



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 2 SEPTEMBER 2021 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL

Telephone enquiries to Jane Di Dino 023 9283 4060
Email: jane.didino@portsmouthcc.gov.uk

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

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 recommended to wear a face covering while moving around within the Guildhall.
- Attendees will be encouraged to take a temperature check on arrival.
- 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.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Lynne Stagg (Liberal Democrat)

Group Spokespersons

Councillor Simon Boshier, Conservative
Councillor Graham Heaney, Labour

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

Please note that the agenda, minutes and non-exempt reports are available to view online on

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

AGENDA

Meeting information: Risk assessment for Council Chamber

This has been published on the meeting page on the website.

- 1 Apologies for absence**
- 2 Declarations of Interests**
- 3 Residents' Parking Programme of Consultations - Reprioritisation (Pages 13 - 26)**

Purpose

The purpose of the report is to provide an update on the progress of the Residents' Parking Programme of Consultation since August 2020 and to make recommendations on the way forward.

RECOMMENDED that the Cabinet Member agrees that

- 1. The progress made since August 2020 (paragraph 3.4), and the conclusion of the rolling element of the programme (paragraph 3.6) is noted and that the rolling programme of consultation has been completed;**
 - 2. The Programme set out in Table 1 (page 4) is agreed, meaning consultation recommences with the 5 self-contained* areas identified (*those unlikely to displace parking, and which have been waiting for some years to be considered whilst the rolling programme reached its conclusion);**
 - 3. Once work in the 5 self-contained areas in Table 1 is complete, the remaining 4 areas on the Programme are progressed and a rolling element again developed to mitigate any displaced parking impact;**
 - 4. Once work described in (c) above is complete, the review of existing parking zones recommences to ensure their optimal operation for permit holders, with a new Programme developed based on the demand from residents.**
- 4 TRO 48/2021: Proposed shared bays (MG / MH permit holders in Owen Street and Ward Road, Southsea) (Pages 27 - 48)**

Purpose

To consider the public response to the proposed amendments to permit parking in Owen Street and Ward Road.

RECOMMENDED that the Cabinet Member agrees

1. That the amendment to 3 residents' parking bays (accommodating approximately 12 vehicles) within the MG parking zone to allow MH permit holders, proposed under TRO 48/2021, is implemented;
2. That feedback from local people is recorded and used to inform any future proposals, should they become necessary.

5 TRO 8/2021: Proposed extension of MH parking zone eastwards (Eastney) (Pages 49 - 120)

Purpose

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

RECOMMENDED that the Cabinet Member agrees that

1. The proposed extension of the MH Westfield Road area parking zone under TRO 8/2021 is implemented as advertised, with the following exceptions;
2. The 14m double yellow lines proposed outside Nos. 87-88 Lidiard Gardens are deleted from TRO 8/2021 and not implemented - Part E) 3 a) (iii) of the notice;
3. It is confirmed and noted that Nos.1-7 Highland Mews at 117 Lidiard Gardens is entirely private, separate from the public highway and not included in the physical proposals under TRO 8/2021, and that residents are entitled to apply for permits.

6 TRO 39B/2021: Proposed parking restrictions in various locations (Pages 121 - 146)

Purpose

To consider the public response to the proposed parking restrictions in a number of locations in Portsmouth.

RECOMMENDED that the Cabinet Member agrees that

1. The double yellow lines in Hayling Avenue remain unchanged, meaning the proposal to reduce their length by 5m at each end is not implemented;
2. 9m of the 11m of double yellow lines proposed on the bend in Cheslyn Road is implemented;
3. The proposed 5m extension to the double yellow lines on both sides of Woolner Avenue is applied to the east side only, southwards from Havant Road junction;
4. The 11m of double yellow lines proposed in front of the access road to Orford Court in Magdala Road, is implemented;
5. The 30m of double yellow lines proposed on the bend in Peronne Road, north of Bapaume Road, is implemented;
6. The parking in Shelley Avenue remains unchanged, meaning the proposal to install double yellow lines on the south side and move all

parking (including 3 disabled bays) to the north side is not implemented;
7. It is noted that the remainder of TRO 39/2021 was brought into operation under TRO 39A/2021 at the end of July, due to no objections being received to those proposals. Therefore, any proposals approved following this report will be brought into operation under TRO 39B/2021.

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.

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

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

	Coronavirus Risk Assessment for the Council Chambers
Company	Portsmouth City Council
Department	Corporate Health and Safety, Housing, Neighbourhood and Building Services Directorate
Activity	Covid-19 operating safely in the Guildhall Council Chambers This risk assessment is a live document and will be updated as new information is issued.
Date	19 July 2021 (v3)
Review date	Ongoing
Author	Lynda Martin, Health and Safety Manager

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
<p>Risk of exposure to Covid-19 virus</p>	<p>Staff, contractors and attendees</p>	<ul style="list-style-type: none"> • The capacity for the Guildhall Council Chamber for all attendees (including members of the public) has been calculated to be maximum of 30 people to accommodate 2 m social distancing. • Improvements in ventilation permits up to an additional 30 attendees. Members of the public will be advised to follow Covid safety recommendations. If 2m social distancing cannot be maintained then face coverings should continue to be worn. • The actions taken to maximise ventilation in the Guildhall Council Chamber includes: • The removal of internal casement secondary glazing windows. • Large casement windows will be opened. • Pedestal fans - positioned in each of the wing areas and along the back wall behind the pillars, maximum speed and modulation setting. • High level doors and window - the double doors to the high level galleries and the gallery corridor window will be opened. • The Guildhall deems, with the rate of infection and transmission still high that the following mitigations remain in place and will be conditions of entry: <ul style="list-style-type: none"> ○ The wearing of masks ○ Temperature checks ○ To ask for a Covid pass (double vaccination / negative lateral flow test) • Therefore: • All attendees are required to wear a face covering while moving around within the Guildhall. If 2m social distancing cannot be maintained then face coverings should continue to be worn. • On arrival all attendees must scan the Test and trace QR code, sanitise their hands and may have their temperature checked 	<p>All attendees will be invited.</p> <p>Signage displayed.</p> <p>All staff to monitor and politely challenge non-conformity directly.</p> <p>Posters displayed.</p>	<p>In place</p>

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Page 7		<ul style="list-style-type: none"> • All attendees are requested to undertake an Asymptomatic / lateral flow test within 48 hours of a meeting. Information on how to access this testing can be found on the Portsmouth City Council website: (https://www.portsmouth.gov.uk/services/coronavirus-covid-19/getting-tested-for-coronavirus-in-portsmouth/community-testing-for-covid-19-in-portsmouth/ or https://intranet.portsmouth.gov.uk/hr/wellbeing/coronavirus/testing-for-coronavirus/) • If the result is positive you must not attend the meeting, you and your household must self-isolate and you must book a confirmatory PCR test • Further mitigations to reduce the risk of exposure and transmission: • Attendees should be reminded of the need to regularly wash hands for 20 seconds using soap and water or hand sanitiser. • Maintain good hygiene particularly when entering or leaving. Hand sanitiser will be located at the entrance of the building. • Practice social distancing, trying where possible to keep 2m apart. Where 2m cannot be maintained 1m+ applies, this involves additional measures i.e. Face coverings and not facing each other etc. • No hospitality to be provided. • Some members are in the clinically extremely vulnerable group or vulnerable group https://www.nhs.uk/conditions/coronavirus-covid-19/people-at-higher-risk/whos-at-higher-risk-from-coronavirus/ Therefore: • Members are advised not to use public transport to get to and from Council meetings wherever possible. • Council Meeting is scheduled so members can avoid peak travel times on public transport if they have not alternative option. • All members will be requested to sit 2 metres apart and must adhere to arrival and exit procedures as detailed above. • All members may be required to undertake a temperature check on arrival and will sanitise their hands. • All member will bring their own refreshments. • All members will bring and use their own pen/stationery. 	<p>Staff to monitor. Any non compliance will result in the attendee not be permitted entry to the building.</p> <p>Guidance sheet provided to all attendees in advance of the meeting.</p>	

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
		<ul style="list-style-type: none"> The duration of the meeting should be reduced as much as possible to only consider essential business. Multiple exit doors will be opened at the end of the meeting to facilitate a straightforward exit from the building and minimise congestion. 		
<p>Social distancing and NHS Test and Trace - advice from Public Health Portsmouth (PHP)</p> <p>Maintaining 2m distance is primarily about reducing the risk of infection. However, it is important to recognise that for NHS Test and Trace, the definition of a close contact of a positive case outside of the household is either being face to face with someone for 1 minute or being within 2m of someone for 15 minutes. Therefore, people may still be asked to self-isolate for 10 days if they are not able to meet the 2m requirement (regardless of any of the 1m+ mitigations). Further details can be found here https://www.gov.uk/guidance/nhs-test-and-trace-how-it-works</p>				
Hygiene and Prevention Page 8	Staff, contractors and attendees	<ul style="list-style-type: none"> Cleaning staff are working at the Guildhall so each hand rail, door plate and stairwell is regularly cleaned. Cleaning wipes are provided at the reception desk in the Octagon. Sanitiser provided at entry, exit and at all lift lobbies. Building ventilation adjusted to provide good extraction and fresh air turnover (where possible) Doorways marked, where possible, with entry and exit channels. Only one person should use the Lifts at a time. Staggered arrival and exit times to minimise the number arriving and leaving in one go. Follow entry/exit signage to the building Member's seats to be located 2m distance from each other. Tables to be used to ensure chairs are not moved. Each speaker to have their own microphone. No sharing of microphones. All attendees are to bring their own water bottles/drinks. Members are to remain in their own seats throughout the meeting. There will be no swapping of chairs when elected to another position. 	Sanitising equipment with COSHH safety sheets are provided on arrival and in each reception area. Posters displayed Signage regarding hand washing placed in all restroom areas All soap provided will be anti-bacterial soap Gloves will be worn by staff completing	In place

