade as traffic will not need to stop unless pedestrians are using or about to use the crossing.

- 5.6** Of those who replied, 30 respondees were in favour of a crossing. Of the 30, 23 were fully in support of the proposed zebra crossing and chosen location, a further 7 supported the need for a crossing but felt it was in the wrong place. 27 objected to the crossing saying either that it was not necessary and/or in the wrong place. The remaining respondees did not comment on the crossing.

### **Parking Changes**

- 5.7** The 3 hour Limited Waiting no return within 4 hours, will create a good turnover of parked vehicles, allowing visitors an opportunity to call in on the businesses, organisations and amenities in the local area. Most of the activities provided by the businesses and organisations can be accommodated within a 3 hour parking time limit. For those who need to stay longer there is considerable paid for parking on the seafront.
- 5.8** Some residents are concerned that the 3 hour limit may not be sufficient for some visitors, and they will look for space in the residents parking zone at times when it is not controlled. This can happen now but creating a turnover of space on the south side which is currently blocked by vehicles parking for long periods will provide visitors with the opportunity to park close to the organisation they want to visit.
- 5.9** The proposed three hour limited waiting parking will help businesses by creating a turnover of space and in turn reduce the number of visitors who may try to find parking in the residential areas.

### **Business Permits**

- 5.10** There is concern from some residents that allowing organisations permits to park in the RPZ will significantly impact on the availability of space for residents.
- 5.11** The introduction of RPZs in the area helped residents to find parking near to their homes. However, it is important to support the businesses which enhance the seafront and keep it vibrant
- 5.12** The informal survey with the businesses and organisations identified that a maximum number of business permits that around 33 members of staff drive to work. Not all of these staff will be working at the same time, the time when most businesses are open correspondences with the time of lowest demand for residents parking and the introduction of a charge for business permits could encourage some to find other means of transport. There is likely to be minimal impact on the Residents Parking Zones.

## **6. Integrated impact assessment**

Attached as Appendix E

## **7. Legal implications**

**7.1** The Council as Traffic Authority has the duty under section 122 of the Road Traffic Regulation Act 1984 so far as is practicable, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In performing this duty they are to have regard to:

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- any other matter appearing to the local authority to be relevant.

**7.2** 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.

**7.3** Under section 46 of the Road Traffic Regulation Act 1984 the local highway authority may by order impose charges for on-street parking at all times or for specified times only at such parking places as are designated by such order. The times and amounts of any charges imposed by such designation orders may be subsequently varied under the provisions of section 46A of the Act.

**7.4** Notice has to be given in accordance with the provisions of the Local Authorities Traffic Orders Regulation 2006 for the introduction of charges or changes to the times that such charges shall apply and undergoing public consultation on the proposed charges. The notice must give a date not less than 3 weeks from the date of the notice for members of the public to register their support of or objections to the proposal or make any other comment. In the event of objection being received the matter shall be referred to the appropriate executive member who shall decide whether, in the light of the results of the public consultation, the change should or should not be implemented



**7.5** Guidelines issued by the government provide that the setting of charges for parking on-street in designated areas is a matter for the authority. It states that authorities should review charges periodically and take account of their effectiveness in meeting policy objectives. The Secretary of State recommends that authorities set charges at levels which are consistent with the aims of the authority's transport strategy

**7.6** Under section 23 of the Road Traffic Regulation Act 1984 a local authority may establish crossings, including zebra crossings, on roads for which they are the traffic authority, and may alter or remove such crossings. Guidance on the design of pedestrian crossings is set out in Chapter 6 of the Traffic Signs Manual, produced by the Department of Transport.

**7.7** Notice of the proposal must be given to the public and the traffic authority should consult with the local chief officer of police. The duty includes a duty to consider any responses received in respect of such notice.

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

**8.1** The set up cost to implement the Limited Waiting Parking Places will cost approx. £4,000, which includes advertising the Traffic Regulation Order and installing appropriate signage and lining costs. These costs will be met from the On Street Parking budget.

**8.2** The cost of enforcing and administering the Limited Waiting Parking Places will be met from the On Street Parking budget. Any income gained through permit purchases and enforcement activity is remitted to the Parking Reserve, the spending of which is governed by the Road Traffic Regulation Act 1984. It is not possible to determine the level of enforcement activity and resultant Penalty Charge Notices (PCNs) which will be required at this site, and therefore any resultant income is unknown at this point.

**8.3** Business permits cost £150 per year for the first vehicle, £300 for the second and the third and any subsequent permits cost £630. The survey with businesses and organisations identified that a maximum number of business permits could be around 33 business permits.

**8.4** Based on the information available and taking into consideration the number of first, second and third (and subsequent passes) that have been indicated from the businesses within the south and south-east sides of St Helens Parade, opposite the MF parking zone and on the south side of Eastern Parade, opposite the MG parking zone the expected income is anticipated to be approx. £16,000 per annum this income is remitted to the Off Street Parking Reserve.

**8.5** The cost for the pedestrian crossing is estimated to be approx. £50,000 and is included in the Local Transport Plan (LTP) capital budget.

.....  
Signed by:

**Appendices:**

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

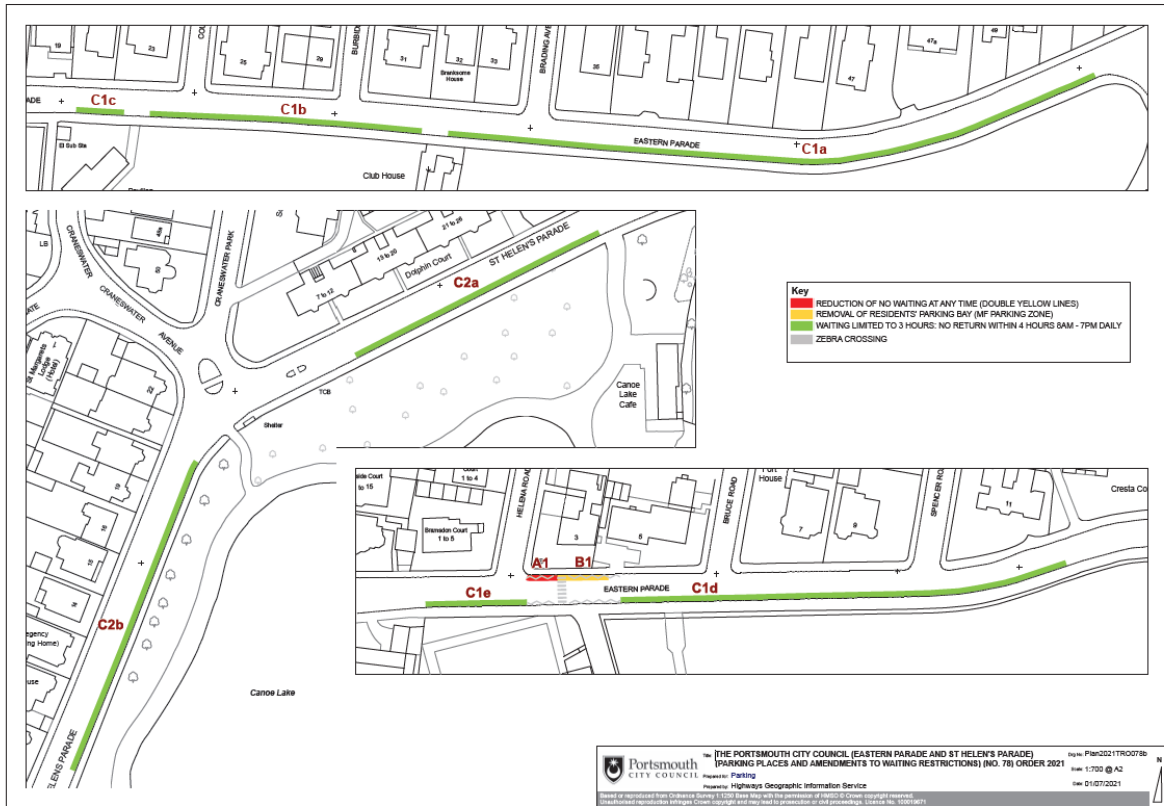
The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
|                   |          |
|                   |          |

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

.....  
Signed by:

**Appendix A: Plan 2021TRO078b** showing the layout of the proposed zebra crossing and changes to parking.



## **Appendix B: The public proposal notice for TRO 78/2021.**

### **THE PORTSMOUTH CITY COUNCIL (EASTERN PARADE AND ST HELEN'S PARADE) (PARKING PLACES AND AMENDMENTS TO WAITING RESTRICTIONS) (NO. 78) ORDER 2021**

23 July 2021: Notice is hereby given that the Portsmouth City Council ("the Council") proposes to make the above Order under sections 1, 2, 4, 32, 33 and 35 of the Road Traffic Regulation Act 1984 ("the Act), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers, and in accordance with Parts III and IV of Schedule 9 to the Act.

The effect would be to accommodate a new zebra crossing east of Helena Road (under Section 23 of the Act), to manage parking congestion in the location, provide short-term free parking for visitors and allow businesses south and east of Eastern Parade and St Helen's Parade access to respective parking zone permits:

#### **A) REDUCTION OF NO WAITING AT ANY TIME (double yellow lines)**

##### **1. Eastern Parade**

North side, remove the 10m length eastwards from Helena Road to accommodate new zebra crossing

#### **B) REMOVAL OF RESIDENTS' PARKING BAY (MF PARKING ZONE)**

##### **1. Eastern Parade**

North side, the 17m length east of Helena Road to accommodate new zebra crossing

#### **C) WAITING LIMITED TO 3 HOURS: NO RETURN WITHIN 4 HOURS 8AM - 7PM DAILY**

##### **1. Eastern Parade**

- (a) South-east side, a 225m length westwards from St George's Road (opposite Nos.32-55)
- (b) South side, a 93m length opposite Nos. 23-31, between the clubhouse and pavilion
- (c) South side, a 16m length opposite No.21, west of Cousins Grove and the pavilion
- (d) South side, a 150m length from the double yellow lines opposite Cresta Court, westwards to the new zebra crossing west of Bruce Road
- (e) South side, a 33m length from opposite Helena Road, west of the new zebra crossing

##### **2. St Helens Parade**

- (a) South-east side, a 92m length adjacent to Canoe Lake, opposite Dolphin Court
- (b) East side, a 112m length adjacent to Canoe Lake, opposite Nos.11-20

#### **D) ADDITIONAL BUSINESS PERMIT ENTITLEMENT**

##### **1. MG Parking Zone**

All businesses on the south side of Eastern Parade, opposite the MG parking zone

##### **2. MF Parking Zone**

All businesses on the south-east / east sides of St Helen's Pde, opposite the MF parking zone

To view this public notice, plan or the draft order on Portsmouth City Council's website [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk) search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing to object to these proposals, or comment, may do so by sending their representations via email to **TROteam@portsmouthcc.gov.uk** or by post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 78/2021** by **20 August 2021** stating the grounds of objection, and name and address details.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law

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

## Appendix C: Public views submitted

| Support for proposals under TRO 78/2021   |
|---|
| <p>1. Resident, Bruce Road</p> <p>We very much welcome the idea of a zebra crossing on Eastern Parade. We feel this has been needed for some time. It also seems right to give parking permits to local businesses too.</p>   |
| <p>2. Resident, Eastern Parade</p> <p>I saw the consultation notice for TO78 has gone up along Eastern Parade - great news!</p> <p>Myself and the residents are very much in favour - any advice on how we can ensure it's passed smoothly and quickly?</p> <p>Thank you for your consultation letter - could I say that this proposal is very welcome and we support wholeheartedly the recommendations. There has been a good amount of frustration amongst the residents and businesses since the MG parking zone was introduced in Jan-21 whilst leaving the south side of Eastern Parade wide open to parking abuse. We've monitored the parking in conjunction with the traders on the south side of Eastern Parade and note that over half of vehicles at the weekend do not move at all for the entire weekend. Some vehicles, namely vans and taxi's, have not moved for months! This is depriving visitors to the seafront and businesses a chance to park in these tough post-Covid times, plus makes me wonder why I bought two parking permits for one side of the road, when the other side remains free.</p> <p>That said, we support the proposals, but ask that the points below also be considered:</p> <p>1. Eastern and St Helens Parade need to be prioritised by parking wardens at the weekend. We very rarely see Parking Wardens at the weekend on Eastern Parade, and I have never seen one on a Sunday - which is when most of the MG parking zone abuse occurs. It's even more difficult to monitor a limited waiting zone, hence needing some prioritisation to enforce fair parking for the seafront visitors and businesses when weekend spaces are most sought after.</p> <p>2. Large Vehicles are taking multiple parking spaces. Presently there is a weight limit of 5 tonnes on Eastern Parade which is encouraging the long wheelbase, high top vans to take the space of up to 3 cars when parked. As asked via my local councillor, it seems the weight limit could be reduced to 2.540 tonnes, which seems much more fair to visitors.</p> <p>3. People are sleeping in vans on Eastern Parade. Talking with the parking team at the council, I understand that people should not be sleeping in vehicles on a main thoroughfare. People sleep in camper vans, commercial vans and trucks on Eastern Parade almost every weekend, when camp sites and other facilities are available. I think clear signage to discourage this is needed at a minimum, and maybe enforcement from the parking patrols, to help free parking spaces.</p> |

Thank you for the reply - appreciated. I've now had time to talk to many of the residents on Eastern Parade - and I can say many are quite emotional. As I'm sure you'll appreciate, we have many retired people now living in their 'forever homes' who feel that their quality of life has been effected. I really feel for them, and you may see two theme's coming back in emails:

- Should the crossing and parking have been bundled into one TRO? People who live near the crossing agree that some form of traffic calming is required but seem against the zebra crossing - but support parking changes.

- Because there has been only mild enforcement of the residents parking on the north side of Eastern Parade, people are sceptical that limited waiting will be enforced on the south side of Eastern Parade. Many feel that parking meters are the answer, as these are more enforceable and obviously raise much needed funds.