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
		<ul style="list-style-type: none"> Members will be sat with their group colleagues to minimise the risk of members needing to move to speak to colleagues. . Attendees should only leave their seat to use the rest rooms. 	<p>cleaning and/or sanitising. Gloves to be disposed of appropriately after cleaning is undertaken.</p> <p>Exiting will be undertaken in a distanced manner maintaining 2m social distancing at all times.</p>	
<p>Test and trace</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 9</p>	<p>Staff, contractors and attendees</p>	<ul style="list-style-type: none"> Contact details of all staff are held by the meeting organiser. No members of the public can just turn up on the day. All attendees must scan the venue's test and trace QR code on arrival. NHS test and trace log to be retained and maintained for those that cannot or have not downloaded the app. Contact details will be held securely by the event manager for 21 days and will then be securely disposed of. 		<p>In place</p>
<p>Symptomatic attendees</p>	<p>Staff, contractors and attendees</p>	<ul style="list-style-type: none"> All attendees briefed if symptomatic they must not attend the council meeting and must self-isolate following the stay at home guidance issued by Public Health England. If any person displays or reports symptoms of Covid-19 they must leave the building by the closest exit, return home directly and follow the stay at home guidance for households issued by Public Health England. If the person is unable to leave the building safely on their own, event staff will ask them to move to the first aid room and we will call 111 for advice. The area will be thoroughly cleaned and sanitised that has been occupied by the person using the correct PPE. 	<p>First aid staff always available during working hours. Additional PPE available to first responders in the event of the person showing symptoms.</p>	<p>In place</p>

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
		<ul style="list-style-type: none"> Close contacts will be notified. This is anyone who has come into face to face contact (under 1 metre) with the case for any length of time, or within 2 metres of the case for more than 15 minutes'. 		
Ventilation and air conditioning	Staff, contractors and attendees	<ul style="list-style-type: none"> Existing ventilation systems have been reviewed and improvements have made in the Guildhall to maximise fresh air into the building and ventilation where possible All windows to remain open in chamber during the meeting 	The Guildhall Trust and PCC Facilities Team to implement and monitor.	In place/ongoing
Toilet facilities	Staff, contractors and attendees	<ul style="list-style-type: none"> Access to toilet facilities will be limited to one person at a time. Cleaning products are provided for use by attendees to clean area after use, paying particular attention to contact points i.e. door handles, taps etc. Posters are displayed reminding attendees staff to clean down touch points etc. after use and 'single person use' posters displayed. 	Facilities team to monitor Additional cleaning during the day and after the meeting. Staff to inform Line manager where there are concerns. Posters displayed	In place/ongoing
PPE	Staff, contractors and attendees	<ul style="list-style-type: none"> All attendees must wear a face covering and are encouraged to bring their own. Face coverings to be available at the entrance to the Guildhall if required. Gloves, anti-bacterial wipes and bin bags to be provide to all events staff. Sanitiser available at the entrance and exit of the building and in reception areas. 	Posters displayed Guidance provided in advance of	In place/ongoing

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
		<p>The following guidance on using face coverings should be followed:</p> <ul style="list-style-type: none"> • Wash/sanitise hands prior to fitting the face covering • when wearing a covering avoid touching your face or mask as you will contaminate the covering • change your face covering if it becomes damp or contaminated, • continue to wash your hands regularly • if the material is washable then follow the manufacturer's instructions if not dispose of in your usual waste 	meeting to all attendees.	
Manual handling	Staff	<ul style="list-style-type: none"> • Staff to follow manual handling policy and guidance • 2 person or more lift should be avoided where possible if participants are closer than 2m. Consider use of mechanical aids etc. • Where a 2 person or more lift is unavoidable the risk assessment must be revisited to ensure Covid-safe mitigation measures are in place i.e. face coverings, disposable gloves, minimising exposure time etc. 	Meeting to be planned in advance with alternatives to 2 man lifts provided wherever possible.	In place/ongoing
Financial Risk	Staff, contractors and attendees	<ul style="list-style-type: none"> • The council meeting may need to be cancelled at short notice if the Covid-19 situation changes due to local outbreaks, local sustained community transmission, or a serious and imminent threat to public health. • Contact details of all attendees held by the event manager to enable easy efficient cancellation. • Technology in place to move to virtual council meeting if required and permitted by legislation. 	<p>Financial commitments minimised wherever possible.</p> <p>PCC Insurance department aware of council meeting.</p>	In Place

Hazard	Who could be harmed and how	All controls required	How controls will be checked	Confirmed all in place or further action required
Updates		<ul style="list-style-type: none"> This risk assessment is a live document and will be updated and a result of consultation and as new information becomes available. 		
Further information		<ul style="list-style-type: none"> Further government information on support during the coronavirus pandemic can be found here HSE guidance, on working safely during the coronavirus pandemic can be found here The Government's guidance for the safe use of council buildings 		

Agenda Item 3



Portsmouth
CITY COUNCIL

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

Date of meeting: 2 September 2021

Subject: Residents' Parking Programme of Consultation -
Reprioritisation

Report by: Tristan Samuels, Director of Regeneration

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. The purpose of the report is to provide an update on the progress of the Residents' Parking Programme of Consultation since August 2020 and to make recommendations on the way forward.

Within this report, RPZ means Residents' Parking Zone and TRO means traffic regulation order

Appendix A: Citywide map of RPZ requests 2015 - 2021

Appendix B: The RPZ and TRO process in more detail, for information

Appendix C: Residents' Parking Programme map; a visual representation of existing RPZs and the areas identified for consultation within this report

2. Recommendations

It is recommended that:

- (a) The progress made since August 2020 (paragraph 3.4), and the conclusion of the rolling element of the programme (paragraph 3.6) is noted and that the rolling programme of consultation has been completed;
- (b) The Programme set out in Table 1 (page 4) is agreed, meaning consultation recommences with the 5 self-contained* areas identified (*those unlikely to displace parking, and which have been waiting for some years to be considered whilst the rolling programme reached its conclusion);



- (c) **Once work in the 5 self-contained areas in Table 1 is complete, the remaining 4 areas on the Programme are progressed and a rolling element again developed to mitigate any displaced parking impact;**
- (d) **Once work described in (c) above is complete, the review of existing parking zones recommences to ensure their optimal operation for permit holders, with a new Programme developed based on the demand from residents.**

3. Background

- 3.1.** On the 6 September 2019 a reprioritised Residents' Parking Programme of Consultation was agreed by the Cabinet Member for Traffic and Transportation, in response to the Full Council motion passed on: 16 July 2019:

The Council...therefore calls on the Cabinet Member for Traffic and Transportation to draw up and publish a strategic plan for the management of parking in residential and non-residential areas covering a period of at least five years.

- 3.2.** Subsequent RPZ Programme reports, including this one, adhere to that motion and reiterate the strategy developed for evaluating requests for new RPZs citywide, prioritising them via a scoring matrix and promptly addressing issues of displaced parking as part of a rolling programme.
- 3.3.** The Programme outlined in the report from August 2020 has progressed well, despite national lockdowns affecting statutory consultations, Council services and its external contractors. Much has been achieved under challenging circumstances.

- 3.4.** Progress between August 2020 and July 2021:

- 3 large RPZs were introduced following formal consultation (MG, MH, MI)
- 1 RPZ was extended, following formal consultation (MF)
- 3 informal surveys were undertaken (GB extension area, MJ, NC)
- 2 further formal consultations were undertaken (GB extension, MH extension - part of the area surveyed under "MJ")

- 3.5.** The informal survey of the "NC Kingsley Road area" showed that the majority of residents who replied did not feel a parking zone would be useful. The full results are on the Council's website on the "parking survey results" page, and headline results are as follows:

- 209 out of 736 (28%) forms were returned
- 84 (40%) respondents felt a parking zone would be useful
- 111 (58%) respondents felt a parking zone would not be useful
- 14 (7%) did not answer either way.

- 3.5.1.** As local people are not in favour of a parking zone, formal proposals are not required to be drawn up for consultation.



- 3.6.** Consequently, the rolling programme has reached a point where support has ended, and parking will not be displaced by further zones. The rolling element therefore ceases, as specified in previous reports which indicated the rolling programme would continue until a point is reached where an RPZ is not needed or supported by residents.

4. Programme Development

- 4.1.** The rolling programme was developed so that when a Residents' Parking Zone (RPZ) was agreed in one area the adjacent area or areas would be surveyed so that the effect of any displacement of parked cars could be mitigated quickly. This has worked and minimised the time residents in adjoining areas are affected by any displacement. However it has also meant that efforts have been focused across one area of the city.
- 4.2.** To enable other areas to be consulted the RPZ programme has been reviewed. It is proposed to first consult areas that are unlikely to cause significant displacement, as these can be done without the need for a rolling programme. There are a number of such areas on the existing programme namely FI Doyle Court, FJ Stamshaw, KE Pembroke Park, JG Froddington, JH Railway View.
- 4.3.** Since July 2019 a scoring matrix has been used to help determine the order. No scoring matrix can completely capture the situation but by scoring factors which affect the ability to park and the desire for parking controls it can help in the difficult decision regarding prioritisation. The scoring matrix is an indicative mechanism to prioritise requests, and has been amended slightly to enable a greater degree of fairness overall.
- 4.4.** Requests for parking zones are received regularly from residents and over the years appropriate areas have been identified for consultation. As the rolling programme has reached a conclusion, the opportunity to offer an RPZ to residents in these areas can be accommodated within a new timetable. Appendix A - Citywide map of RPZ requests 2015 - 2021 illustrates from where the requests are received.
- 4.5.** Rather than considering the absolute number of requests, the matrix now reflects the percentage of households in an area that have expressed the desire for permit parking. In addition, the points awarded for areas with fewer than 50% of properties with off-street parking has increased from 2 to 3. Areas fewer than 50% of properties with off-street parking have a greater reliance on having space available on-street and are therefore likely to be impacted more by non-residents' parking.
- 4.6.** Table 1 below shows how the areas identified for consultation score under the revised priority matrix.

Table 1 - Priority Matrix

	Self-contained Areas						Displacement / Rolling Programme Needed			
	FI Doyle	FJ Stamshaw	KE Pembroke	JG Froddington	JH Railway		GC Shearer	BG Mulberry	AB Wymering	BC Cosham
Requests from 5% (1 point)		1		1	1		1		1	
Requests from 10% (2 points)			2				2			
Requests from 15% (3 points)	3									
>50% of properties have no access to off street parking (3 points)	3	3					3			
>50% of properties have a frontage width of under 5m (2 points)		2		2			2			
Area located within 500m of a major trip generator (shopping centre, hospital, leisure venue, educational facility, tourist area, large employer) (1 point per trip generator)	6	4	7	5	4		5	3	3	
Area located within 500m of a transport hub (railway station, bus station, ferry terminal, hovercraft) (2 points per interchange without parking, 1 point per interchange with parking)		1	2	2	2		1			
Total	12	11	11	10	7		11	6	4	

4.7. Taking the information from Table 1 a programme has been drawn up (Table 2 below). The timetable has been divided into quarterly windows in which to commence the RPZ and potential TRO process for each area, depending on what residents tell us. The indicative timescales represent the most effective utilisation of resources in delivering positive outcomes to the community.

4.8. The areas for consultation set out in Table 2 below have been prioritised by scoring them against the Priority Framework Matrix shown in Table 1 above. Appendix C RPZ Programme Map shows areas where RPZs are active and the areas to be proposed for development within Table 1.

Table 2

I = informal survey F = formal consultation

	Year	2021/22		2022/23	
	Quarter	2 July August Sept	3 Oct Nov Dec	4 Jan Feb March	1 April May Jun
GB Alverstone Rd area extension		F			
MH Westfield Rd area extension		F			
FI Doyle Court Service Road, Hilsea		I	F		
FJ Stamshaw North, Nelson		I	F		
KE Pembroke Park, St Thomas			I	F	
JG Froddington, Charles Dickens			I	F	
JH Railway View area, Charles Dickens			I	F	
GC Shearer Road area, Fratton				I	F

Key
Current Programme
Self-contained areas: unlikely to cause displacement
Area requires a rolling programme



- 4.9.** The development of an RPZ follows a fairly extensive process as set out in Appendix B, particularly when working on more than one parking zone at a time. However, the average time of 36 weeks set out in the T&T report of September 2011 has been reduced to 20-26 weeks in subsequent years, due to new technologies and improved resources.
- 4.10.** Once the self-contained areas within Table 1 have progressed to conclusion, it is proposed to consider the areas which may require a rolling programme. Of these (GC, BG, AB extension, BC extension):
- a positive response to the informal survey would mean a rolling programme of consultation is developed for the adjacent unrestricted areas;
 - a negative response to the informal survey will mean the next area on the list will be considered and receive an informal survey.

5. Reasons for recommendations

- 5.1.** With car ownership in Portsmouth showing a steady increase over recent years, there is increasing pressure on the availability of on-street residential parking spaces.
- 5.2.** RPZs can improve residents' opportunities of finding a parking space near to their homes. In some locations residents can spend a considerable time driving around streets looking for a space, which creates wasted mileage, associated costs and air pollution.
- 5.3.** All requests for RPZs from residents are recorded and collated. Each area requires careful consideration according to the particular needs of the residents. The recommendations are presented to provide a systematic way of reviewing requests for zones and addressing any displacement issues while considering the needs on an area by area basis.
- 5.4.** The review of existing parking zones for the purpose of optimising their operation for residents and businesses, will recommence when resources allow. This element has not been removed from the Programme, but short-term timescales are not available for publication at this time.

6. Integrated Impact Assessment

- 6.1.** An Integrated Impact Assessment is not required at this stage as the report does not put forward any proposals to change restrictions and the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Each subsequent new proposal will be subject to public consultation and a separate report that assesses any impact on the Equalities Groups.



7. Legal implications

7.1. As the recommendations do not propose any further action at this stage there are no legal implications. Any alterations or additions to the existing traffic regulations orders will require approval in the usual way.

8. Director of Finance's comments

8.1. There are no direct financial consequences of the approving the recommendations within this report.

8.2. Any costs associated with the implementing new schemes or evaluating existing schemes will be met form the On Street Parking budget.

8.3. As individual schemes are designed a separate report for each will be bought back to the Traffic and Transport portfolio decision meeting that sets out the cost of implementing and operating the scheme, and an estimate of the likely revenue that may accrue to the Parking Reserve.

.....
Signed by:

- Appendices:** A) Citywide map of RPZ requests 2015 - present
 B) RPZ process
 C) Residents' Parking Programme map

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
Residents' Parking Programme of Consultation - Reprioritisation Post Covid-19	PCC website - Traffic and Transportation cabinet meetings - 20 August 2020
Residents' Parking Programme of Consultation - Reprioritisation	PCC website - Traffic and Transportation cabinet meetings - 6 September 2019
Residents' Parking Programme of Consultation Update	PCC website - Full Cabinet meetings - 26 February 2019
TECS Parking Review	PCC website - Full Cabinet meetings - 26 February 2019
Revised Residents' Parking Programme of Consultation	PCC website - Traffic and Transportation cabinet meetings - 31 July 2018
Residents' Parking Zones to be retained/amended	PCC website - Traffic and Transportation cabinet meetings - 15 July 2015



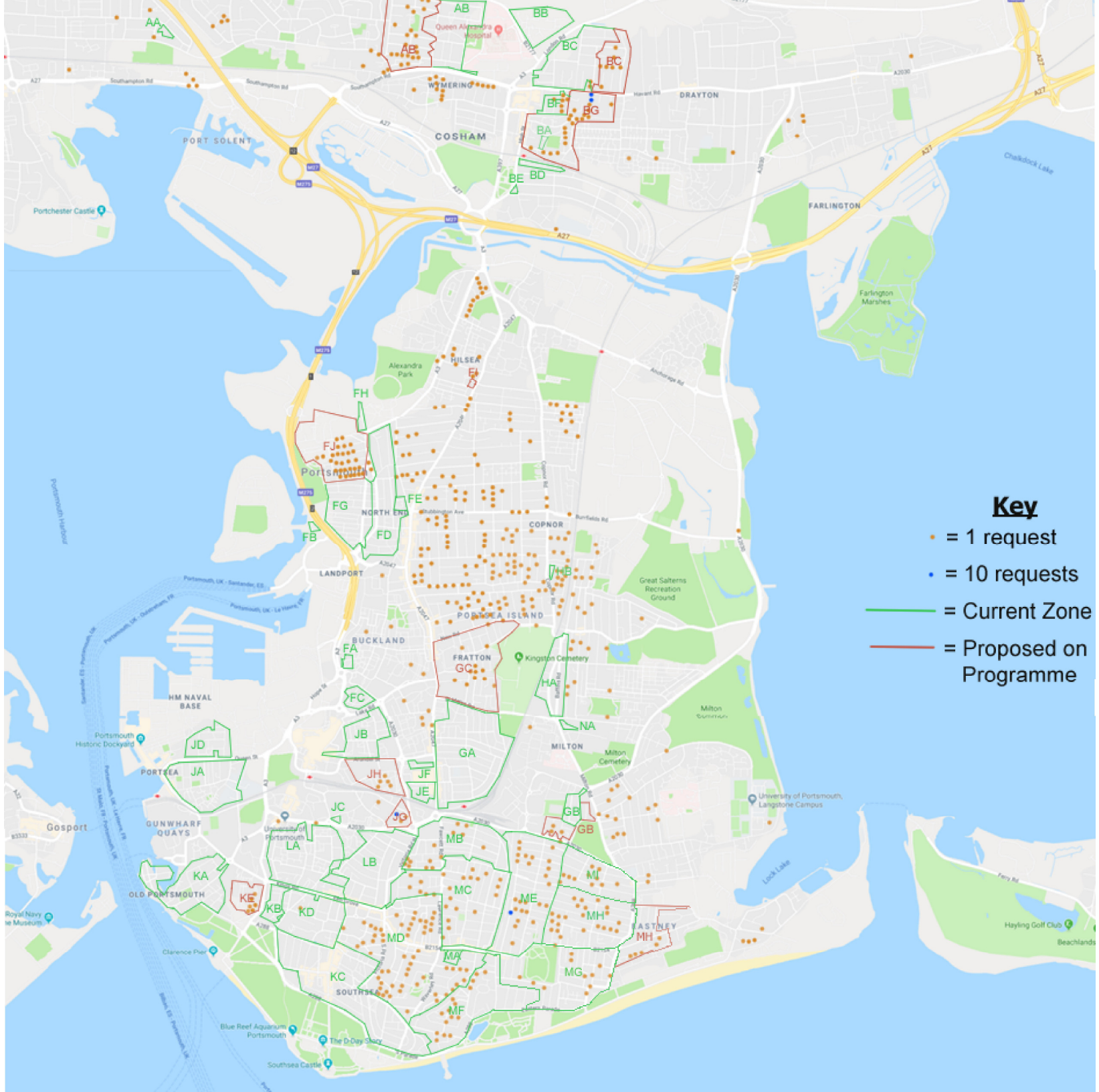
Residents' Parking Zones to be removed/reduced/amended	PCC website - Traffic and Transportation cabinet meetings - 15 July 2015
Update and Revision of 3-year Residents' Parking Programme	PCC website - Traffic and Transportation cabinet meetings - 22 September 2011