Thought I'd share this with you in advance of the close of the consultation.

Thanks for the clarification on the parking and zebra crossing bundle in the TRO.

One item that keeps cropping up is around camper vans and overnight sleeping on the road. We've been advised that there's a covenant for the road which prohibits 'any wheeled caravan which is intended for sleeping in', plus I understand you shouldn't sleep on an A road.

Each weekend we have camper vans descend on the road and stay for many nights, and some of them are big (see attached that arrived just today). What would you recommend we do to tackle this? We call the parking hotline but it's rare that someone comes by and checks - if they do they just check the resident parking. What would you suggest to help deter this?

Thank you for taking the time to respond - much appreciated. What you say makes sense, could I suggest maybe two things:

1. The signs are misleading as it looks like they apply to caravans only. Maybe they could be made clearer especially re camper vans or any overnight sleeping?
2. The time period is midnight to I think 7 or 8am - which makes it harder to enforce as wardens I presume are not working. Plus calling in issues is a problem as there's nobody there to pickup the phone. Could the time period be extended to allow better enforcement?

This week in particular will be busy as I guarantee camper vans will arrive for the Victorious weekend - taking up traders and visitor spaces and contravening the regulation order.

| Support for proposals under TRO 78/2021  |
|--|
| <p>3. Resident, Eastern Parade<br/>Thank you for your letter dated 22 July 2021 concerning parking and zebra crossing.<br/>As a resident of Eastern Parade, I would like to inform you that I am in support of your proposals.</p>   |
| <p>4. Resident, Eastern Parade<br/>I agree with all sections of the proposed TRO 78, and look forward to it being implemented.</p>   |
| <p>5. Resident, Eastern Parade<br/>I approve this proposal.</p>  |
| <p>6. Resident, Eastern Parade<br/>As a resident of Eastern Parade I fully support the proposal as advised.<br/>It should stop whole week parkers and by limiting time, make available a turn-around space for new visitors</p> <p>I do however feel that without much increased enforcement it will be of only limited value.<br/>The present limited 'Residents Only' permit system spaces is abused daily.<br/>Is there any associated proposal to increase warden attendance?</p>  |
| <p>7. Resident, Eastern Parade<br/>For years I have lived looking down on the proposed Zebra Crossing site on Eastern Parade. I am delighted the PCC has at last opened its eyes and picked up on my proposals made to the Council through a local Cllr years ago! So, I am all in favour.<br/>Over the years, apart from the 100% increase in pedestrians (and cyclists) crossing just where the Zebra is proposed, I have noted a huge increase in traffic speed along that section of Eastern Parade. I am sure the crossing will calm traffic to some extent, however, I would strongly recommend that a CCTV surveillance camera be placed just west of the crossing facing East. Apart from paying for itself, it would really deter speeders, deter the night-time suspicious activities in the area, possibly drug related, and keep a watch on what has become a highly traversed crossing North-South and East - West. Our area is relatively crime free, but over the last year, there are signs of an increase in general crime and vandalism. CCTV coverage of this high value area would be a welcome addition to fight crime.<br/>The sooner the proposals are implemented, the better!</p> |
| <p>8. Resident, Eastern Parade<br/>Many thanks for your recent communication regarding the parking changes and the installing of a Zebra crossing in the Eastern Parade, St Helen's area. The crossing is certainly needed as its getting very difficult and dangerous trying to cross the Eastern Parade at certain times of the day, we all found what a blessing the temporary crossing was for us, during the recent sea front closure, I feel the loss of three or four residential car parking spaces is well justified, Regarding the parking proposals for the south side of the area I agree with what you are proposing to do, as a time limited free period will put a stop to some motorists leaving their cars and vans for more than a day sometimes up to three days or more. A very well thought out plan and I'm in full agreement with it, well done.</p>  |



Support for proposals under TRO 78/2021

Further my previous email regarding the proposed zebra crossing and parking changes for the Eastern Parade area of Southsea, my neighbors have raised a further point regarding the zebra crossing, if it gets approval, will the beacons be shielded? as the one on the north side of Eastern Parade is close to the apartments and could cause some problems with light intrusion, otherwise the general consensus is the crossing is really needed. Thank you for your attention in the said matter.

9. Resident, Eastern Parade

We fully support the proposals but would point out that this may have an impact on parking restrictions on the north side of Eastern Parade where there is freedom of parking except between 12 noon and 13.00 / 18.00 - 19.00. Our experience is that traffic wardens are very often not visible during the lunchtime ~(we were informed by one that this was due to their lunch break time). We consequently find that people do park within the restricted time knowing this or park up sitting in their cars waiting till the restriction time is up. Obviously chancing it thinking if they should see a warden they just simply drive off returning within minutes when its safe to do so. .

We anticipate that people will simple move their car across the road after their 3 hour slot has expired therefore no revenue has been earned for Portsmouth Parking which we all thought was the objective.

Would it not be a better idea to have 3 hourly parking restrictions for both sides of the road. That way people who come to the beach front for the day simply park their cars at a meter and have done with it.

The people who have already purchased annual parking permits then have the chance on actually finding a parking space.

10. Resident, Eastern Parade

I am in favour of some kind of assistance for pedestrians crossing Eastern Parade. A zebra crossing or a central island would seem to be the answer.

But there is the danger from the combination of speeding vehicles and reduced visibility at the Helena Rd junction.

Vehicles often wait by the postbox while posting mail or, when searching for parking, they perform reversing manoeuvres at the corner. This isn't going to be prevented by no parking signs.

Ideally there should be speed bumps to prevent reckless drivers.

I live close to this junction and it isn't uncommon to see vehicles doing 40plus mph.

11. Resident, Elizabeth Gardens

I am so pleased that a zebra crossing is being proposed. Ever since the temporary one was removed, the traffic along Eastern Parade has got more and more dangerous. When I try to cross I find the traffic is going so fast that it has become a nerve racking experience.

I also agree with the parking proposals as too many works vans seem to be parked there for days at a time, making it difficult for visitors.

12. Resident, Festing Road

| Support for proposals under TRO 78/2021  |
|--|
| <p>I am writing to wholeheartedly support the proposals to change parking restrictions to create space for a new zebra crossing and to create a turnover of space on the Southside of St Helens and Eastern Parade. The footfall down Festing Road has increased exponentially over the past two years, with a lot of elderly people, families with young children, and dog walkers needing to cross Eastern Parade to access the Rose Gardens area and seafront. At times this activity looks pretty hazardous, as the amount of road traffic has also greatly increased. The addition of a zebra crossing will, therefore, be hugely welcomed. Increasing the turnover of parking spaces will obviously be of benefit to local businesses and residents.</p> |
| <p>13. Resident, Helena Road</p> <p>Regarding the proposed changes along Eastern Parade including the proposed zebra crossing I would like to say that I fully support these.</p> <p>Eastern Parade is a busy road with frequent and fast flowing (probably too fast) traffic but with many pedestrians crossing to reach the amenities south of the road.</p> <p>Indeed I would support further traffic calming measures along this road.</p>   |
| <p>14. Resident, Spencer Road</p> <p>I fully support your plan to restrict the southern side of Eastern Parade to a 3 hr parking zone .</p> <p>This is long overdue .</p> <p>At the moment , as I write , there are large Van's and cars that have been permanently parked there for several months and not moved by their owners .</p> <p>This proposal will free up parking places for visitors wishing to use the Canoe Lake tennis Club and other local businesses thereby helping the local economy.</p> <p>This proposal is a step in the right direction .</p>  |
| <p>15. Resident, no address given</p> <p>I strongly support the implementation of a zebra crossing and parking time limits and the removal of parking spaces on St Helens Parade and Eastern Parade. I would urge the council to implement more restrictions on parking and car use in the Southsea area.</p> <p>An obvious area where action should be taken is the junction of Granada Road and St Helens Parade. Cars go round this corner onto Granada Road far too fast and, such is the width of the junction, it is unsafe for pedestrians to cross. The pavements should be brought into the road, thus narrowing the entrance to Granada Road. This would make the junction safer for car users and pedestrians.</p>                                  |
| <p>16. Resident, no address given</p> <p>I am writing in support of TRO 78/2021.</p> <p>Since the introduction of parking zone MG, the south side of Eastern Parade seems to be used solely for long term parking/dumping of commercial vehicles and unless something is done it will only get worse.</p> <p>My only concerns are how will your proposed parking restrictions be enforced? If they are to be a real anti-parking deterrent, there must be an increase in the frequency of existing traffic warden patrols</p>  |
| <p>17. Resident, no address given</p> <p>I am in favour of the plans to provide parking for 3 hours on the south side of Eastern Parade for the business and for tennis players.</p>   |
| <p>18. Resident, no address given</p>  |

Support for proposals under TRO 78/2021

I am writing in support of TRO 78/2021 as explained in your letter of 22 July. I believe it will be of benefit to the customers of local businesses; still allow people to park free and spend a morning or afternoon at the beach, and discourage the vehicles that park up and don't move for months on end.

I do have a couple of concerns however and would like these to be taken into account:

1) will parking ticket meters be installed where people can obtain a free ticket showing their arrival and required departure time? Without this, I cannot see how Parking Wardens will be able to keep track of who might be mis-using the parking facility.

2) will there be regular visits by Parking Wardens? People will quickly start abusing the system, especially at the weekends, if they are pretty sure no Wardens will be around.

3) Eastern Parade is too narrow for large vehicles to park and still allow two way traffic to move freely. Would the Council consider reducing the weight limit to 2.5 tonnes?

4) when the temporary crossings were installed last summer, the one opposite the footpath to the Rose Garden, caused distress to the residents in the block of flats because of the crossing beeper being used at night right outside their bedrooms. Would it be possible to have a crossing without a beeper or one that stops beeping at, say 10pm until 7am?

Support for zebra crossing and limited waiting, objection to changes to permit eligibility

19. Resident, Helena Road

I am happy to support your plan for zebra crossing due to safety reasons but cannot support to employment for parking zone due to local resident and visitor parking facilities.

20. Resident, Salisbury Road

i approve of the proposal to create a new Zebra crossing and the limited 3 hour parking restriction on the South side which should stop the parking of commercial vans and other vehicles which currently frequently use these spaces. However to extend the resident parking permit facilities to businesses on the South side is wrong. Permit parking is not well managed and I can see from my window that of the resident parking spaces in Bruce Road and Salisbury Road, seven spaces are presently occupied by Commercial vehicles some of which have been parked for several days, your proposal will just exacerbate the situation. Allowing so many businesses to trade in this previously quiet area may have increased the Councils income but to the detriment of local residents, with increased traffic and the customers and users of the tennis, nursery, and cafes wanting to park near their facilities which inevitably will mean encroachment on residential parking, something which the scheme was promised to stop. Staff at these establishments will also use up these spaces and your proposal seems simply be a device to

Support for zebra crossing and limited waiting, objection to changes to permit eligibility

again increase the Council's revenue and appease local businesses at the expense of residents by attempting to squeeze a quart into a pint pot Presently I have had a car parked outside my house for more than four weeks with no MOT although taxed, When I reported it as an abandoned vehicle, I was told that as it was taxed it was simply parked. This is stupid as if I was to have my car on the road with no current MOT it would be illegal and I would be rightly sanctioned, just another example of Council ineptitude.

The roads of Portsmouth are some of the most congested and polluted in the country and your proposal does nothing to alleviate this situation. Leave things as they are ,this will save expense.

Support for zebra crossing, objection to changes on the south sides of St Helen's Parade and Eastern Parade (limited waiting and/or changes to permit eligibility)

21. Resident, Eastern Parade

I would like to express my concern with the notification of parking on Eastern Parade I received in the post last week. Due to the following reasons:

- I am a tenant renting a property on Eastern Parade. We rely on a parking space on the sea-side of the road, as the council have not allowed us to purchase a parking permit on the road due to the vehicle's V5 not being registered to this address. This has been confirmed by a member of your team when we pushed to buy a permit. If you are planning to change the parking on this road, then you will also have to also review the T's & C's around who can buy permits for this address, and whether a landlord's confirmation could approve the purchase of a parking permit.

- The turnover of vehicles/ queuing vehicles will not be dramatically reduced from a 3 hour parking turnover. In busy periods this is completely inevitable being a seaside resort and customers of local businesses will continue to struggle looking for a parking space

- These 'business permits' that you are proposing for local businesses - most of the local businesses to the seafront are minimum wage workers who are in the food and drink industry. As the industry and everyone associated within it have struggled so much with furlough over the past 18 months, I am struggling to comprehend how workers could afford to buy a business permit, along with another permit that they would have to use by their dwellings being a Portsea resident. This in turn would also not solve the problem of staff parking.

- I would, however, agree with the zebra crossing proposed. There would be minimal impact to parking and would allow safe crossing to all members of the public to the beach

22. Resident, Elizabeth Gardens

I have taken time to read the proposed changes in your letter dated 22nd July 2021, whilst I support the proposal for the zebra crossing I **STRONGLY OPPOSE** the proposed changes to the parking on the south side of St. Helens Parade and Easter Parade.