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

.....
Signed by:

(End of report)

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Key

- = 1 request
- = 10 requests
- = Current Zone
- = Proposed on Programme

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APPENDIX B: Residents' Parking Programme Reprioritisation Report

Residents' Parking Zones: What's involved (average 28-week process)

Basic stages	Average time
1. Informal surveys	5 weeks (prep + 3-week response time)
2. Formal TRO consultation	6 weeks (prep + 3-week consultation)
3. Analysis → Report → Decision	9 weeks
4. RPZ preparation	8 weeks
5. RPZ post-installation queries/complaints	Ongoing (1 month)

Detailed process	
<p>1. Informal surveys</p> <ul style="list-style-type: none"> • Identify RPZ boundary and property addresses • Identify survey requirements (Equalities information, survey deadline, telephone numbers, any additional info such as RPZs approved nearby) • Design survey form; produce proof • Online survey set up (unique weblink to be printed on survey forms) • Officers, Comms and portfolio holder sign-off • Arrange printing (in-house, university or elsewhere) • Arrange posting 	
<p>Formal TRO consultation</p> <ul style="list-style-type: none"> • Analyse informal survey results and agree proposals to go forward (finalise boundary, operating times, free parking period, permit entitlement etc) • Draft public notice • Draft traffic regulation order • Plan of area • Draft information letter for all properties to accompany proposal notice, obtain sign-off from Comms and Cabinet Member • Arranging printing and distribution of letters ahead of 21-day consultation (property nos., list of roads & map for delivery, remove student property addresses) • Arrange 21-day public consultation <ul style="list-style-type: none"> ○ Proposal notice published in <i>The Portsmouth News</i> (place order via Panacea, approve proof) ○ Proposal notice uploaded to PCC website ○ Proposal notice sent to statutory consultees (police, ambulance, road haulage, utilities companies, bus companies etc.), plus Ward Councillors, PCC departments, Portsmouth Cycle Forum, Colas etc ○ Yellow copies of proposal notice displayed on lampposts throughout the area (print notices, paste onto boards, attach via cable ties, arrange routine checks) ○ TRO, public notice and plan on deposit for public viewing in main reception • 21-day public consultation underway <ul style="list-style-type: none"> ○ Respond to all enquiries, explain next steps ○ Extract responses for T&T report (sort by road, for/against/neither) ○ Record contact details for future communications 	

3. Analysis - Report - Decision

- Analyse responses to public consultation; understand what people have told us
- Draft report for Traffic & Transportation briefing meeting; discuss with colleagues in Transport
- PMO team to provide timeframe to adhere to, add project to Forward Plan
- Obtain Legal, Finance, Equalities input, senior managers' and Cllrs' sign-off
- Briefing meeting (officers, Portfolio holder, opposition spokespersons)
- Amendments, final sign off by Director and Cabinet Member; submit to Democratic Services for publication
- Advise all consultation respondents of the report, date / time / location of public decision meeting, and of how to make a deputation, copy in Ward Cllrs and T&T portfolio Cllrs
- Public T&T decision meeting

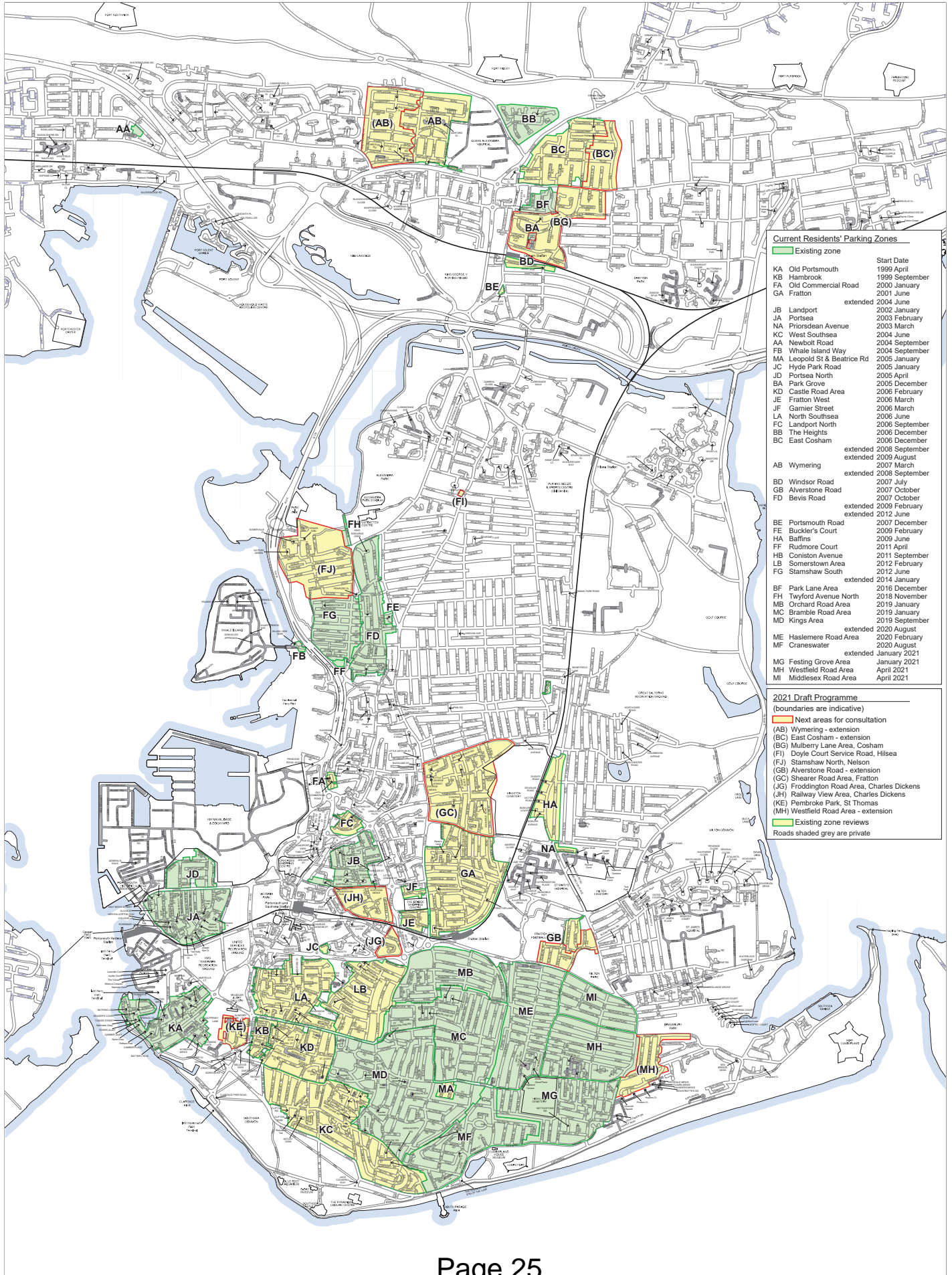
4. RPZ preparation

- Identify postal addresses for letters and permit application packs
- Mail-merge addresses / print letters
- Set up addresses on permit system (so that system can accept applications from new roads 1 month in advance)
- Street surveys: where to install signs and posts; numbers for order
- Order posts (3m and 4m) and signs (repeaters for parking bays and controlled zone signs)
- Order line-marking (works order, bill of quantities, obtain & agree quote, raise finance requisition, submit)
- Send out letters and permit application packs
- Advise respondents to the formal consultation of the decision and when the RPZ will come into operation, plus Ward Cllrs and T&T Cllrs: respond to enquiries
- Process permit applications - respond to enquiries
- Install signs, posts and advance warning signs - respond to enquiries
- Install parking bays - respond to enquiries, make adjustments where possible
- Bring TRO into operation (finalise TRO schedules following T&T decision)
 - "Notice of Making" published in *The News* within 2 weeks of operational date (place order via Panacea, approve proof)
 - TRO signed / sealed at Legal Services
 - Sealed TRO uploaded to PCC website in place of original proposal notice
 - "Notice of Making" or sealed TRO sent to statutory bodies (police, ambulance, road haulage, utilities companies, bus companies etc.), Ward Councillors, PCC departments, Portsmouth Cycle Forum, Colas etc
 - Original TRO to Modern Records for archiving, copy saved on w:drive

5. RPZ post-installation queries / complaints / amendments

- Respond to similar queries as received during the consultation on RPZ operating times, permit costs, why it's been introduced etc.
- Respond to complaints and enquiries from residents of adjacent roads/areas
- Put forward any amendments via further TROs if identified as necessary e.g. unrestricted section outside garages, shared bays
- Process PCN appeals, queries and outstanding permit applications