Support for zebra crossing, objection to changes on the south sides of St Helen's Parade and Eastern Parade (limited waiting and/or changes to permit eligibility)

1. This proposal takes more parking away from local residents in two ways, firstly the loss of spaces for the zebra crossing and secondly the granting of resident parking permits to businesses which is contrary to the principle of the scheme.
2. Many residents use the unrestricted zones for parking and I do not agree there is little turnover, I frequent the area and with a few exceptions (like the white van that is parked on Eastern Parade with flat tyres) the cars are frequently moving and changing.
3. Once again the city council are prioritising the visitors over the residents, there is plenty of parking for visitors but this is about "Free Parking" for visitors who in many cases will go to great lengths to avoid paying to park.
4. We have seen a positive impact go the MF parking zone but I believe this will be totally undone if this scheme goes ahead as the cars displaced from the unrestricted zones on the south side of St. Helens and Eastern Parade will end up in the more space constrained side roads,
5. The current residents parking scheme in our area is only a few months old and so it needs more time for the impact to be assessed before tinkering with it.
6. This proposal takes vital parking capacity away from the residents already paying to park, earns the council more money whilst prioritising (one again) the visitors over the local residents,

There are more fitting solutions to consider which would not impact the residents:

- Make the South side of St. Helens Parade and Eastern Parade Pay and Display zones with Permit Holder Exempt, this will have the desired effect but not impact residents with a permit or the ability to purchase a visitors permit.
- To help the staff working in organisations on the South side of St. Helens Parade and Eastern Parade offer a discounted parking rate for registered vehicles. I would think the permit scheme to expensive and static for businesses with multiple staff and different vehicles so a simple cheap daily rate would make more sense,

As a resident I am very unimpressed with the poorly thought out schemes that this council frequently puts forwards, the track record is appalling with the Eastern Road bicycle lane debacle, the Elm Grove cycle lane and the closures of roads in 2020. One moment the council is all about a green agenda and the next it is all about providing more free parking for visitors, please focus on law and order, cleaning the cost and maintaining what we have better.

23. Resident, Elizabeth Gardens

Whilst I support the introduction of a zebra crossing, I STRONGLY OPPOSE the proposed changes on the South Side of St Helens Parade and Eastern Parade for the following reasons:

The scheme is designed and called "residents parking", by extending the current residents permit zones to business, allowing them to buy permits as part of the residents scheme, takes away from the spirit of the scheme - they may have their business resident in the area but they are not residents of the area, they work

Support for zebra crossing, objection to changes on the south sides of St Helen's Parade and Eastern Parade (limited waiting and/or changes to permit eligibility)

here. Additionally, whilst I agree with the introduction of the zebra crossing you are already taking away spaces and to extend or offer businesses the ability to buy a residents permit will reduce parking capacity further. I know of a neighbour who wishes and is willing to pay for a 3rd permit for their household and have been refused due to lack of availability of permits in the area - so I am not sure how you can then extend this offering to businesses.

1. I feel the City Council are prioritising visitors over residents with this approach. If the scheme was to be extended to businesses, I feel there would be a creep into side roads and although they are permitted this is only for certain periods of the day so unless there will be more city council officers patrolling during the permitted time and issuing penalties, the congestion will be with residents as people drive searching for spaces and park in these areas.

2. There is plenty of paid parking for visitors and businesses alike, so why don't we encourage people to use these areas instead and stop trying to prioritise offering free parking to visitors over residents when the city and area is already congested. Some visitors go to great lengths to avoid paying to park - we have people in our road parking on grass verges, across corners, blocking sidewalks etc all to avoid paying for parking.

3. I can see that many residents use the unrestricted zones for parking and choose not to buy permits or additional permits so why would you take this option away from them to prioritise visitors. You suggest its to encourage turnover, however I do not agree there is little turnover, with a few exceptions (some vans parked for days, some vehicles even have flat tyres along Eastern Parade) the cars are frequently moving and changing.

4. There has been a positive impact to parking in the MF zone and I believe this will be undone if your proposal goes ahead as the cars will be displaced from the current unrestricted zones on St Helens and Eastern Parade.

5. The scheme in this area has also only been in a couple of months so I don't believe it has had enough time for any impact to be assessed before making any proposed changes.

6. As a resident I already pay for parking with the permit, and this proposal will take away vital parking capacity which in my example above, a neighbour of ours is already currently experiencing as they have been refused a 3rd permit which I know is subject to availability, however I'd like to understand how with this proposal you are suggesting issues permits to businesses in the area yet, there is clearly not enough capacity for current residents.

7. The proposal feels like it is about earning money for the Council whilst prioritising visitors over local residents.

Perhaps the following options could be considered as alternatives so as to minimise impact on residents:

- Make the South side of St. Helens Parade and Eastern Parade Pay and Display zones with Permit Holder Exempt, this will have the desired effect but not impact residents with a permit or the ability to purchase a visitors permit.
- To help the staff working in organisations on the South side of St. Helens Parade and Eastern Parade offer a discounted parking rate for registered vehicles. I would think the permit scheme too expensive and static for businesses with

Support for zebra crossing, objection to changes on the south sides of St Helen's Parade and Eastern Parade (limited waiting and/or changes to permit eligibility)

multiple staff and different vehicles so a simple cheap daily rate would make more sense,

Overall, I don't believe the Council are looking at issues that face the city in a joined up way. It feels like they introduce schemes in an ad hoc manner without thinking situations or issues through. For example, the discussions around the Eastern Road and the proposed cycle lane - we are an Island and already have limited routes into the City so why on earth would you consider reducing the capacity even further. Additionally, the Elm Grove cycle lane trail - cutting off vital customer flow to businesses in that area. Also the prolonged closure of roads in 2020 when restrictions from the pandemic began to lift, creating pollution, noise and congestion on purely residential areas in the height of the season when people had windows etc open and some near misses of accidents as people became impatient driving around and also trying to park. Finally the introduction of the electric scooters, which most using them are abusing the scheme rules, yet there appears to be nobody policing this or those that are driven around illegally in the City, causing near miss accidents and making areas almost a hazard to walk in.

Please stop concentrating on providing more free parking for visitors, vanity projects such as scooters etc and focus on keeping a sense of law and order in the City and cleaning, improving and maintaining what we already have in place to make it better.

Support only for proposed limited waiting, objection to other proposals

24. Resident, St Helen's Parade

I am writing in response to the plan to install a zebra crossing on the Eastern Parade and the removal of the MF Residents' parking zone.

I strongly disagree to the proposal as it would cause further traffic congestion along St Helens Parade and Eastern Parade. This proved to be case when the seafront was closed and a temporary crossing was installed.

A crossing is not needed because crossing the road is safely done by all and traffic is free flowing with care. A 'zebra crossing' is even more a cause for traffic congestion.

WAITING LIMITED TO 3 HOURS: NO RETURN WITH 4 HOURS 8AM - 7PM DAILY adjacent to Canoe Lake, St Helens Parade South side

I Fully Support the Waiting Limited, adjacent to Canoe Lake, St Helens Parade, Canoe Lake South side and East side and for this to be Implemented. If the 3 hour waiting limited is not adopted then parking meters should be installed on the south side of St Helens Parade which would ensure movement of vehicles and provide additional revenue to the council.

The unrestricted free parking has long been abused by cars, vans and motorhomes. I have contacted the council on many occasions.

Support only for proposed limited waiting, objection to other proposals

Please see the the following which is part of the correspondence I previously sent to the Pcc:

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

1 Private vehicles

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

Businesses are operated from cars and vans on the highway.

2 Motorhomes

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

There is a camping / caravan site very close by at Eastney where there are good facilities. Also with a bus service. However, instead of using and paying for the provided caravan site, they park on St Helens Parade, free and unrestricted, taking advantage of the council and the local residents. The motorhomes and large vans take up extra space and timing disadvantaging residents and local people wanting to used the canoe lake area.

3 Commercial vehicles

Commercial vehicles are left for days/weeks/months at a time taking up valuable space and views. I have spoken with Traffic Management and met with my councillors and my MP and shown pictures for them to see long term motorhomes including washing hanging out on the street. They all agreed that this is unacceptable and needs to be addressed.

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Email received from a local Councillor

Thank you for your email and candour on the parking situation. I note you fully support parking zones and permits, for all the reasons you state. Your reflections, add to points already received from others, particularly around long term parking, commercial vehicles, timings and holiday period. It brings into question schemes like, 2 hour free visitor parking and parking meters for visitors. Your comments will certainly help inform debate at future council meetings on the City's parking problem, not just locally, but across Portsmouth.

Thank you once again for your considered feedback on this topical subject.

**D) ADDITIONAL BUSINESS PERMIT ENTITLEMENT**

I do not agree with the the parking entitlement of businesses. It is the same predicament with no movement and does not alleviate the problem.

Thank you for your reply with regard to the zebra crossing, Eastern Parade planning consultation.



Support only for proposed limited waiting, objection to other proposals

The temporary crossing point was evident with the only reason being that the seafront road was closed, thereby making St Helens Parade and the Eastern Parade a main access road in Southsea.

As a result of the seafront road being closed, traffic congestion was caused along St Helens Parade and the Eastern Parade. However, since the seafront is now open and back to normal, St Helens Parade and Eastern Parade are also back to normal with free flowing traffic.

Pedestrian crossings are installed in areas where there is a risk or danger - please would you tell me, according to data, the number of accidents or any dangerous occurrences there have been over the years?

If a zebra crossing is installed, congestion and possible unsafe movement would be returned. As a note, a zebra crossing would result in more a of a hold up than if a pelican crossing was installed.

In response to your question, I live on St Helens Parade and I see pedestrians on the road crossing safely and sensibly with no bother.

As a final thought, I do wonder how much local businesses and amenities are influencing any decision.

Comments supporting proposals under TRO 78/2021 and requesting different locations for a crossing

25. Resident, Eastern Parade

I am very pleased to know that you will be restricting parking times along the south side of Eastern Parade and St Helen's Parade. I live on Eastern Parade and observe vehicles parked there for long periods of time. I frequently see commercial vehicles parked overnight and have witnessed a driver park his van at 4.00 pm, get into his car, also parked all day on Eastern Parade, and drive away. He'll return the next morning at 8.00 am, park his car and drive off in his van. I also see the cars of local residents who do not wish to pay for a parking permit occupying spaces. As you have identified, all of this means that visitors to the beach or the businesses along Eastern Parade have difficulty finding a place to park.

I am happy to see that a zebra crossing is being installed rather than a pelican crossing with the attendant noise and lights. I do wonder, however, if it could be located instead outside Fort House. The place where it is proposed to locate the crossing is outside the lounge and bedroom of the resident in the flats. There is only a very low wall there to offer any privacy or baffle for sound. Fort House has a nice solid wall to aid privacy and prevent the noise of cars braking and starting up from disturbing the residents.

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| <p>Comments supporting proposals under TRO 78/2021 and requesting different locations for a crossing</p>   |
| <p>We do get a fair amount of fast moving traffic along Eastern Parade, especially boy racers at night who race along the seafront and then loop round along Eastern Parade. I realise this is an A road and a speed restriction or speed bumps cannot be fitted, but perhaps a speed camera from time to time would not come amiss.</p>   |
| <p>26. Resident, St Helen's Parade<br/> I have your communication re: new zebra crossing on Eastern Parade. I don't doubt that this is necessary and agree.</p> <p>However for a long time I have been trying to get some safety precaution for residents crossing St. Helen's Parade at the end of Granada Rd. This is highly dangerous and mainly used by older people "some in wheel chairs or wheelies " and Mothers with small children in buggies and toddlers. Either to catch a bus or to visit Canoe Lake Park.</p> <p>A local councillor has discussed this with me and told me thinks that it is impossible to have a zebra crossing here. I have also contacted my MP but had no reply.</p> <p>I suggested sleeping policemen between this junction and South Parade Pier. Cars leave these lights and put their foot down to speed past here. They turn into Granada Road at great speed where it is 20mph.</p> <p>I would like someone to talk to me about the possibilities of some safe way to cross this junction before there is a FATALITY.</p> |
| <p>27. Resident, St Helen's Parade<br/> Whilst I think it is a good idea to have some form of crossing enabling people to get to the seafront via the Rose Garden, what about a safe crossing for residents and visitors getting to the bus stops!! To do this safely you would have to cross by the Royal Beach Hotel to the seafront and then cross back over by the D Day memorial to get to the bus stops, which no-one is going to do.</p> <p>I have written before about putting a crossing on St Helen's Parade, maybe just after the junction with Granada Road which would ensure people could cross safely. It seems ludicrous that there is no safe way of crossing a very busy road to access public transport. This would also help people crossing to go to the other end of Canoe Lake. Also, if the double yellow lines were extended from the corner with Granada Road onto St Helen's Parade that would give better visibility when trying to cross over to the Canoe Lake side of the road.</p>   |
| <p>28. Resident, Whitwell Road<br/> I am a local resident &amp; am in favour of the proposals to create a crossing at Eastern Parade/ St Helen's Parade &amp; to introduce parking restrictions on the south side to facilitate this and support local businesses.</p> <p>I would also like to suggest that a crossing, or traffic island, be constructed at the junction with Granada Road opposite an exit path from Canoe Lake Park. Many families use this exit and attempt to cross at this junction. It is very difficult to see both ways and many cars speed round the corner from the direction of South Parade Pier. Anything to make this safer would be very welcome.</p>  |

| Comments supporting proposals under TRO 78/2021 and requesting different locations for a crossing  |
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| <p>On reflection, I'd like to add another reason for providing a safer crossing area at the Granada Rd junction opposite Canoe Lake.</p> <p>I used to catch a bus from The Ocean at the End of the Lane &amp; crossing the road to get to the bus stops felt very perilous. As the vast majority of local bus passengers using those stops would have to cross a very wide &amp; often busy road just past a blind corner, a traffic island would improve safety &amp; may encourage bus use.</p>  |
| <p>29. Resident, Whitwell Road</p> <p>The turning at Granada Road on to St Helens Parade by Canoe Lake is lethal. It needs a roundabout AND a zebra crossing. It is dangerous to cross there as cars whip along. The proposed zebra crossing by Helena Road and Bruce Close, whilst practical and necessary, would be too far along for the many people accessing the sea front from Granada Road.</p> <p>It is not a major arterial road so any traffic can surely cope with two zebra crossings? It could link with the zebra crossing from the little war memorial park to the beach.</p> <p>I am ambivalent about allowing businesses to purchase parking permits for their staff. Does this mean they can park there when they are not working?</p> <p>Living where I do for the past years, parking is a battle. It has been much much better since the parking permits came in (mostly because of the traffic bays) but there are still issues and parking is still tight, so every extra car makes a difference.</p>   |
| <p>30. East Southsea Neighbourhood Forum member</p> <p>I understand you are consulting on pedestrian crossings for St. Helens and Eastern Parades.</p> <p>A crossing of Eastern Parade near Bruce Road is urgently needed, as I understand you may be proposing.</p> <p>But so too is a crossing for people near Granada Road, to Canoe Lake.</p> <p>I have seen countless families with toddlers, pushchairs and sometimes dogs or wheelchairs crossing chaotically from Granada Road, hidden from approaching traffic by the bend at Granada Road.</p> <p>Cars speed around from the seafront and often have to brake hard at the blind bend where Granada Road starts - pedestrians, cars turning in/out of Granada, and of course cyclists and e-scooter riders all take their lives in their hands at that spot, in significant numbers, building little by little, all day long in the summer</p> <p>The situation is further complicated by the buses-only road, The Ocean At The End Of The Lane.</p> <p>In my view, both a roundabout and a pedestrian crossing are needed at this location. I'm amazed no-one has yet been killed there but sooner or later someone will be.</p> |
| <p>31. Resident, no address given</p>  |

Comments supporting proposals under TRO 78/2021 and requesting different locations for a crossing

I am writing further to recent proposals and plans for a safe crossing between St. Helens parade near Bruce road and Helena road. I am very much in favour of this.