PORTSMOUTH RESIDENTS' PARKING ZONES



Current Residents' Parking Zones	
Existing zone	
Start Date	
KA Old Portsmouth	1999 April
KB Hambrook	1999 September
FA Old Commercial Road	2000 January
GA Fratton	2001 June
JB Landport	extended 2004 June
JA Portsea	2002 January
NA Priorsdean Avenue	2003 February
NC West Southsea	2003 March
KA West Southsea	2004 June
AA Newbold Road	2004 September
FB Whale Island Way	2004 September
MA Leopold St & Beatrice Rd	2005 January
JC Hyde Park Road	2005 January
JD Portsea North	2005 April
BA Park Grove	2005 December
KD Castle Road Area	2006 February
JE Fratton West	2006 March
JF Garnier Street	2006 March
LA North Southsea	2006 June
FC Landport North	2006 September
BB The Heights	2006 December
BC East Cosham	2006 December
AB Wymering	extended 2008 September
BD Windsor Road	extended 2008 September
GB Alverstone Road	2007 July
FD Bevis Road	2007 October
BE Portsmouth Road	extended 2009 February
FE Buckler's Court	extended 2012 June
HA Baffins	2007 December
FF Rudmore Court	2009 February
HB Coniston Avenue	2009 June
LB Somerstown Area	2011 April
FG Stamshaw South	2011 September
BF Park Lane Area	extended 2012 June
FH Twyford Avenue North	2012 January
MB Orchard Road Area	2012 June
MC Bramble Road Area	2012 November
MD Kings Area	2019 January
ME Haslemere Road Area	2019 January
MF Craneswater	extended 2020 August
MG Festing Grove Area	2020 February
MH Westfield Road Area	2020 August
MI Middlesex Road Area	extended January 2021
	April 2021

2021 Draft Programme	
(boundaries are indicative)	
Next areas for consultation	
(AB) Wymering - extension	
(BC) East Cosham - extension	
(BG) Mulberry Lane Area, Cosham	
(FI) Doyle Court Service Road, Hilesea	
(FJ) Stamshaw North, Nelson	
(GB) Alverstone Road - extension	
(GC) Shearer Road Area, Fratton	
(JG) Froddington Road Area, Charles Dickens	
(JH) Railway View Area, Charles Dickens	
(KE) Pembroke Park, St Thomas	
(MH) Westfield Road Area - extension	
Existing zone reviews	
Roads shaded grey are private	

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Agenda Item 4



Portsmouth
CITY COUNCIL

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

Date of meeting: 2 September 2021

Subject: TRO 48/2021: Proposed shared bays (MG / MH permit holders) in Owen Street and Ward Road, Southsea

Report by: Tristan Samuels, Director of Regeneration

Wards affected: Milton, Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed amendments to permit parking in Owen Street and Ward Road.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 48/2021

Appendix B: Public views submitted

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

2. Recommendations

- 2.1 **That the amendment to 3 residents' parking bays (accommodating approximately 12 vehicles) within the MG parking zone to allow MH permit holders, proposed under TRO 48/2021, is implemented;**
- 2.2 **That feedback from local people is recorded and used to inform any future proposals, should they become necessary.**

3. Background

- 3.1 The boundary between MG and MH parking zone runs along Highland Road. Within the section between Winter Road and Cromwell Road there is no on-street parking due to double yellow lines. On the north side of Highland Road, within MH zone, some properties have no private parking available, and there are no side streets between Hellyer Road and Prince Albert Road for MH zone residents to find parking spaces. See Plan 1 below, showing the proposed shared RPZ parking bays as pink lines.



Plan 1



- 3.2** After the introduction of the MG parking zone into the side roads opposite, a small number of residents living on the north side of Highland Road within the MH parking zone, living opposite Owen Street and Ward Road, reported having to walk considerable distances. Seeing spaces available in the roads that they were previously able to use, but that are now restricted between 12-1pm and 6-7pm, has caused some frustration.
- 3.3** Therefore, a proportionate proposal for some shared MG/MH parking bays in appropriate locations was put forward under TRO 48/2021, to provide more parking options for properties on the north side of Highland Road in response to the known, minimal requests.
- 3.4** Changing the boundaries of parking zones instead is a major undertaking and would still limit residents to parking in one zone. Other properties in Highland Road are content with the current arrangements and would not wish to change. To move all the properties within the area between Hellyer Road and Prince Albert Road to MG would lead to a far greater number of permit holders transferring and could cause considerably more issues for those in the MG zone. The best solution, that has proved successful in other locations, is to provide shared parking bays in some roads. To reduce impact on MG permit holders the parking bays selected for sharing are those not located directly outside houses.
- 4. Reasons for the recommendations**
- 4.1** Shared parking bays that allow parking by permit holders living either side of a boundary is a proven way of improving parking opportunities for those who need it and controls the extent to which sharing can take place. Therefore, proposing to allow parking by both MG and MH permit holders within approximately 12 spaces close to Highland Road, is a proportionate response to the concerns raised.
- 4.2** Three residents' parking bays that are not directly outside residential properties were identified for shared permit holder status, catering for around 12 vehicles in total. These are located in Owen Street alongside the Co-op store car park, and in Ward Road alongside the Co-op store and opposite; southwards from Highland Road.



- 4.3** Whilst 27 residents of the MG parking zone are concerned the measure could encourage more MH permit holders to park in Owen Street and Ward Road, there is no evidence to suggest this is likely. Geographically, residents living further into the MH parking zone would have to walk some distance to park in these roads, ignoring closer adjoining roads. The proposal caters for a small number of residents in Highland Road who have expressed an interest in parking in the side roads opposite.

5. Consultation and notification

- 5.1** Statutory 21-day consultation and notification under TRO 48/2021 took place 24 June - 15 July 2021.
- 5.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly 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 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.
- 5.3** In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to properties in Highland Road, Owen Street and Ward Road, to raise awareness.
- 5.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

6. Consultation response

- 6.1** 281 copies of the proposal notice were sent to properties in Owen Street, Ward Road, and includes 68 properties in Highland Road. 27 objections were received to the proposal, concerned that there would be an influx of MH permit holders into Owen Street and Ward Road. 4 expression of support were received from properties in Highland Road.
- 6.2** In practice, the small number of residents in Highland Road who have expressed an interest in parking in the side roads opposite are likely to use the shared parking bays. It is as difficult for them to access the nearest MH parking bays as it would be for residents further into MH zone to access shared parking bays in Owen Street and Ward Road, as there is no direct link northwards from Highland Road.

7. Integrated Impact Assessment

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



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 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 financial impact of the recommendations within this report is likely to be minimal.

.....
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
31 emails in response to the published proposals under TRO 48/2021	1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report)

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

.....
Signed by:
Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 48/2021

THE PORTSMOUTH CITY COUNCIL (OWEN STREET AND WARD ROAD) (AMENDMENTS TO RESIDENTS' PARKING PLACES: MG ZONE) (NO. 48) ORDER 2021

24 June 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 45, 46, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, 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:

A) CHANGE TO RESIDENTS' PARKING BAYS FROM: MG PERMIT HOLDERS 12-1PM AND 6-7PM TO: MG AND MH PERMIT HOLDERS 12-1PM AND 6-7PM

1. Owen Street

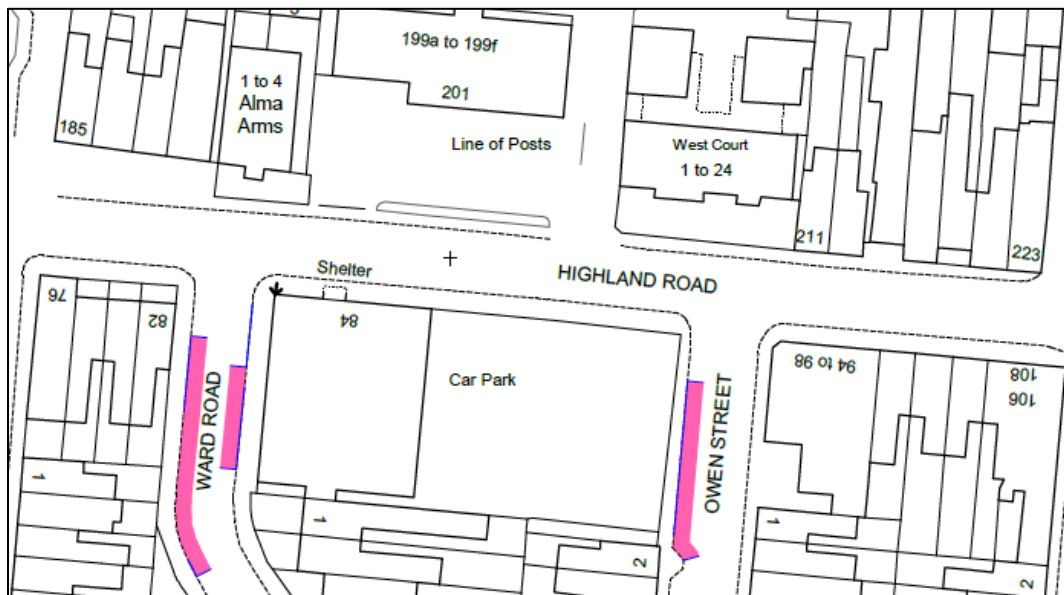
West side, the first 21m of the parking bay south of Highland Road, adjacent to the Co-Op car park

2. Ward Road

(a) East side, the 11m parking bay south of Highland Road, adjacent to the Co-Op store

(b) West side, the 30m parking bay southwards between Highland Road and No.2

B) PLAN OF PARKING BAYS AFFECTED



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COUNCIL'S STATEMENT OF REASONS FOR THE ORDER

To amend three parking bays (approx.12 spaces) within the MG parking zone south of Highland Road, near the boundary of the MH parking zone, to allow shared use of the parking bays by both MG and MH permit holders, providing more parking options for some properties on the north side of Highland Rd.

To view this public notice or the draft order on Portsmouth City Council's website, 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 either to object to or support 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 48/2021** by **15 July 2021** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

Appendix B: Public views

Support for proposals
<p>1. Resident, Highland Road I support this!! I'd still just be happy with moving in MG zone.</p> <p>Can't see why MG zone would let MH (massive problem zone) just have parking in roads. Or just put our permits to park in both zones. Flagging an area will surly just cause upset for MG zone, I hope I'm wrong.</p> <p>I will surly be using owen/ward if goes ahead.</p> <p>My vehicle was damaged from now parking in a busy Prince Albert road just waiting for my wing mirrors to be smashed off from kids using park.</p>
<p>2. Property owner, Highland Road Support - resident of property wants to park near house, devalued house price</p>
<p>3. Resident, Highland Road I would like to support the proposal TRO 48/2021</p>
<p>4. Resident, Highland Road I have just spent over 20 minutes looking for a space to park in the allocated MH Zone parking, as due to your new restrictions I am unable to park in any nearby roads. Not only was I unable to park in any road down MH zone, but ended up having to park in my usual road, in the newly-named MG Zone. A zone you have specifically said that I would be unable to swap to because of your own self-created boundaries.</p> <p>To worsen the frustration, not only could I not park in your instructed zone of MH, but when I resorted to parking overnight in the MG zone, I found it outrageously empty. With space opposite my house for 9 vehicles, there are currently only three parked in it.</p> <p>Every evening the road opposite me has remained empty, with only a couple cars parked on it. Yet every evening I have had to struggle to park in a boundary you declared I should now park in.</p>

Objections to proposals
<p>5. Resident, Owen Street Further to your recent communication regarding changes to MG residents parking bays to include MH permit holders in Owen Street and Ward Road only, I wish to object to the proposal.</p> <p>As you seem to be facilitating parking for the new flats on the north side of Highland Road, why was parking not included in the planning application? Why have only Owen Street and Ward Road being penalised for the Council's lack of foresight in allowing new developments to be constructed without parking</p>



Objections to proposals

provision in an already overcrowded city? As I work shifts, it is already difficult to park when I return home and now the Council have made this even more so. If this proposal goes through, which I suspect it will, you should include more streets such as Kimberley Road, Wainscott Road, Highland Street and Priors Road. Are patrols going to be increased to ensure that the MH permit holders do not exceed the boundary line?

While you seem to be making alterations to the parking conditions, here is another for you to consider. Currently, the permits cover 1800 to 1900 in the early evenings, can this not be increased from 1700 to 1900 or even later in the evening to facilitate shift workers who don't work 'office hours'?

6. Resident, Owen Street

I object to your proposed amendment regarding permitted parking spaces in Owen St and Ward Rd being made available to MH zone residents.

Within MG zone we are already experiencing increased parking issues from seafront users and this amendment would compound the issue. When we already have to contend with seafront users parking in our MG zone, why then reduce our available spaces further? Furthermore, many properties on the north side of Highland Rd, adjacent to these particular MG zoned streets, already benefit from off road parking provision.

I also question why in your proposal, if this amendment were to be approved, it would not be reciprocal, allowing MG residents to park in MH zone when necessary?

7. Resident, Owen Street

As a resident of Owen st I object to the new proposals to open up 2 parking bays (Owen and Ward) to allow people in MH to use.

Parking has improved in Owen Street but it now seems the Council are dead set on reversing this and letting MH park in MG as well. (what a surprise...a reverse decision) Does that mean MG can park in MH spaces??

I would also like to request a full list of City Council members who are supporting this proposal.

8. Resident, Owen Street

I would like to oppose your proposal to open up the top two parking bays in Owen Street and Ward Road to MH zones.

It is difficult enough to park in these two roads now and that's with you introducing the parking zones. The majority of the time I still cannot park in my road without you allowing other cars from other zones to use our parking bays. If north of Highland Road aren't finding enough parking spaces to use in MH zones why is it only Ward Road and Owen Street being targeted for the extension? There are many other roads which lead onto Highland Road which could be included.

What's to stop cars from other roads in the MH zone using our road? We could be inundated with cars from all over the area. Will we get access to park in the MH zones?



Objections to proposals

Will PCC be giving a part refund on the residents parking fee which we paid earlier in the year as the benefit to us will be adversely effected.

This is typical PCC not thinking before they introduce these schemes, act now think later, rob Peter to pay Paul.

I am 100% opposed to your proposal and to be honest I cannot actually believe you are even contemplating doing this.

9. Resident, Owen Street

I am writing to express my objection to the proposed allowance of MH zone permit holders to use parking space in Owen Street (MG Zone)

Since the introduction of the parking scheme it has been slightly easier to find a parking space in my road. I am concerned that cars from anywhere from MH zone - but specifically those in flats and multiple household houses on the north side of Highland Road, will start to make parking in our zone more difficult.

Why is the extension only limited to Owen Street and Ward Road? Has there been any consideration of Owen Street residents being able to park in MH?

As a council tax payer I wasn't happy to have to pay to park in my own street anyway. The prospect of going back to pre-permit days having to spend time roaming MG zone for a space doesn't sound like a fair deal!

10. Resident, Owen Street

I object to this amendment because there is not enough room for Owen Street or Ward Road Residents.

11. Resident, Owen Street

I am ware that the permit zoning is being changed to allow the permit zone on the other side of highland road to park in ward road and Owen street. I am concerned about this decision and question why only two roads are going to be targeted and the fact that we will be likely to be saturated by parking issues in other zones when only just improved by the s wheel. Please note my disagreement to the proposed changes and confirm acceptance of this as part of the consultation.

12. Resident, Owen Street

I am writing to you wishing to object to your proposal regarding opening up the top two bays in Owen Street, as I live on the side where you propose to make these changes, not as you state in your letter No:1. This directly effects me as it is already majorly difficult to guarantee a space without the allowance of letting MH parking zone residents to be allocated spaces in MG areas in Ward Road and Owen Street.

I would like to know why only Owen Street and Ward Road have been singled out and does this mean the changing of the scheme will work both ways allowing us singled out roads to access the MH parking zone when we are unable to use are zone in MG because they are being occupied by others from the MH zone.

13. Resident, Owen Street

I am writing to strongly object to the recent proposal to extend the MH parking to the top of Owen Street and Ward Road. The majority agreement to move residents parking was made on the basis that the north side Highland Road would not be able to park in the MG zone. This is not acceptable to the residents of



Objections to proposals

Owen Street who will almost certainly be short of parking spaces should this proposal go ahead. Please answer the following questions:

If North of Highland Road residents are not finding enough spaces in MH zone then why is it only Owen St and Ward Road that are being targeted for the extension? Why aren't other roads off Highland Road included?

What is to stop other car users from MH zone using our road? Parking in Owen Street should be solely for Owen Street residents. It's already bad enough to find a space after a certain time.

If MH car users can use Owen Street and Ward Road, then the arrangement should be reciprocal.

Would it not be better to allocate only one space per household?

You do not have an easy job, there is simply not enough parking in Portsmouth for the increasing number of cars, but going back on your word and taking away something you have already implemented is not the right thing to do.

14. Resident, Owen Street

I am writing to you as a concerned resident of Owen st regarding your proposal to open up further parking bays in my street to allow cars from the north side of highland road to use.

Parking is already under pressure constantly. Allowing more cars to park at the top end of my road will further inconvenience myself and my immediate neighbours. Why have you highlighted our road and ward rd as having excess parking available? I believe this is incorrect as living here there is a constant juggling for parking. Also In compensation for this inconvenience, are we to be allowed to park in the MH zone when I am unable to park in my road?

I am extremely unhappy at the unfairness of this proposal and I hope that it will be reconsidered.

I find your explanation unsatisfactory. From my point of view despite paying for my parking permit when I return home from work I am never able to find a parking space in my own road and this will be further exacerbated if residents from another zone are also allowed to park there. They may well see empty spots during the day but certainly not at peak time when we all want to park as close to our houses as possible. I end up parking near the seafront a good 10 minute walk, so I don't see why this should not apply to others!! Parking is a lottery with or without parking zones.

I am sure I am not the only resident who is experiencing this as lots of cars driving around constantly trying to find a space. Doesn't seem like scheme is working at all



Objections to proposals

15. Resident, Owen Street

I am emailing to lodge an objection to the proposed change to residents parking in Owen Street and Ward Road I do not relish the thought of extra people parking in these 2 roads I can normally park in either one of these 2 roads, when I am on late's the alternative will mean driving round and round and then having to walk from who knows where on my own to my house and then again in the morning before 6 for an early start.

I really hope you take this into consideration as I only moved from such an area in February of this year and really do not want the stress of parking to start all over again.

16. Resident, Owen Street

I am writing to object the proposed parking amendment to zone MG to include MH for properties on the north side of Highland Road.

I am resident of Owen Street and my property is within the area of the proposed amendment. I feel as though this would create an issue where I will not be able to park near to my home even though I am now paying a yearly fee to park. It will be me that bears the brunt of having to drive around to find a space once again.

If MH are able to park in MG zone then it is only fair that it is reciprocated and that we can park in MH.