However a desperately needed solution is also required for further west where Granada road emerges south onto St. Helens parade near canoe lake. This section of road is an accident waiting to happen and extremely dangerous and difficult for people to cross, especially those with mobility issues, children, prams etc. A new road scheme and or crossing/ roundabout or traffic lights are needed urgently as well as significant alterations to the kerbs to allow easy crossing for prams and wheelchairs. Currently prams and wheelchairs have to go down a kerb on Granada road (south east side) onto the road and then proceed along the road on the last section of Granada road surface south for 20 yards in the turning traffic before a dangerous blind dash across the road to get to the main entrance to canoe lake on the east side of it.

I hope this issue will be looked at and addressed by the road planners as a matter of urgency.

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

32. Resident, Eastern Parade

My objections to TRO 78/2021 are as follows

1) There is not a need for a crossing between Helena Road and Bruce Road. Just because it suits somebody's whim "that fits in with people crossing Albert Road, walking down Festing Road and then crossing to the Rose Garden and sea front" The vast majority of people traveling down Festing Road cross at the junction of St Helens Parade to go to the Museum, the Museum gardens or most likely Canoe Lake to use the facilities or where they can continue to the crossing to the Promenade.

There is a desperate need for a crossing at this junction which is far more widely used than between Helena Road and Bruce Road.

As I live where the proposed crossing is to be installed I can verify that the people who cross by Jocelyn Court usually go to the Nursery, Tennis Courts or the Rose Garden, but do not come from Festing Road. These people, young, old or disabled always manage to do so safely and without the need of a crossing.

Do not waste £50,000 on this temporary scheme, it would be better used elsewhere.

There is more of a need for a crossing between Granada Road/St Helens Parade and Canoe Lake. Pedestrians take their lives in their hands when attempting to cross at this point, as traffic comes speeding around the bend. A zebra crossing here would be helpful.

2) The planned changes to the parking along Eastern Parade south side will achieve nothing other than force drivers to park in MF and MG RPZs, where they can park for six hours between 12.00pm and 6.00pm. It would be a much better idea to incorporate the south side of Eastern Parade into the MF and MG RPZs.

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

Many of the vehicles parked along Eastern Parade south side are residents of MF and MG zones who are unwilling to pay the fees entitling them to park in the zones. By adding the stretch of Eastern Parade into the zones will force these drivers to pay the fees adding income for the council and make a fairer situation. Also if the parking bays are reduced it will greatly limit the space available for parents to drop off children to the nursery, and drivers dropping off tennis players attending the tennis courts, which jeopardises the businesses.

Further to my earlier objections I wish to add the following observation:

The Rose Garden normally closes at dusk which as the year goes on, gets earlier, and now to prevent misbehaviour in the evenings the gates are shut at 6.00pm, which then rules out a return journey from the seafront through the Rose Garden. Which in turn means there will be even less pedestrian traffic to use the proposed crossing in Eastern Parade between Helena Road and Bruce Road. This means this crossing will be redundant and a waste of money which could be better spent elsewhere.

As I pointed out in my earlier objection, compared with those who cross Eastern Parade at the Festing Road / St Helens Parade junction, those who cross Eastern Parade between Helena Road and Bruce Road is a very small minority.

There is also the consideration that a lot of people crossing Eastern Parade / St Helens Parade end their journey in Canoe Lake Park to use the facilities there and do not cross the Esplanade, or use the footpath by the Nursery and Tennis courts.

There is the fact that more people cross at the Festing Road junction to travel through Canoe Lake Park to go to the beach and the Pier, and would not use a crossing between Helena Road and Bruce Road.

Who are all these people who say we need a crossing between Helena Road and Bruce Road?

When the crossing was in place last year we were amongst those who monitored traffic and pedestrian flow at this point and along the closed off Esplanade. This exercise might have eased the council's conscience but did not prove anything else.

Even then more people crossed Eastern Parade to and from Canoe Lake at the junction of Festing Road and St Helen's Parade than outside Jocelyn Court. There maybe a traffic island at this point, but when, as frequently happens, a family of 4 or 5 plus pushchair and dog meets family of similar size from the opposite direction. Then we see vulnerable pedestrians (small children and pets) overspill on to the road and dangerously so.

The obvious solution even unto the meanest intellect, but not the council, would be a crossing at this point.

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

You have a monitoring team out at the moment, and talking to the monitors yesterday that they saw more people cross at St Helen's Parade than between Helena Road and Bruce Road.

Too include pedestrians crossing within a 50 metre radius doesn't make sense, as these people would not use a crossing anyway, and for the time I stood at this point yesterday there were a number of people who exited the footpath onto Eastern Parade and turned left or right, continued their journey for about 50 metres and then crossed the road at that point, not where the proposed crossing is to be sited.

Whosoever proposed this siting of this crossing has not really studied the situation thoroughly, does not live near here or had to be subjected to the noise and extra pollution suffered by residents, a nursery and tennis courts, so much for healthy living.

We have a traffic department run by incompetent people who make decisions based on ill thought out policies, please see sense, I reiterate that not enough people would use a zebra crossing as proposed, and that people here will continue to cross Eastern Parade where they want to.

33. Business, Eastern Parade

I'm writing in regard to the consultation for the proposal of a Zebra crossing on Eastern parade.

We object to the position of the zebra crossing as this will take away from the already minimal existing parking.

We believe a Zebra crossing would be more suited further down the road between Festing Road and The Museum. No parking would be taken away nor would pollution from stand still cars affect those sat in their residential gardens. In addition to this most foot traffic falls from Festing Road towards Canoe Lake in comparison to the position that is proposed for the zebra crossing.

In regards to the restrictions for parking proposed on the south side of Eastern Parade the problem still stands that permits must be affordable to all the businesses on Canoe Lake. I know that we are eligible for educational rates however workers at the other businesses will suffer as a consequence of the extortionate rates of permits as staff can not afford them.

I would also request that parking permits issued match the spaces available in the area.

34. Resident, Eastern Parade

I am objecting to the proposed zebra crossing on Eastern Parade between Bruce Rd & Helena Rd.

1) I suffer with headaches + the flashing lights from the crossing will add to my stress + affect my health.

2) I am a resident in MF zone there is no logical reason to have the crossing in this particular area.

It is certainly not a direct link with the crossings in Albert as you are suggesting.

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

I have lived in this vicinity for many years + there is no evidence of pedestrians or cyclists having difficulty crossing this particular part of Eastern Parade.

3) The footfall in this area generally only increases for a few weeks in the summer holidays + then only if the weather is good. I haven't heard any residents say they have a problem crossing the road!

4) With the gates of rose gardens closed early (due to antisocial behaviour) it will have even fewer visitors + residents using the pathway from the beach + gardens so what would be the point of having the crossing there

5) I do not own a car as a pedestrian myself I use public transport.

It would be far more sensible to put a crossing in the vicinity of the bus stops (Canoe Lake end) it is very dangerous to cross there as cars whizz round the corner from St Helens Parade into Festing Rd.

This area is used far more than Eastern Parade + is also residential used all year round day + night.

6) Alternatively a crossing to canoe lake would also be far more beneficial (another dangerous rd to cross) - as both visitors + residents have far more facilities available café, childrens play area, toilets + also access through the lake to the beach.

7) This is a far more direct route from the crossing in Albert Rd which is the reason you have chosen + would also link up with the crossing from Canoe Lake to the beach. Personally this makes more sense + would be used far more than a crossing round the corner in Eastern Parade.

8) The loss of 8 parking spaces in Eastern Parade will push more cars into the side roads causing more problems to residents who have paid for parking permits. You hardly even see a traffic warden in these roads + must be very frustrating for residents in this area.

9) I am also objecting to the 3 hour free parking on Eastern Parade + St Helens Parade. Parking meters would give everyone the option of staying however long they liked (like they do on the seafront) + would also bring revenue into the city. To come to the beach or Canoe Lake to use the facilities 3 hours for visitors or residents on a nice day would not be sufficient.

10) Parking Meters work in Old Portsmouth area so why not here in Southsea? Before these plans are passed I would appreciate if you would consider my objections.

35. Resident, Eastern Parade

We are writing to register our opposition to the proposals outlined in your letter dated 22nd July regarding changes to parking restrictions and a new zebra crossing in Eastern Parade.

It is evident that no traffic surveys can have been conducted to measure the footfall for the proposed location of the zebra crossing. If they had, we are certain they would show that no crossing is justified. There is never an occasion when pedestrians must wait long to cross Eastern Parade at this point, even in the summer or school holidays when foot traffic is at its greatest. We would be interested to know what surveys have been undertaken and what justification there is for this proposal.

One of the reasons you give is to create a connected route from the zebra crossings on Albert Road to the sea front. This only underlines our belief that no traffic surveys have been undertaken. In my observations few people turn left onto

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

Eastern Parade to use the path through the Rose Garden. The primary pedestrian route from Albert Road to the sea front is along Festing Road and right onto Eastern Parade to go direct into Canoe Lake either to use its facilities or to use the zebra crossing on its southern side to access the sea front. There is also much more difficulty crossing the Eastern Parade at this location even with the provision of a central refuge because of the volumes of foot and road traffic.

We would also argue that there is a greater need for a pedestrian crossing at the southern end of Festing Road as it is very dangerous crossing it at its junction with Eastern Parade due to the volume of traffic turning into Festing Road often at relatively high speed and with no signalling.

We agree that something needs to be done about the parking on the south side of Eastern Parade. There are several vehicles which are parked for very long periods of time, some as much as 3-4 weeks. There are a significant number of commercial vehicles which are parked here regularly as well as camper vans, several of which camp overnight particularly at weekends during the summer season. It would be helpful if there was enforcement of the current parking restrictions which prohibit this. We think

that the proposal will have several unintended consequences which would make it more difficult for residents who have paid for their parking permits.

The 3-hour parking limit will have little impact in the morning because of the Residents Parking restrictions between 11.00 a.m. and 12 noon or 12 noon to 1.00 p.m. However, in the afternoon, anyone that might have parked in the currently unrestricted locations will be using the streets with resident parking restrictions.

This will make it even harder for residents to find a parking place.

The difficulty for residents parking will be exacerbated by the loss of places due to the zebra crossing and by the proposal to allow businesses to purchase residents parking permits. This already happens in Helena Road with the Lakeside Apartments issuing what appear to be self-made permits for its guests.

These difficulties might be ameliorated if the residents' parking area was extended to the south side of Eastern Parade, allowing resident permit holders unlimited parking between 8.00 a.m. and 6.00 p.m.

We believe this proposal needs to be withdrawn and traffic surveys undertaken to identify the actual traffic patterns which might enable more rational ideas to be developed.

36. Resident, Festing Road

I OBJECT to the details of your proposals for the following reasons.

Provision of a zebra crossing.

- The site proposed is not where pedestrians cross in large numbers, Helena Road is not a major route, the through route to the sea via the Rose Garden is locked shut at dusk. The temporary provision last year to quell the natives was poorly used.

- A far better location would be at the Canoe Lake Cafe entrance near St Helens Close to the west of Festing Road. There is a central reservation here at the moment but that does not give pedestrians the "right of way" that a crossing would. This location provides a 24/7 route to the sea.