Not to mention the already constant parking fees that I have to pay for my partner who does not live with me, it is a task to remember to pay several nights a week, which never used to be an issue. Now we are at the risk of being fined if we forget, adding a stress and cost to our lives which is completely unnecessary.

A few years ago, Coop on Highland Road changed their car park rules so that people cannot park there overnight. It is absolutely ridiculous to be driving around late at night when there is an empty car park right there. In my opinion, this is something that should be explored, even if it meant moving your car at 6am before they open.

The unsightly white bays on the road and the posts and signage to mark them contribute to an industrial feel in contrast to what was a beautiful few roads lined with trees.

So in light of all of these issues, it seems unfair to have to deal with another problem which not only has a detrimental effect to the aesthetics of the area, but to its residents, of which, many have echoed my sentiments.

17. Resident, Owen Street

I'm writing to state my VERY STRONG OBJECTION to the proposed change to the MG PARKING ZONE in Owen street. Even with the current permit situation parking is at a premium. I work and come home at all hours, finding a parking space for a small car is difficult as it is. Only since permit parking in February can



Objections to proposals

I find a parking reasonably near my house and not have to walk from roads away at night as a woman alone.

I urge you to dismiss this notion as totally unfair to the residents in this road who voted for permit parking at a cost, in order to secure a parking space for the roads residents.

If you insist on allowing MH zone to use MG zone parking then in return will MG zone be granted access to MH zone? In all fairness this should be so!

Why are only Owen street and Ward road being targeted?

Please not my definite OBJECTION to your proposal

18. Resident, Ward Road

I absolutely 100 percent object to your proposal of amendments to our parking !!!!!

We agreed to have permits as we hoped it would reduce the problem, we paid on the basis of the zone so if you extend if you would have to reduce the cost as you're reducing the space?

We're already gaining more and more cars/vans in the evening as the checks are not being carried out(or we would see tickets on vehicles) I cannot believe you're even suggesting this, we will be back to the same amount of people parking as before the zone was introduced so what are we paying for?

Do not push the problem you have with other zones onto ours

19. Resident, Ward Road

I want strongly to object to expanding parking space in our road for those who live further away.

We don't have enough space for Ward Road residents as houses are small and there are many people with one or more cars in our road.

If you come after 6 p.m. no chance to park here, but going to sea front. Why don't you share parking in the roads where people have big houses and also own car space on the premises?

20. Resident, Ward Road

This email is to object to the proposal to allow MH parking zone permit holders to Park in MG zone in Ward Road and Owen Street.

There are currently not enough spaces for the permit holders in MG, so allowing other zones to park in MG will exaggerate this issue further.

21. Resident, Ward Road

I object to this proposal as it is a different proposal to what was agreed and what we pay for.

Added to that we have valid reason to believe we will find it difficult to find a parking space with added cars allowed to park on our road.

We believe if this goes ahead on our road we could be inundated with cars and would be paying for a parking spot that we can't park in.

I do not understand why Ward road and Owen street have been singled out.

I strongly object and will be looking into the legality of this

Why are our roads the only roads subject to this?



Objections to proposals

Why do we then not get access to the other parking zone?

I don't see why this should be allowed and was not the basis of the original proposal for parking permits and will have an adverse effect on our ability to park near our homes on our street.

THIS IDEA SHOULD NOT GO AHEAD!

22. Resident, Ward Road

I have been a resident on Ward Road in Eastney for years. I have received a letter referenced in the subject of this email regarding a proposed change to parking permissions in MG spaces on Ward Road and Owen Street.

I strongly object to the proposal of allowing MH permit holders to park in sections of Ward Road and Owen Street.

The vote to change to permit parking in this area was made on the basis that the North side of Highland Road (with a greater density of residents living there) would not be able to park in the MG zone. It is already challenging to find a parking space on my road and this would be a backwards step towards driving around each evening attempting to find a parking space (let alone a space near to my home).

I would be shocked if there were any support from residents on the roads concerned as my neighbours have shared the frustration of being unable to find a parking space over a great length of time. In fact I have received letters from neighbours requesting residents' support for opposition to the proposal.

I sincerely hope this change does not happen. It would be a u-turn on a recent agreement and I'm certain from experience of living on this road and using my vehicle each day that it would create further problems for residents of Ward Road and would unfairly shift a problem to residents in the MG zone

I would also add you are unlikely to receive a full representation of the objection to this proposal as many people on my road are elderly, do not have a computer, are not leaving home due to Covid etc. The only reasonable way to consult on this would be to canvas each property face-to-face.

I often park in the bays identified in the proposal as they are the only spaces available. The spaces at the northern end of the road are ALWAYS in use. On occasion there can be room for an additional vehicle at certain times of the day. However opening all of those spaces to the MH zone would displace cars from Ward Road and cause a knock-on effect with neighbouring streets every day.

I appreciate walking 100 metres or so from the car isn't ideal. I've done it since living on Ward Road and it's still a common enough occurrence.

However the proposal to allocate a greater number of spaces to the MH zone than would ever be available on Ward Road seems unreasonable and is simply moving



Objections to proposals

a problem. Having half a chance of a parking space was a main factor in moving to this particular road.

As stated in my previous email, we shouldn't lose sight of the fact this proposal isn't what residents voted for.

Additionally:-

- Could the scope of the extension be limited to a number of permit holders from MH that could potentially be accommodated by Ward Road (from experience - one or two permits, although this would warrant proper assessment).
- Could it be stated any changes would be reciprocal between the two zones so parking provision remains equal?
- All roads spurring off Highland Road must be taken in to consideration.

Even with the above taken in to account the proposal only moves a problem on to residents that have been adversely affected by the permit scheme, but would certainly give a more reasonable starting point for consultation.

23. Resident, Ward Road

With regard to the extension to our MG parking zone to MH permit holders I wish to raise my concerns.

- 1) If there are not enough parking spaces to use in the MH zone why is it only Ward Road and Owen Street being used for the extension?
- 2) What is to stop other roads in the MG zone using our road to park as well as residents north of Highland Road.
- 3) Will Ward Road and Owen Street residents be given access to park in the MG zone?

The parking in Ward Road has been so much better since permit parking has been introduced and I feel if this proposal goes through we will be back to where we started driving around looking for parking spots and not being able to park near our homes.

24. Resident, Ward Road

I would like to register my objection to the proposed changes to the MH parking zone, allowing them to park on Ward Road and Owen Street.

The original introduction of permit parking has had a really positive effect on the parking situation on our road (Ward), and we are now usually able to park on our own road providing we arrive at the right time - previously there have been times when we've had to park as far as the seafront.

With the proposed changes, I worry that we will revert back to the previous parking difficulties, despite paying for permit parking. There are a lot of flats just north of Highland Road so it's a lot of vehicles, which means we are effectively



Objections to proposals

completely losing the "shared" bays identified, especially as these shared bays will only be taken from two roads.

25. Resident, Ward Road

I'm writing in relation to the proposed changes to the MG permit holders allocation in Ward Road and Owen Street.

I would not be happy with this change going ahead. Since the current system was brought in it has allowed for me to park on my road (Ward Road) where this was often not possible before. The parking spaces available is kept free for those that live in the road but is often full by 6-7pm indicating that the residents are using the full allocation available.

My concern is that expanding this to a whole other parking area will undo all of the good work that the parking bay introduction caused. Losing those parking spaces will likely mean that I can no longer park on my road and lead to myself and my wife having to park a distance away from our home regularly again and having to walk a long distance from our car late at night.

Why is it these two roads only targeted for extension? If our roads become full we will need to move on to other roads, causing a cascade impact across the zone. There are many other roads that could also be considered.

Would we be allowed reciprocal access to the MH parking zone to compensate for the loss of our parking spaces? The proposal says that it would 'provide more parking options for some properties on the north side of Highland Road'. What is to stop anyone in the MH zone using this area once they know it is available? It seems a blunt solution that will only move a problem from one area to another.

Thank you very much for your response. I certainly empathise with those that have to walk long distances for parking. My main concern is that this change is not only for those people but the entity of the MH area.

The spaces in question are, on the whole, already used come the evening so I am concerned that parking in my road will be adversely affected.

A possible suggestion, if this is to go ahead, is to do it in a trial basis initially. You could then solicit feedback once it has been tested to see if the concerns that I have are borne out. If there are issues for the residents of Owen Street and Ward Road the boundaries could revert and if there are no issues it can continue.

26. Resident, Collins Road

I have two issues which I'd like you to reply to me about, please:

1) I understand from a neighbour in Ward Road that you are proposing to open up parking in Ward Road and Owen Street to allow people from the MH Zone north of Highland Road to park there because their zone is congested.



Objections to proposals

Our MG zone is also extremely congested and residents often have difficulty finding parking spaces at night. If you start letting people from one zone park in another zone, what's the point of having parking zones - apart from PCC raising revenue from residents who've had to buy parking permits?

2) While I'm writing to you I'd like to add that the 12 noon till 1pm parking restriction in the MG parking zone really is much more of a pain for residents than a deterrent to visitors to the seafront, and I think you should reconsider it. I have to pay for visitors' parking permits for friends or workmen visiting my house for a few hours during the day, when parking isn't normally a problem anyway. It would be much more effective to have a 2 hour restriction in the evening, when residents really do need access to parking spaces. I suspect it may also be having a negative effect on businesses in Highland Road whose customers used to rely on being able to park down one of the side streets (e.g. Andover Road).

27. Resident, Ward Road

I wish to lodge a strong objection to the proposal to extend the MH to use parking spaces in Ward Road and Owen Street in our MG zone.