- St Helens Parade/Eastern Avenue is four lanes wide, two moving and two parked a safer provision would be by providing peninsular footways reducing the



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| <p>Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing</p>   |
| <p>actual crossing to two lanes such as exists in Albert Road by Southsea Infants School. This could also reduce the number of parking bays lost.</p> <p>Alterations to the parking period</p> <ul style="list-style-type: none"> <li>• I recognise that the turn over in parking space use has benefits including when you bring in charges which seems inevitable however I think the use period should be shortened and the overall number reduced. A two hour period is enough for any of the local businesses (predominantly food and drink) with no return in 2 hours.</li> <li>• We need to encourage taking of exercise not make it easier to drive to cafes to consume more calories!</li> <li>• There is an over provision in your proposal for this change in nature of the parking, though actual numbers are not given the order is for 721m which equates to over 100 bays. Delete C1b&amp;c and C2a</li> </ul>  |
| <p>37. Resident, Festing Road</p> <p>I have always thought that the pedestrian crossing should be on the adjacent corner by the Park entrance and the Museum.</p> <p>Also I think that you should put parking meters along the Southside of Eastern and St Helens Parades.</p>   |
| <p>38. Resident, Festing Road</p> <p>everybody crosses at the junction of festing rd and st helens parade/eastern parade by the museum,this is where the crossing should be,traffic needs to be slowed down here,i live on this junction and am horrified by driving standards here</p>  |
| <p>39. Resident, St Helen's Parade</p> <p>I am against the siting of a zebra crossing in Eastern Parade because I do not believe that it would be value for money and would only improve potential pedestrian safety marginally. During the first Coronavirus lockdown last year, you provided two temporary crossings on Eastern Parade. During fairly frequent walks along that road I saw few pedestrians and no-one crossing the road on those crossings. Even today, there appear to be few pedestrians crossing the road there. For the numbers who would benefit, I do not believe that it would be cost effective. There is more foot traffic on Festing Road where there is a refuge to assist in crossing the road by the Natural History Museum.</p> <p>The majority of traffic travelling along St. Helen's Parade, turns into. or from, Festing Road. Traffic along Eastern Parade is not as heavy. I consider that there would be a great deal more value in using the funds to provide a crossing from the end of Granada Road to the Canoe Lake Park. My flat overlooks that junction and I have seen many heart-stopping moments when the heavy foot traffic is trying to cross there. There is also no crossing anywhere along the North side of St. Helen's Parade for the many people wanting to catch a bus or reach the crossing onto the promenade on the other side of the gardens. There would also be less or little loss of parking spaces compared with your proposal.</p> <p>Parking along the seafront can be manic and the loss of spaces can only exacerbate the problems. I ahve less strong views about the reduction of stopping to 3 hours, but this will impact on visitors wishing to spend the day in Southsea.</p> |

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

You are also proposing to increase the numbers o vehicles parking in MF zone where it can be difficult for residents to find parking spaces, particularly in the Western end of the zone.

40. Business, St Helen's Parade

I am contacting you on behalf of all business in the area of St Helen's Parade and Eastern Parade. We are all concerned regarding this new proposal for a zebra crossing and the new parking restrictions. We were not consulted when the council decided to bring in the restricted parking in the zones that has affected their businesses. Therefore I am requesting a meeting with the council.

There are a number of businesses and residential members of the public that would like to have a meeting with Portsmouth City Council to air their views and concerns over the new plans.

I am writing on behalf of local businesses in the area that will be affected by the new Zebra Crossing on Eastern Parade and restricted parking times.

We are objecting to the position of the new Zebra crossing as this will reduce the amount of parking spaces that exist at present. A Zebra crossing would be more beneficial further down by Festing Road and the Museum where there are existing bollards for people to cross at present. Vehicles do not stop for pedestrians, but a Zebra crossing there would solve the problem and reduce the road safety aspect. No parking spaces need to be removed and the pollution from cars would not affect the residents in Eastern Parade.

In regards to parking restrictions on Eastern Parade and St Helen's Parade the existing problems would still remain for businesses in the area and their staff having to find all day parking. The restricted zones are having an adverse effect on all businesses. The staff at my business including myself have to leave the work place between 11 and 12 to move the car from the restricted zone and drive around aimlessly searching for a space.

Businesses were not consulted before these ridiculous zones were put into place because the council knew that local businesses would object to the proposals. The council could have resolved this issue by making a gesture of goodwill by giving local businesses free parking permits for their staff or at least make them affordable.

Thank you for your somewhat disappointing reply.

It seems that you have copied and paste your answers to those that have objected as we all seem to have the same reply. I was hoping the Transport Department would take my objections and those of others seriously. I stated in my last letter that the local businesses were not consulted regarding the zone limits. The majority of residents I have spoken to agree the midday limits are unnecessary and serve no purpose to them.

Maybe before your department make another wrong decision they will look at all the objections and other proposals put forward. I and many others will request through the Freedom of Information Act to review the letters of objection.

Comments objecting to proposals under TRO 78/2021 and requesting different locations for a crossing

Your comment of encouraging people to consider alternative ways of travelling to and from work is not acceptable. When staff are already doing twelve hours days they certainly don't want to spend further hours travelling on public transport.

In your reply I note you have not mentioned parking or permits to assist the agonising situation for all those businesses in the Canoe Lake area and where their staff can park.

We, being the local businesses are all looking forward to meeting you and your department at the Public meeting to discuss this ongoing matter.

41. Resident, Welch Road

I would like to comment on TRO 78/2021 with regard to changes at St Helen's Parade.

Over many decades I have taken children from Welch Rd to Canoe Lake. I have been constantly annoyed and worried at the appalling crossing situation coming from Craneswater Avenue to Canoe Lake. The road layout is complex with the mini roundabout, guaranteed to confuse day trippers looking for somewhere to park. There is a half way crossing near Dolphin Court, but this isn't obvious if you emerge from Craneswater Ave on the South side. It also doesn't bring you to an opening into the park. Hence many clamber over the fence and across the grass - not ideal. The traffic coming round that corner is often fast, with little awareness that they are coming to a road (St Helen's Parade and Eastern Parade) frequently crossed by children.

However, this is nothing compared to the route home, where you have children and families emerging from the Canoe Lake path straight on to that awful bend. Many take their lives in their hands and try and cross a very wide road at the corner. Whilst they probably should walk along the pavement to the half way crossing point by Dolphin Court, which is somewhat safer, most don't, and it's not obvious if you don't know about it.

There were, I think, 2 new temporary crossings along that road last summer, but neither of any help for this busy junction.

Now a permanent crossing is suggested, but at the straightest and least busy part of the road, where actually there's no great difficulty in crossing anyway!

I have 2 counter suggestions to make; 1. That the new pedestrian crossing should be by Dolphin Court where we already have the half way road island. 2. That an extra path is created in Canoe Lake, from the lake to the crossing, with a gap created in the fence. This would create a clear and safe route out of and into the park for children and families coming from Craneswater Ave, a large percentage of the visitors who live locally or who come by bus, as well as visitors who park in the nearby streets.

I hope these proposals will be at least considered. I would be interested to hear reasons why they aren't acceptable if not. The 2nd, at least, could be done with minimal cost, and would be much appreciated by many families.

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42. Resident, Bruce Road

We have received and reviewed the various proposals as set out in your letter dated 22nd July.

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We reply as residents for many years.

We strongly OBJECT to the proposals on the following grounds...

1. There has been no prior Consultation and no information is provided in support of the proposals
2. Throughout our occupation the parking situation in the locality has deteriorated with the increasing popularity of Southsea and its attractions.
3. NO additional parking has been provided by the City Council with real pressure on street parking for all roads off Eastern Parade.
4. The action taken to close the Sea Front Road last year caused chaos in Eastern Parade and the temporary pedestrian crossing seriously impeded the flow of traffic. Such situation will occur if the entirely unnecessary pedestrian crossing is installed.
5. We have noted that pedestrians walking down Festing Road cross either St Helens Parade or Eastern Parade and walk into the Canoe Lake area.
6. Local Councillors report very substantial opposition to the proposals.

These proposals should have had public consultation rather than waste Officers' time. We are particularly concerned that public comments by the Cabinet Member for Transport appear to pre-empt the decisions which is not justice.

43. Resident, Chitty Road

We are writing to add our names to the objection to the proposed crossing plan and 3 hr restrictions on parking on the southside of Eastern Parade.

These changes are not necessary, or required. No consultation has taken place and these changes are a preparation for loss of parking on the seafront when the grand sea defence scheme is started. Thus using the road as a fully fledged "B" road.

If we are not alert to these changes then they will be forced through with out any form of consultation.

There was no consultation when parking spaces were removed and the introduction of a cycle lane around the Gunwharf area was installed.

44. Resident, Chitty Road

I am writing to register my opposition to the proposed Crossing and the 3 hour parking restrictions proposed for Eastern Parade.

Firstly I wish to register my deep concern it the way that the City council is working in ways that appear more dictatorial, deceitful, exceedingly covert and non democratic as time progresses. Why would the council seek to keep these proposals hidden from my democratically elected representatives? Additionally, politics has no place in the city where the wellbeing and protection of it citizens comes first.

Historically the primary role of the City Council is to protect and promote commerce within the city limits. Why, in conjunction with the greedy property owners within the high streets, have you made the three main shopping centres within the city dirty, almost derelict and devoid of shops. Surely this is a gross dereliction of duty and failing on the part of the City Council.

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The placing of a crossing in Eastern Parade would be a complete waste of money as the road is so long it would never be in the right place, as the nature of people is to cross where they have the need. People do not walk even 5 meters up the road to use a crossing, they will cross where it is most convenient to them at the time.

The hindrance to traffic in the road will cause traffic disruption, frustration, congestion and pollution, at a time when we should be concentration on the cleaning up of the air in the city.

Additionally, the imposition of a 3 hour time limit on parking in Eastern Parade and St Helens Parade will be an impetus for the increased movement of traffic adding to the traffic disruption, frustration, congestion and pollution in the area.

Finally, as supported with evidence previously collected at the time of the road closure, these measures designed to increase the safety to pedestrians and cyclists actually has the reverse effect of making the route more dangerous.

### 45. Resident, Eastern Parade

I live overlooking where you want a crossing. Having suffered the chaos caused by the seafront closure last year, I object most strongly to this plan, & the subsequent loss of parking. Also to the 3 hour parking limit idea. Does the council not realise how short sighted this is? Do we really want to deter visitors from our wonderful beach, losing the revenue they bring as well as their recommending Southsea as a brilliant place to visit? PLEASE listen to what local people & visitors alike want, & drop this idea.

### 46. Resident, Eastern Parade

I would like to object strongly to this proposal. The application states that the provision of the temporary crossing was a success. This is definitely not the case for all the people living nearby. The traffic build up was heavy meaning noise and pollution for us and for the young children playing in the nursery garden opposite. We do not find any problem crossing the road as it stands but do find people have difficulty parking therefore removing existing spaces will only make this worse. All the local residents suffered months of stress when the temporary crossing was installed on the pretext of the high volume of traffic resulting from the closure of the seafront road. Thankfully that road is now open so the traffic is back to normal. What is the excuse this time?

My objection to the position of a zebra crossing remains unchanged but your arguments for providing one there don't make sense. You state "This crossing will also provide a connected route from zebra crossings on Albert Road right through to the seafront via the Rose Gardens and the zebra crossing on Eastney Esplanade." I see that this is not the usual route for pedestrians and cannot be the route after 6pm as the Rose Gardens are closed. They would have to cross Festing Road, without a crossing, and go out of their way to get to Canoe Lake, the cafe, and the Museum. The usual place to cross for them is on the corner of Festing Road and St Helen's Parade. No crossing there but there are helpful bollards provided for them to do so! This would be the obvious place to put one.

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The provision of residents parking on half of Eastern Parade has certainly not helped the parking situation. We get lots of vans and lorries parked for long periods but having 3 hour maximum will cause difficulty for small businesses like the nursery opposite if they have to pay such large amounts to allow their staff to park. It would be fairer if a size/weight restriction could be applied as some vehicles take up several car parking spaces.

47. Resident, Eastern Parade

Thank you for your letter dated July 22 relative to the subject.

As a resident of Eastern Parade and Permit holder I would make the following observations:

1. Parking on the North side (permitted between 12-1 and 6-7pm) is manic lately. The amount of vehicles that are getting PCN notices has markedly increased which does not allow residents with a valid permit space to park.
2. Parking on the southside is pretty full from 7am onwards and many vehicles appear to be parked there for prolonged periods (in some cases many days – especially larger work vans and occasionally mobile homes).
3. Many times have I returned home from work and am unable to park and have had to search the local neighbourhood for a parking space. I am concerned that if I cannot find anywhere close I may be forced outside the MG zone, which I believe I would get a PCN notice myself (?).

I would like to offer up the following recommendations:

1. Eastern Parade, North side – increase the times of Permit only parking to more than 1 hour, as a further deterrent to those that are abusing the system.
2. Eastern Parade, South side – the entire stretch along Eastern Parade should be limited to 3 hour parking, otherwise traffic will automatically migrate to the western end (by St Georges) and be even more chaotic than it is currently.
3. Eastern Parade, South side – consider allowing resident MG/MF permit holders to park for more than 3 hours.

Happy to discuss further if you require any more information.

48. Resident, Eastern Parade

I dispute the accuracy of part of your letter of 22 July 2021 which states “this crossing will also provide a connected route from zebra crossings on Albert Road right through to the seafront via .....Eastney Esplanade.”

I cannot see how this can be achieved in the absence of crossing facilities in Festing Road.

Perhaps you could enlighten me ?

I wish to object to the proposed Zebra crossing for the following reasons:-

1. It is not necessary as the previous temporary crossing on the site was rarely used.

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2. Contrary to your letter dated 22 July 2021, it will not provide a connected route from the Zebra crossings on Albert Road. To achieve this a crossing would be needed in Festing Road.
3. The decision to close the Rose Garden at 6.00pm would prevent beach users from using a crossing here when leaving the beach.
4. It would cause traffic congestion and pollution directly opposite a nursery school.
5. A much better site would be opposite the entrance to the Canoe Lake.
6. The proposal smacks of sour grapes from just 1 or 2 people who have previously failed to support the views of most residents in the vicinity.

Thanks for your reply and some of the valid points raised.

I do however dispute your claim that the previous temporary crossing was successful, it was rarely used. It was visible to me due to being nearby. Some residents from Jocelyn Court agree and their garden is nearby the crossing. It would be interesting to know if you have any figures to support your claim.

It is worth mentioning that traffic volumes are now less than they were when the seafront road was closed and that most people in the immediate vicinity are anti. You also don't mention the increased pollution that would result with a nursery school adjacent.

It would seem that PCC has made up its mind irrespective of the opinions of near residents.

49. Resident, Eastern Parade

I formally object to the removal of the parking spaces to make way for the Zebra Crossing.

The reasons given in the letter are unfounded, and put a spin on the council's reasons for the installation. I further understand that this is being driven via the backdoor and has not been voted upon by the elected council. (News letter recently posted)

I see no reason for the Zebra Crossing in the first place. Additionally, when the temporary crossing was installed it caused a traffic nightmare and a series of complaints. In your letter you indicate your surveyed Organizations? What of residents?

I understand we were promised consultation before changes were to be made. I feel this is a disguised proposal so that those in planning on the council pushing this through can say they have consulted all parties. It appears from the tone of the letter that this will happen and it doesn't matter how many people object.

If, as your spin states " a connected route from Zebra Crossings on Albert Road" why not install it opposite the entrance to Canoe lake, Cumberland Museum, and area, West of Festing Grove/St Helens Parade, or at the junction, Festing Grove/Eastern Parade?

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This is where the majority of people cross having come down Festing Grove. Not walk the 100 meters up Eastern Parade and cross between Helena and Bruce Road?

I do feel this is part of the long term council plan to close the SeaFront Road, for which I strongly object.

The additional Parking restrictions being imposed to the South of both St Helen's Parade and Eastern Parade, will have little if any impact on the parking along these roads.

Being a resident in Eastern parade, the current restrictions in the Zones have had little effect as they are poorly policed during these periods.

I therefore am against these proposals.

### 50. Resident, Eastern Parade

I do not agree that the proposed solution in TRO78 is the right one. Indeed I think that, in many respects, the proposed restrictions will make things worse for everyone – local residents, businesses, ratepayers and visitors alike. As is often the case, the proposed changes are addressing the symptoms rather than the cause (see point 3 below).

Here are some thoughts:

1. There was rarely a parking problem at all in Eastern Parade until Portsmouth City Council introduced parking zones except when there were special events such as a music festival (Victorious) or the Great South Run. Much of the long-term parking problem in Eastern Parade is “displaced parking” caused by the parking zone system.

2. The parking zone system in Southsea imposes further annual costs (and inconvenience) for residents in addition to their Council taxes and road taxes. I believe that the system in Southsea also runs at a net loss thus imposing additional costs on ratepayers in the whole of Portsmouth. Given that the Council is currently in arrears by (I believe) some £20million, more losses will mean more reductions in services!

3. The real problem is that there is a shortage of available parking for residents and for visitors to Southsea. One could argue that the cause is really the increase in numbers of vehicles but Portsmouth wants/needs lots of visitors to provide revenue for local businesses and for the Council funds. Thus an increase in vehicles is a desirable change for many. The shortage of parking creates many problems: e.g.

- residents and visitors drive round and round or to and fro creating traffic jams, pollution, noise, safety issues and road wear;
- visitors are discouraged from visiting Portsmouth with consequent loss of revenue for local businesses;
- visitors to the seafront take up parking space that should be available for residents and clients of local businesses/ amenities;
- revenue for the City Council (from parking charges) is less than it could be ... and the Council budget is under severe strain.

4. Currently, the local residents (and their guests/visitors and tradespeople whom they might employ to work on their properties), can park (albeit subject to



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availability of space) on the south side of Eastern Parade outside or near to their own houses. Under the proposed new restrictions they will not be able to do so. Note that this would be the second successive incursion on local residents' freedoms because, before the introduction of parking zones, they could park freely on both sides of Eastern Parade.

5. The proposed new restrictions will probably reduce the problem of long-term dumping of vehicles in Eastern Parade, but they will not remove the problem of overnight parking by either commercial vehicles or motorhomes (most of whom arrive after the proposed 7 pm time for ending the restrictions each day. A likely detrimental result is that many of them who do park overnight will move their vehicles before 8 am each day thus disturbing the sleep of many of the residents.

6. Currently the employees and owners of local businesses park outside their places of work. Under the proposed restrictions they will not be able to do so and the businesses will have to bear the costs of paying for additional business permits. The consequent taking up of space on the north side of Eastern Parade will increase the difficulty of parking for residents. Coupled with the loss of parking spaces there will be significant problems for residents of some sections of Eastern Parade.

7. The business permit facility being offered will be open to abuse because it does not require the vehicle to be registered in the zone and because it does not restrict size/type of vehicle. One could foresee the motorhome/ commercial vehicle parking issue simply moving from the south side of Eastern Parade to the north side and adjacent side roads! Even at the higher value of £630 many (out-of-zone) residents or visitors might be happy to pay £12 a week for parking. If one had several such permits one could make a lot of money in summer by renting them out!!

8. There is a covenant (still in force) which applies to this area which prohibits "any wheeled caravan which is intended for sleeping in". The original intent of the covenant was to prevent the use of the land by travellers (which is what most of the residents would still enthusiastically support today). That is why the signs which prohibit caravans between the hours of midnight and 8am are placed in Eastern Parade. Unfortunately, the signs are unclear and insufficient in quantity. They do not achieve what is intended because motor homes (motorised wheeled caravans) ignore the signs and use Eastern Parade for free overnight parking. Some of the motorhome users discharge nasty stuff and some leave rubbish; all of them are unsightly and inappropriate in a residential area. Furthermore, there is no enforcement at all during the overnight hours!

9. Another issue arising from the parking of motorhomes and commercial vehicles in Eastern Parade is the restriction to passing traffic created by the greater width of the vehicles concerned. Often it is not possible for two vehicles driving in opposite directions to pass each other in the road especially in the easternmost section. When two wider vehicles park opposite each other it becomes impossible for traffic to pass each other. The increase in noise, pollution and risk of accident created by this situation is substantial.

10. The minimal level of enforcement of the zone restrictions on the north side of Eastern Parade means that the objective of making space available for residents to park is often not achieved. The problem also appears to be getting worse as people become used to the lack of enforcement.

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11. Enforcement for the proposed new arrangements will be even more difficult to achieve sufficiently well and/or will be more costly. Thus, the proposed new restrictions will probably be far less effective than expected or intended.

12. The signs at the southern ends of the roads going north off Eastern Parade (Brading Avenue, Spencer Road etc) rather confusingly indicate the end/start of the parking zone at the junction. This leads to confusion for visitors some of whom might consider (with some justification) that their fines are unfair! The confusion is adding to the problems in Eastern Parade.

13. The parking zone signs themselves are unclear for many visitors. I do not find them ambiguous but I have watched many visitors puzzling over what the signs mean and spoken to many who (either mistakenly or deliberately) misinterpret them. Some of them have said to me that they thought the restriction was the opposite of what is intended!!

14. The assertion in the covering letter of the TRO of a "connected route from zebra crossings on Albert Road right through to the seafront ..." is not true! Note that it would be true if my solution at 1) below were adopted. In any case, there are multiple pedestrian routes from Albert Road/ Highland Road that are not "connected".

15. There is strong evidence that pedestrian crossings in Eastern Parade did not work well in the two locations chosen recently for temporary pelican crossings (one of these is the same as that proposed in the TRO). This evidence came from observations made during our survey of traffic during and after the period in which the Eastern Esplanade road was closed and from reports made independently by local residents. Most people crossed the road where they parked or at road junctions and ignored the pedestrian crossing facilities. Indeed there were significant problems created such as:

- Disruption to traffic flow – sometimes resulting in gridlock
- Increased noise and pollution for residents and visitors
- Greater number of close shaves for pedestrians caused by driver frustration
- Substantial wear of tarmac surfaces in the vicinity and the need for frequent and costly repairs
- Noise of the audible warnings causing huge distress for immediately adjacent residents.

16. Another big issue in Eastern Parade is speeding. Ironically, the problem becomes worse when there are fewer vehicles parked in the road. The risk of accident is also increased if the turnover of parked cars increases. One of the factors here is that many of the drivers park their vehicles facing the wrong way such that, when leaving, they pull out into the path of (fast-moving) oncoming traffic before they can see if the road is clear.

17. One facility that could make a positive improvement is the Park & Ride system. However the current system is not fit for purpose and thus has little impact on the number of vehicles coming to Southsea. Issues with the Park & Ride system include:

- The bus service only goes to Commercial Road and The Hard. Thus no visitor wanting to go to, say, Eastney Beach for example, is going to use the Park & Ride
- Beach users (mostly families) with all of their paraphernalia are unlikely to park their vehicles out of town and struggle on buses and on foot

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- Shoppers, similarly, do not want to struggle with their purchases on bus and on foot.
- The charges are considered too high by many potential users.

Here are some potential solutions:

A) Substantially increase the amount of parking available in Southsea for visitors (see para.L below for more detail). More available parking will result in many improvements such as:

- the visitor experience will be better;
- local businesses will prosper;
- new businesses will become viable;
- Portsmouth City Council will receive more revenue;
- parking space in Eastern Parade will be freed up.

B) Provide a designated area(s) for parking motor homes in Southsea with sensible charges and some facilities for waste disposal. Such facilities will:

- generate revenue for the Council
- keep such vehicles away from residential areas
- improve the experience for the motorhome users
- provide better security for motorhome users.

C) Change the signs which prohibit overnight parking of caravans in Eastern Parade to clarify that the restriction applies to motorhomes as well and increase the number of signs. Note that new signs could also incorporate an overnight weight limit (say 2.5 tonnes) restriction as well (and perhaps also an overnight prohibition on commercial vehicles). This solution is probably the most cost-effective, simplest and quickest to implement that is available. It is also backed up by the historical covenant and would probably receive unanimous support from local residents.

D) Improve (substantially) the sign-posting to car parks for visitors (and explicitly for visiting motorhomes) to Southsea. Better sign-posting will:

- Improve the experience for visitors
- Reduce noise, pollution, road wear and risk of accident in Southsea's residential areas

E) Provide a number of responsible local residents with the authority to issue fines for parking infringements on behalf of Portsmouth City Council. Controversial and maybe a bit tongue-in-cheek – yes ... but possibly worth finding a way of making it workable. For instance we could use the money from fines to pay for local improvements.

F) Provide local residents and their visitors with exemptions to the parking restrictions. As well as providing parking facilities for most of our vehicles at our own cost, we all pay high rates of Council Tax and this would seem to be reasonable to ask for. As those who are most affected by the restrictions and the “displaced parking” we, the local residents of Eastern Parade should be considered as a special case for at least one free permit.

G) Change the designation of the roads such that the seafront road (Eastern Esplanade) is made the “A” road and Eastern Parade is made the “C” road. This change would result in a greater proportion of the east-west traffic using the Eastern Esplanade road, especially commercial vehicles whose drivers take guidance from their SatNavs. The change in designation would also allow the application of a 20mph speed limit which, in turn, would improve safety and do

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away with the need for pedestrian crossings. The seafront road is, in any case, the better choice for “A” road status because it:

- is the more direct route.
- is wider.
- was built to carry heavy vehicle traffic
- has excellent separation for pedestrians, cyclists and vehicles.
- has no residential property.

H) Put radar speed monitors and displays in Eastern Parade to discourage speeding drivers and, if they are not discouraged, to enforce the speed limit)

I) If pedestrian crossings are to be installed (although other measures proposed herein would remove the need for pedestrian crossings and save the cost to the ratepayer of installing them), they should be at suitable junctions where most people want to cross such as:

- At the junction of Festing Road and St. Helen’s Parade giving access to/from Canoe Lake, Cumberland House and other facilities.
- At the junction of Eastern Parade and St. George’s Road giving access to the beach.

Note that the two locations suggested here, as well as being more useful for more people, do not require the loss of any parking spaces.

J) Restrict the vehicles using Eastern Parade to be less than 3.5 tonnes kerb weight (excepting for local deliveries). This restriction would alleviate several of the problems that occur with large vehicles using Eastern Parade and further remove the need for a pedestrian crossing.

K) (In the longer term) Create a Park & Ride system that is fit for purpose. There is a huge opportunity here to transform the City to be more attractive and greener, to increase revenues and to lead the way on reduction of pollution. A properly thought-out scheme could be developed that provides:

- Vehicle parking outside of the City at east, west and central locations
- Linked up (electric) transport including electric buses or trams both to the seafronts and along the seafronts
- E-scooters and e-vehicles that can be hired for sensible prices
- Specific parking for (hired and privately-owned) e-scooters and e-vehicles with proper charging facilities.
- E-transport for cruise ship visitors and ferry users.

L) Visitor parking could be increased by:

- Using the vacant land alongside Ferry Road (this huge area is mostly wasted at present). Such a facility would increase the number of visitors to a wonderful, but under-used, historical attraction – Fort Cumberland. The improved revenues could be invested in better preservation/ maintenance at the fort.
- Using the area on Southsea Common that is sometimes made available on a temporary basis.
- Creating a car park on the south side of the road at the eastern end of Eastney beach. This area is now much larger than it used to be because of changes in the beach profile and the new car park could extend eastwards for a considerable distance with almost no impact on local residents (n.b. This would also be a good location for designated motorhome parking and for an e-scooter/ e-vehicle rental station).
- Increasing the size of the Canoe Lake car park.
- Increasing the size of the car park on the north side of Southsea Common.

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- Increasing the size of the Clarence Pier car park (needed anyway for increased numbers of hovercraft users).
- Creating a car park at Ferry Point. This would be beneficial for visitors to/from Hayling Island and for the Hayling Ferry business. It would also tidy up an area that is unsightly and has been regularly abused by travellers and other campers. It would also help in stabilising a piece of land that is under threat of erosion.

All of the above possibilities provide significant opportunities for additional Council revenues and for new local businesses/ attractions. The additional facilities should be created with the longer term in mind e.g. The Park and Ride scheme, e-transport, cruise ship visitors etc.

Following my email to your team regarding the consultation for the above proposal, I have a number of questions for you that have arisen from concerned local residents.

1. Is the proposed zebra crossing a controlled one (by lights and sound) or is it un-controlled? If the former, nearby residents will be very upset; if the latter there will still be safety issues and potential for significant traffic disruption
2. Is the proposed parking restriction system to be run by the Council or by a private firm?
3. Is the parking enforcement operation in the proposed restricted parking area to be carried out by Council officers or is it to be out-sourced
4. What is the nett income/ cost of the parking zone system in Southsea taking into account: staff costs, management costs, office costs, equipment costs, legal costs, signage and road marking, enforcement, maintenance?
5. How much revenue is derived from permits (both business and residents) in each zone?
6. How much revenue is derived from fines in each zone?
7. How many fines are unpaid out of what total? What is the value of unpaid fines?
8. What is the estimated cost of introducing the proposed changes in TRO78?
9. What are the estimated running costs associated with the proposed new restrictions?
10. What provisions for addressing these problems are being incorporated into the work on seafront defences?
11. How much parking for their customers is provided by local seafront or Eastern Parade businesses?
12. What is the purpose of the two black boxes which have been fixed to lamp-posts in the vicinity of the proposed new pedestrian crossing?
13. What was the Council leader doing when he was observed recently by local residents accompanied by a photographer and apparently deliberately stepping out (somewhat recklessly) in front of moving vehicles?
14. Are there any plans for dealing with displaced traffic that uses Eastern Esplanade road when the seafront defences work begins to the east of South Parade Pier

51. Resident, Eastern Parade

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I feel a zebra crossing on Eastern Parade is an unnecessary waste of money. Having spent many hours over several weeks monitoring traffic during last years Sea Front Road Closure from 7am until 10pm we noted many facts. Although there was a crossing opposite the 10th Hole and outside Jocelyn Court neither were used very much.

Most people got out of their cars and crossed where they were parked.

Or if people came out of Brading Ave, Burbidge Grove, Cousins Grove, Bruce Road, Helena or Spencer's Road that is where they crossed.

What we really need is 20 mph down Eastern Parade. Then people would be at less risk.

Speed monitors reminding people what speed they are doing would help.

Since the controlled parking zone on Eastern Parade there are hardly any cars parked during those restricted times causing people to use the opportunity to speed.

The other issue is controlled parking.

I am against all zone parking. It does not stop people having cars , just displaces them .

All the people who are fortunate to have off road parking are cramming 3 or 4 cars down their drives. This causes them to back across the pavement when they can't see. Twice in the last week I have had near misses on the pavement ad a car had backed out in front of me. A child could have been killed. I have watched several people back three cars out , block the roads to get the front one out and put the remainder back in . Causing potential accidents, pollution and noise.

Where are visitors to the coast supposed to go.

There are not enough car parks. The roads are all empty and tourist who spend money can't park.

Lots of people don't understand the signs. You come out of Brading Ave it says end of zone but it's not !!

Twice today I have explained to people that the restrictions are for 1 hr. They think that is when you can park!!

Although they are unlikely to get a ticket as you hardly ever see a parking warden .

I spend a lot of time monitoring traffic snd parking and people crossing on a daily basis and at all times of the day and night.

We watch people park their cars get out snd cross the road . They don't even bother to read the signs. As I said last year with the crossing outside the 10th hole it was rarely used. Or button pressed but pedestrians don't wait for lights to change , they just cross in a gap.

### 52. Resident, Eastern Parade

I refer to the letter dated 22 July 2021. since the introduction of permit parking zones on Eastern Parade, parking is very difficult for visitors into the city as well as friends and family visiting the residents of Eastern Parade. There was no reason for introducing parking permit on Eastern Parade and this should be cancelled.

The neighbouring residents cars/vans are being parked on Southside of Eastern Parade for days on end, thus making parking very difficult for the visitors from outside of the city. I have only seen the wardens a few times on busy weekends, a

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couple of times during the weekdays on Eastern Parade. This clearly is money making scheme for the council at the expense of the residents!

The council seem to have their own agenda totally disregarding the opinions of what the residents want!

Nothing new with PCC!!!

53. Sports Club, Eastern Parade

We have recently been engaging with a parking team staff member and our local councillors on the proposals for parking to the south side of Eastern Parade, adjacent to the Portsmouth Cricket Club.

We recently had a really productive zoom meeting where I put forward our case for the "do nothing" scenario. She has details of our members survey and an understanding of the impact the parking restrictions has / will have on the club, the ground, our members, players, visitors and supporters.

We understand that the limited waiting option is being considered for the south side of Eastern Parade. Unfortunately, this option only partly addresses the needs of our members, players, volunteers, supports and visitors and does not deal the longer game scenario for our players, visitors, supporters or volunteer requirements for working at the club.

Our club is a long established and very popular sports facility delivering activities for all sections of the community - We have teams at Mens, Colts, Ladies, Girls, all run and supported by volunteers and we are very keen to mitigate any detrimental impact on the operation of the club which the new parking restrictions will bring.

I write to enquire if we may be afforded the £30 yearly parking permit option for our members - we are a Community Amateur Sports Club not a business as referred to in your recent communications.

I do hope you will look favourably on this request - the club is used daily in the summer for a wide variety of activities from games at the highest level in Hampshire to children's activities during the summer holidays. This small concession would make all the difference to many people involved in running and being a member of the club.

54. Resident, Helena Road

I would like to register my objection regarding loss of residents parking in the MF and MG RPZ's.

My reasons are -

1. Removal of residents parking bays on Eastern parade north side to accommodate new zebra crossing will reduce spaces available for residents in MF.

2. Business permit entitlement will reduce spaces available for residents in MF and MG.

## Objections to proposals under TRO 78/2021

3. South side of Eastern Parade restricting the waiting time to 3 hours will push visitors into MF and MG RPZ's where they can park for 6 hours in the afternoon between 12-6 pm . This also reduces the spaces available for residents.

My request is that the new parts of the road being considered for 3 hours waiting time should be brought into the MF or MG RPZ's so that we are exempt from the restrictions. This system is used in other areas of Portsmouth particularly Old Portsmouth and works well for both residents and visitors.

Last year residents in this area was very poorly treated by Portsmouth City Council when the seafront road was closed and all visitors were pushed onto our roads and pavements. This brought the worry of COVID infections in addition to the litter, vehicle pollution, noise etc etc etc .

I feel that again , the residents here will suffer because of the proposed changes under TRO78/2021.

In your consultation notes, you say that you surveyed organisation on Eastern Parade but several of them knew nothing about your proposals. Can you give me details of who participated in the surveys please.

I also thought that various surveys should be done to determine locations of any new crossings . Has this been done and can you give me the results of the survey please or the reason why one hasn't been carried out.

I am very conscious of getting value for money and do not want a crossing installed which is underused and relocated in the future. I understand the funds allocated are in excess of £50,000 and this shouldn't be spent based on a Councillor's whim rather than proper research.

55. Resident, Helena Road

I would like to object against the loss of residents parking in MG and MG RPZ's.

1. Removal of residents parking bays on Eastern parade north side to accommodate new zebra crossing will reduce spaces available for residents in MF.

2. Business permit entitlement will reduce spaces available for residents in MF and MG.

3. South side of Eastern Parade restricting the waiting time to 3 hours will push visitors into MF and MG RPZ's where they can park for 6 hours in the afternoon between 12-6 pm . This will reduce the spaces available for residents.

My request is that the new parts of the road being considered for 3 hours waiting time should be brought into the MF or MG RPZ's so that we are exempt from the restrictions. This system is used in other areas of Portsmouth particularly Old Portsmouth and works well for both residents and visitors.



Objections to proposals under TRO 78/2021

Last year residents in this area was so very poorly treated by Portsmouth City Council when the seafront road was closed and all visitors were pushed onto our roads and pavements. This brought the worry of COVID infections in addition to the constant excess litter, vehicle pollution, noise etc etc etc .

You are now proposing to take away facilities permanently from us which seems to be way PCC work for this area .

Again, the residents here will suffer because of the proposed changes under TRO78/2021.

I have seen the notice regarding proposed loss of parking spaces to accommodate a crossing.

I need to object against this for several reasons. I thought there had to be surveys done in the road to determine the need for a crossing and not just decided based on Councillors personal opinion and the desire to waste any cash the council is given.

Has this been done and can I see the results please ?

There is a push for cleaner air and reduced pollution but again the same as last year , you are increasing our pollution here!

Car engines will be idling while waiting for the lights to change pushing more fumes into our homes . The noise from the beeping of the crossing is also like torture plus the light pollution . Who wants lights flashing into their windows ?? It's right outside some residents bedroom windows , this is very unfair and a strain on mental and physical health .

As you know there's a children's nursery and tennis club which attracts so many cars from early morning right through til the evening .

These drivers regularly dangerously cut across oncoming traffic , park on double yellow lines, park over drives , reverse up the middle of the road, turn in the road etc etc. The loss of parking and installation of a crossing will make all this much worse. I feel they will continue with their bad driving by blocking the crossing so will be far more dangerous than it is now.

Cars constantly stop to use the post box at the end of Helena Road , pulling in on the double yellow lines which will be zig zags if the crossing goes ahead .

Can you consider moving the post box ?

We are losing parking spaces in the MF RPZ and I feel that because of this , the south side of Easter Parade should be brought into the MF zone.

I am trying to make constructive comments as I know change is inevitable but should be for the better and not the worse.

56. Resident, Helena Road

| Objections to proposals under TRO 78/2021   |
|---|
| <p>I am neutral to most of the parking proposals but object to the proposed zebra crossing.</p> <p>It is never difficult to cross the road at the proposed site and a crossing would cause increased fume and noise pollution to nearby residents through unnecessary stopping and starting of the traffic.</p>   |
| <p>57. Resident, Kimberley Road</p> <p>I wish to post my opposition to the preposition of a pedestrian crossing on Eastern Parade. This was not properly consulted and i feel that this planning process was 'hidden' from the electorate just before the local elections and leads we to doubt the validity of the current Lib Dem lead as I'm certain if this 'secret' planning had come to light before the election some voters would of changed their voting intent.</p> <p>I also object to the imposition of a restriction on parking. I do agree that some control should be planned but to impose it without consulting the affected population seems 'underhanded'.</p> |
| <p>58. Resident, Nettlestone Road</p> <p>I would like to oppose the Eastern Parade scheme.</p>  |
| <p>59. Resident, St Helens Close</p> <p>Please do not put this crossing in Eastern Parade.</p> <p>I have never come across a problem with people crossing the road apart from when the seafront was closed.</p> <p>Parking spaces, with all the restrictions being put in place, are more important than a crossing. Our roads already look like patchworks.</p> <p>Keep things simple, most people do have common sense and don't need to be told how to do everything.</p>  |
| <p>60. Resident, St Helen's Parade</p> <p>I object towards the parking restrictions proposed for St Helens Parade and Eastern Parade. I am a resident and live with my partner, and we both use this side of the road to park our vehicles as we are not entitled towards a permit for the parking zones. If the proposal goes ahead we will have no area to park our cars, and neither do the other residents who use this side of the road.</p>   |
| <p>61. Resident, no address given</p> <p>I reject the proposal.</p> <p>There are already far too many parking restrictions in and around Portsmouth which restrict honest drivers and residents.</p> <p>If people can't cross the road when there is acres of visibility along there then a crossing is not going to mitigate against stupidity.</p> <p>If safety is an issue thrn consider instead disallowing the Voi scooter scheme which everyday allows riders to cause traffic hazards on narrow roads as they ride unrestricted anywhere they please.</p>  |
| <p>62. Resident, no address given</p> <p>I have read with interest of your proposed changes to parking restrictions in Eastern Parade . The only solution is to remove ALL parking restrictions not bring in more . By constantly restricting parking you drive away visitors , its difficult enough for tourists to park as it is without making it more so . I know of people who used to park there and visit local cafes etc but no longer do so due to the restricted parking caused by the residents restrictions that wernt required in the first place !</p>  |

Unclear if supporting or objecting to proposals under TRO 78/2021

63. Resident, Salisbury Road

I write with regards to the Zebra crossing intentions on Eastern Parade.

Please can you be clear that these crossings are going to be just that and not accompanied by traffic lights with beeping waiting signals.

I am not opposed to Zebra crossings but I am extremely opposed to any traffic light system.

Being a local that crosses every day to the tennis courts at Canoe Lake Leisure, between Helena Road and Bruce Road, I can tell you that having a crossing there is an absolute waste of funds and time as that is not a position that demands support in the slightest.

The position that really does need support is the crossing over from Helena Gardens to Canoe Lake. That point is an absolute nightmare with an accident just waiting to happen.

To be honest I am surprised that to date it has been accident free as such caution is required.

I also ask as I think it's extremely unfair on the residents at both points should traffic lights be installed with beep systems. It caused such horrendous unrest on the local residents, having them beeping outside their properties. That unrest spread through the whole area and was desperate for the people who had that beep going 24/7

Please can you confirm as I am tired & pretty exhausted from speaking with such unhappy residents that this is going to affect tremendously.

There is nothing I would like more than to know this is just plain Zebra crossings.

Thank you for your swift response.

It will be back up & reassuring for the owners in the apartment block on the corner of Helena Rd & Eastern Parade.

64. Resident, no address given

With regards to the above proposal would you please answer the following questions:

1. Was the letter to residents sent to every resident of parking zones MD, MF and MG?

2. If not sent to all the above, why not?

Each of these zones use the parking bays proposed to become limited to 4 hours 8am -7pm, as there is not enough parking in each of these zones, so they will be affected by the proposal.

3. Are you aware that the Councillor who proposed this idea LOST his seat in the recent elections?

Unclear if supporting or objecting to proposals under TRO 78/2021

Could the reason for this be the proposal, I know of no locals that were consulted or support the suggestion?

4. Your letter claims that the crossing will help people safely travel to and from the seafront but does not give any advantages with regards to parking to residents, could this be because there are not any?

5. Your letter states that you discussed the initial proposals for the zebra crossing with Eastney and Craneswater Ward Councillors so will you please explain why all the Councillors for this ward issued a handout saying they had NOT been consulted?

6. Which organisations were consulted?

7. What organisations would turn down any opportunity to increase trade at no cost to them?

8. Why do we need a turnover of space on the Southside of St Helens and Eastern Parade?

What is needed is more parking! How are you going to do this?

9. You say you must ask our opinions but fail to expand on how they could affect the proposal, why not?

10. You say that the work will be done in the autumn, avoiding the busy summer season, you must be aware that autumn season is also busy, so why say this?

Why are you deliberately trying to influence opinions rather presenting the facts?

11. If you observed the pedestrian traffic in this area you would quickly recognise that the major traffic hazard to pedestrians is the crossing at the southern end of Festing Road, using the traffic island already there, this is by far the most used crossing especially by families going to the Canoe Lake, Rose Garden or on to the seafront and is the location that most needs a zebra crossing

Your proposed sighting for a zebra crossing is mainly used for people accessing the Tennis Club, who no doubt supported the proposal. You expect people to walk along the northern side of Eastern Parade to access the zebra crossing then walk back on the southern side, that just will NOT happen, they will cross at the traffic island putting themselves at double risk from traffic, so why locate it there?

12. If sighted as proposed there will be a loss of 8 parking spaces, how does this manage parking congestion as stated in the draft order?

13. The proposed zebra crossing will provide an EXTENDED connected route so why not site it at the traffic island?

14. The local businesses were aware of the current parking restrictions when they opened so why are they being given preferential treatment for themselves and their customers?

15. If part of the problem is the number of visitors to the seafront searching for a free space in this area why are you reducing the number of parking slots?

16. What are you doing about the lack of free parking at the seafront?

17. The organisations preferences, whilst being considered, should not be used to influence opinions as they have been in your letter, so why were they?

18. Whilst it is true that not all visitors will stay for 3 hours but the majority do.

The parking slots opposite Dolphin Court are often occupied for about 6 hours with families enjoying Bar-be-ques / picnics/ social gatherings, so how will they manage under the proposal?

Unclear if supporting or objecting to proposals under TRO 78/2021

19. In granting organisations staff parking permits you destroy the objective of the Residents Parking Zone, so why are you proposing this?




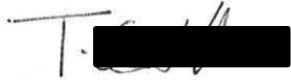

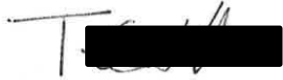
20. How would the 3-hour limit be upheld?

Existing Traffic Warden numbers cannot currently uphold the existing requirements. Last week in the 1800 -1900 Residents Only period I identified 51 non-residents using slots (that's £1785 - £2570 in fines NOT obtained) and on contacting the Traffic management office all they could do was to say that they would see what they could do – result NOTHING!

21. I would be interested to know what the approximate cost of this proposal has been so far.

I look forward to your answers and thank you in advance of them.

## Appendix D - TRO 78/2021 Confirmation Table of Communication Steps Taken

| <b>Action taken</b><br><i>*Statutory Requirement</i>                                     | <b>Date started</b><br><b>Date completed</b>                                | <b>Completed</b><br><i>(Signature required)</i>                                       |
|--|---|---|
| Proposed TRO published in local newspaper, The Portsmouth News*                          | <i>Started: N/A</i><br><i>Completed: 23/07/2021</i>                         |    |
| Notices displayed on affected roads*   | <i>Started: N/A</i><br><i>Completed: 23/07/2021</i>                         |    |
| 21-day consultation*   | <i>Started: 23/07/2021</i><br><i>Completed: 20/08/2021</i>                  |    |
| Public notice for proposed TRO published on Portsmouth City Council's website            | <i>Started: N/A</i><br><i>Completed: 23/07/2021</i>                         |   |
| Proposed TRO available online from Portsmouth City Council's website                     | <i>Started: N/A</i><br><i>Completed: 23/07/2021</i>                         |  |
| Letters posted via Royal Mail to properties in the affected area including public notice | <i>Started: 23/07/2021</i><br><i>Completed: 27/07/2021</i>                  |  |
| Email / letter sent to respondents with time, date and location of T&T meeting           | <i>Started: N/A</i><br><i>To be completed 1 week before T&amp;T meeting</i> |   |
| <b>Action taken</b><br><i>*Statutory Requirement</i>                                     | <b>Date started</b><br><b>Date completed</b>                                | <b>Completed</b><br><i>(Signature required)</i>                                       |
| Email / letter sent to respondents with notifying of decision made at the T&T meeting    | <i>Started: N/A</i><br><i>To be completed 1 week after T&amp;T meeting</i>  |   |

|  |                                      |  |
|--|--------------------------------------|--|
|  | <i>Started:</i><br><i>Completed:</i> |  |
|  | <i>Started:</i><br><i>Completed:</i> |  |
|  | <i>Started:</i><br><i>Completed:</i> |  |
|  | <i>Started:</i><br><i>Completed:</i> |  |
|  | <i>Started:</i><br><i>Completed:</i> |  |
|  | <i>Started:</i><br><i>Completed:</i> |  |

**List of roads notices have been displayed on**

|                  |  |
|------------------|--|
| Brading Avenue   | Bruce Road   |
| Burbidge Grove   | Cousins Grove  |
| Eastern Parade   | Festing Road (between Eastern Parade and Salisbury Road) |
| Helena Road      | Spencer Road   |
| St Helen's Close | St Helen's Parade  |

**List of roads letters have been sent to the properties of**

|  |                   |
|--|-------------------|
| Brading Avenue   | Bruce Road        |
| Burbidge Grove   | Cousins Grove     |
| Eastern Parade   | Elizabeth Gardens |
| Festing Road (between Eastern Parade and Salisbury Road) | Helena Road       |
| Salisbury Road   | Spencer Road      |
| St Helen's Close   | St Helen's Parade |
| Canoe Lake businesses                                    |                   |



# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://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:**

Network Management / Parking Service

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

W:\TES\TP\LTP\Schemes Information\LTP 20-21 schemes\11.) Eastern Parade Zebra Crossing\Project documents\Eastern Parade Zebra

TRO 78/2021 Eastern Parade and St Helens Parade Zebra Crossing and Parking Proposals

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

- Existing
- New / proposed
- Changed

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

Zebra Crossing:

Improve safety for pedestrians & provide a formal crossing point by installing a new zebra crossing for the public to cross the road.

### Parking changes:

Provide limited Waiting parking places with a maximum stay of 3 hours, no return within 4 hours to make it easier for visitors to the seafront to find a parking space, create a greater turnover of parking opportunity and prevent long-term parking whereby vehicles are being left for long periods of time without being moved. To encourage people to think about how they travel to an area, when visiting, working or otherwise. To distribute the demand for parking more fairly, and cater for the needs of businesses and organisations adjacent to the southern side of Eastern Parade and St Helens Parade. To allow the businesses which include sports clubs, a museum and nursery, along the south side of Eastern parade and St Helens Parade to purchase business permits or charity permits (if applicable) to enable staff to find parking near to their place of work within the nearest Residents Parking Zone (RPZ).

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?

Zebra crossing: Following the installation of a temporary push button crossing last year during the COVID-19 restrictions a requirement has been identified to provide a more permanent formal crossing point in Eastern Parade. Engagement took place with ward Councilors regarding the proposed crossing in June 2021. Although the establishment of a crossing does not require formal consultation, in this instance revocation of parking restrictions were required - see below.

Parking: statutory 28-day consultation and notification under TRO 78/2021 took place 21 July 2021 - 18 August 2021. The implementation of the pedestrian crossing requires the revocation of waiting restrictions and designated parking which does require consultation. Statutory consultation is not the same as a survey, which gathers information on any parking problems in an area and gives an indication on whether or not local people feel that parking changes would be helpful.

Of those who replied, 30 respondees were in favour of a crossing. Of the 30, 23 were fully in support of the proposed zebra crossing and chosen location, a further 7 supported the need for a crossing but felt it was in the wrong place. 27 objected to the crossing saying either that it was not necessary and/or in the wrong place. The remaining respondees did not comment on the crossing.

With regard to the proposed changes to parking arrangements all the businesses were contacted and asked their views on what change if any they would like to see to the parking. These results were used to inform the proposal which was advertised.

## 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](mailto: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?

Zebra crossing:

By providing a designated, safe crossing point for pedestrians, the risk of drivers hitting pedestrians is reduced, which is a criminal offence, i.e. as a minimum "driving without due care and attention".

How will you measure/check the impact of your proposal?  
Monitoring of accident data provided by Hampshire Police.

**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](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

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

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

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

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto: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?

Zebra crossing - the installation of the Zebra Crossing will help to provide a safer location to cross the road by making drivers aware that they are approaching a designated crossing point. Additionally the crossing will be installed with the new Zebrite flashing amber units which are currently being rolled out across the city. This means they will be highly visible to drivers but will not spread light in the direction of adjacent housing. These are already commonly used throughout Portsmouth, with no complaints from nearby residents. The zebra crossing will not produce sound, which is preferable in this situation as in the vicinity of resident's

homes.

Parking: to grant businesses the ability to buy permits for their staff in either MF or MG Residents' Parking Zones (whichever is the nearest zone), could improve safety and help keep less mobile employees in work. Creating a turnover of space will make it easier ty for residents from other parts of the city who wish to access leisure facilities at the seafront. This can be essential for some people for their mental and physical wellbeing, particularly for those with protected characteristics.

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

The zebra crossing will be monitored after installation through reviewing accident data and observation by engineers.

The success or otherwise of the parking restrictions is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary, via the same TRO route.

**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](mailto: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](mailto: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 impact of the zebra crossing and the changes to parking could be a positive measure for persons with protected characteristics. The zebra crossing creates an improved feature for safely crossing the road for all pedestrians using that facility in particular those with protected characteristics as well as vulnerable road users. The changes to parking should create an improved parking opportunity along the southern side of Easter Parade and the south-eastern side of St Helens Parade, particularly for a visitor and improves accessibility for those drivers. The ability for staff to buy a parking permit for either the MF or MG parking zones (whichever is the closest to the business), could support people with protected characteristics in accessing work in those businesses on the southern side of Eastern parade or St Helens Parade.

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

The zebra crossing will be monitored after installation through accident data and observation by engineers. The success or otherwise of the parking restrictions is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary via the same TRO route. 

**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](mailto: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?

Zebra crossing - the installation of a zebra crossing will improve safety for pedestrians when crossing the road and thus increase confidence of pedestrians in choosing to walk instead of opting to use a vehicle. The safety improvements are for all pedestrians and vulnerable road users and those with protected characteristics.

Parking - the proposal should improve the availability of parking for people visiting businesses and reduce congestion caused by vehicles looking for space.

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

Introducing a zebra crossing and parking restrictions may have a positive impact as described above, even though it is not its 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 a zebra crossing or changes to parking has contributed is unlikely to be



**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](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

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

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

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

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto: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?

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

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B5-Air quality** - Will it improve air quality?



In thinking about this question:

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

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

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

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

The provision of a zebra crossing can help to encourage people to walk to the seafront wherever possible as their confidence in walking is increased if there are safe places to cross major roads.  
Parking restrictions will encourage a turn over of space and reduce congestion and air quality issues caused by vehicles circling looking for space.

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

Introducing a zebra crossing and parking restrictions may have a positive impact as described above, even though it is not it's 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 a zebra crossing or changes to parking has contributed is unlikely to be measurable.

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

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

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

The provision of a zebra crossing can help to encourage people to walk to the seafront wherever possible as their confidence in



walking is increased if there are safe places to cross major roads.

Parking restrictions can encourage commuters and local employees to consider an alternative mode of transport for 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. The restriction of a waiting limit to 3 hours no return within 4 hours, will encourage a turnover of parking availability for the businesses and visitors and this could reduce the need for drivers to search for a space and reduce the period of time running the vehicle. However, as driving is the only option for some people, the opportunity to buy a permit and parking in the nearest RPZ has been made an option for those businesses and their workers.

The increase in parking turnover along Eastern Parade and St Helens Parade makes parking more available and equitable to visitors.

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

The zebra crossing will be monitored after installation through accident data and observation by engineers.

The success or otherwise of the parking restrictions is measured by feedback from people living, working and visiting an area.

Subsequent adjustments can be proposed as and when necessary, via the same TRO 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](mailto: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](mailto: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?

A zebra crossing will help to encourage pedestrian access to the seafront and the proposed parking restrictions will enable better access to parking for visitors. As well as a long stretch of beach and the historic interest in Portsmouth, there are many amenities and leisure activities to be accessed within the seafront area. These measures will support these activities and the associated businesses.

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

The zebra crossing will be monitored after installation through accident data and observation by engineers. The success or otherwise of the parking restrictions is measured by feedback from people living, working and +

## 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](mailto: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?

By creating improved safety and access to the seafront for visitors, volunteers and workers, the proposals for the zebra crossing, waiting restriction along St Helens Parade and Eastern Parade of waiting limit 3 hours, no return within 4 hours and the eligibility for businesses to buy permits for their staff in either the MF or MG RPZs, these measures will support the businesses and are an improvement on the existing situation. These measures all support people with protected characteristics and improve the accessibility of the seafront for those people.

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

The zebra crossing will be monitored after installation through accident data and observation by engineers.

The success or otherwise of the parking restrictions is measured by feedback from people living, working and visiting an area. Subsequent adjustments can be proposed as and when necessary, via the same TRO route.



## C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto: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?

By creating improved safety an access to the seafront for visitors, volunteers and workers, the proposals for the zebra crossing, waiting restriction along St Helens Parade and Eastern Parade of waiting limit 3 hours, no return within 4 hours and the eligibility for businesses to buy permits for their staff in either the MF or MG RPZs, these measures will support the businesses and are an improvement on the existing situation. These measures all support people with protected characteristics and improve the accessibility of the seafront for those people.

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

The zebra crossing will be monitored after installation through accident data and observation by engineers.

The success or otherwise of the parking restrictions is measured by feedback from people living, working and visiting an area.

Subsequent adjustments can be proposed as and when necessary, via the same TRO route.

## Q8 - Who was involved in the Integrated impact assessment?

Alison Lawlor - Operational Transport Planner  
Lee Gilbert - Senior Traffic and Network Engineer

This IIA has been approved by:

Kevin McKee - Parking Team Manager

Contact number:

07585 987234

Date:

28 September 2021

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