The majority agreement to move to Residents Parking was made on the basis that the north side of Highland Road (which is mostly flats and therefore made up with a high density of people) would not be able to park in MG zone. It now appears that the council are reversing that, putting us at a great risk of finding our parking problems back to square one - and believe me, it was absolutely horrendous...

As I see it;

- If north of Highland Road aren't finding enough parking spaces to use in MH zone, then why is it only Ward Road and Owen Street being targeted for the extension? There are many other roads which lead onto Highland Road which could be included?
- What's to stop cars from other roads in the MH zone using our road? We could be inundated with cars from all over that area
- If you are insistent that this must happen, then in return I believe Ward Road and Owen Street should also be given access to parking in the MH zone
- Do we get a part refund on the Residents' parking fee which we paid in February as the benefit to us will be be adversely effected?

28. Resident, no address given

If North of Highland Rd aren't finding enough parking spaces to use in MH zone then why is it only Owen Street and Ward Rd are being targeted for the extension. There are many other roads which lead onto Highland Rd which could be included.

What's to stop cars from other roads in the MG zone's using our road? We could be inundated with cars from all over that area.

If they are insistent that this must happen then I believe Ward Rd and Owen Street should also be given access to parking in the MG zone.



Objections to proposals

Do we get a part refund on the Residents' parking fee which was paid in February as the benefit to us will be adversely effected.. Also will the money for Visitors Parking Permits be returned.

29. Resident, no address given

Hi, I'd like to object the changes proposed.

The parking situation has only become bearable since the restrictions came in you're already suggesting going backwards. If you do offer our spaces to another zone, I'm assuming there will be a partial refund, seeing as we're not getting what was offered and what we have paid for.

30. Resident, no address given

I object to the proposed idea of using certain parking spaces in the MG zoned area to be shared with MH zoned area. This will only have a continued backlash effect and force the people who park in the MG zones, to park else where.

Could the possibility of using the Coop or the Fish Shop (both along Highland Rd) car park be an option!? Especially, over night?

31. Resident, no address given







I object to the amendments of parking zone MG - regarding losing 12 spaces in Owen Street and Ward Road.

1. This is not fair as we are also catering for parking on the south side of Highland road
2. The majority of people have a least 1 / 2 cars therefore it is physically impossible to fit all the cars in 1 road
3. You keep granting planning permission (especially to Alma Arms) to convert into flats with no parking at all, this is also the same for West Court which has very limited parking / considering you have just added 6 more flats with zero parking.
4. When I have come home late at night, I am parking 2 / 4 streets away as it currently stands.

Please take our concerns seriously as I have consulted a few residents regarding this issue and we are really worried about these new plans.

(End of report)

Appendix - TRO 48/2021 Confirmation Table of Communication Steps Taken

<p>Action taken</p> <p><i>*Statutory Requirement</i></p>	<p>Date started Date completed</p>	<p>Completed</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: 24/06/2021</i></p>	
<p>Notices displayed on affected roads*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 24/06/2021</i></p>	
<p>21-day consultation*</p>	<p><i>Started: 24/06/2021</i></p> <p><i>Completed: 15/07/2021</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: 24/06/2021</i></p>	
<p>Proposed TRO available online from Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 24/06/2021</i></p>	
<p>Letters posted via Royal Mail to properties in the affected area including public notice</p>	<p><i>Started: 22/06/2021</i></p> <p><i>Completed: 25/06/2021</i></p>	
<p>Email / letter sent to respondents with time, date and location of T&T meeting</p>	<p><i>Started: N/A</i></p> <p><i>To be completed 1 week before T&T meeting</i></p>	

Appendix - TRO 48/2021 Confirmation Table of Communication Steps Taken

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

Highland Road (part)	Owen Street
Ward Road	

List of roads letters have been sent to the properties of

Highland Road (between Wainscott Rd and Highland St)	Owen Street
Ward Road	

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Agenda Item 5



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	2 September 2021
Subject:	TRO 8/2021: Proposed extension of MH parking zone eastwards (Eastney)
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Milton, Eastney & Craneswater
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the public response to the proposed eastwards extension of the MH Westfield 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 8/2021 and plan of public/private parking areas and restrictions in Lidiard Gardens

Appendix B: Public responses received

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

2. Recommendations

It is recommended that:

- 2.1 **The proposed extension of the MH Westfield Road area parking zone under TRO 8/2021 is implemented as advertised, with the following exceptions;**
- 2.2 **The 14m double yellow lines proposed outside Nos. 87-88 Lidiard Gardens are deleted from TRO 8/2021 and not implemented - Part E) 3 a) (iii) of the notice;**
- 2.3 **It is confirmed and noted that Nos.1-7 Highland Mews at 117 Lidiard Gardens is entirely private, separate from the public highway and not included in the physical proposals under TRO 8/2021, and that residents are entitled to apply for permits.**



3. Background

3.1 The update on the Residents' Parking Programme of Consultation, presented at the Traffic & Transportation decision meeting held on 20 August 2020, set out timescales for progress following the 4-month delay to new consultations caused by the Covid-19 pandemic. Work on the Programme has continued throughout, albeit at a slower rate.

3.2 At the decision meeting held on 17 December 2020, the proposed MH Westfield Road area parking zone was given approval. The same report set out the survey results of the adjacent area identified on the rolling Programme as "MJ", took into account how some residents had responded during the consultation on the MH parking zone, and therefore carried the following recommendation:

2.2 That, should recommendation 2.1 be approved, an extension to the MH parking zone is subsequently proposed to cover the roads to the east which responded positively to the MJ informal survey, namely:

- (i) Bransbury Road (Eastney Rd to Minstead Rd)*
- (ii) Fordingbridge Road*
- (iii) Henderson Road (Eastney Rd to Lidiard Gdns)*
- (iv) Lidiard Gardens*
- (v) Minstead Road*
- (vi) Ringwood Road*

3.3 The parking survey results from the "MJ" area, surveyed in October 2020, combined with how local people responded to the formal consultation on the proposed MH parking zone, led to the recommendation to propose extending the MH parking zone eastwards after its implementation.

3.4 The MJ informal survey results showed 101 of 230 people felt a parking zone would be helpful, and 116 of 230 people felt a parking zone would not be helpful, which is partly why a separate MJ zone was not proposed. The recommendation to extend the adjacent MH zone acknowledges the support for permit parking found at the western end of the area identified as "MJ", as shown in the table below:

Road name	For	Against	Undecided
Bransbury Road	6	6	1
Fordingbridge Road	17	12	0
Henderson Road (part)	19	16	0
Lidiard Gardens	20	12	2
Minstead Road	8	4	2
Ringwood Road	18	15	0
Totals	88	65	6



3.5 The proposal area corresponds accordingly:



3.6 The MH zone consultation responses regarding Eastney Road as the MH zone boundary road also contributed to an extension rather than a new, separate parking zone being proposed. Whilst Eastney Road has no side roads adjoining its east side, use of the roads to the east is common among residents - particularly those living nearest to Bransbury Road and with rear access via Henderson Rd, for example. This practice helps to disperse the parking demand in the area, as Eastney Road has no parking available due to waiting restrictions, and the proposals therefore allow for more flexibility of movement among residents.

3.7 A separate plan (Appendix A) showing the private and public parking areas within Lidiard Gardens was included in the consultation pack, to dispel some misunderstandings about the status of the road. Lidiard Gardens was adopted by Portsmouth City Council in 1987 for maintenance purposes thereafter, including the road and footways, street lighting, verges and surface drainage. The road is part of the public highway network, with vehicular access via Henderson Road and pedestrian-only access via Cromwell Road. It is therefore included in the proposed MH parking zone restrictions, following positive survey results, which would limit access by permit holders of the neighbouring MG parking zone.

4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TRO 8/2021 took place 22 June - 13 July 2021. Statutory consultation is not the same as a survey; the survey gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has a statutory obligation to consider any objections received (see paragraph 8.4), although comments are invited from everyone to enable suitable



recommendations to be made. Therefore, consideration is given to how people respond in their representations, 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 MH zone extension area (634).
- 4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

5.1 The information provided by local people in response to the proposed extension of the adjacent MH Westfield Road area parking zone is summarised and considered in this section. Full public responses are reproduced at Appendix B.

5.2 121 people responded to the proposal to introduce permit parking within the roads east of the MH parking zone, as an extension to that zone under TRO 8/2021. All the comments received are contained in Appendix B and should be read and considered. Officers have assessed the comments and have categorised them in the following manner. Outright objections to permit parking, with no suggested alternatives equate to 31 of the 121 responses. This is highlighted, as many people object only to particular elements of the proposals, which in some cases can be resolved or subsequently become better understood after clarification. Of the 121 responses:

Support	Objections	No preference given: asked questions, objected to elements of the proposals or misunderstood something
50 residents within the proposed zone	31 residents within the proposed zone	19 residents within the proposed zone
	2 non-residential premises within the proposed zone	
3 residents of MH zone	3 residents of MH zone	1 resident of MH zone
	1 resident outside zones	
	2 non-residential premises outside zones	
Total: 53	Total: 39	Total: 20
3 additional: no address given	4 additional: no address given	2 additional: no address given

5.3 When submitting comments in respect of formal TRO proposals, people are required to provide their address. This is a statutory requirement, but also helps to consider the responses in context, and to identify where issues may require specific attention. Each representation receives an individual acknowledgement and reply, and address details are requested if they are not given. However, where this context has still not been provided, responses are listed separately within the above table as additions.



- 5.4** The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area as listed below, in order of most-highlighted:
- Households have more vehicles than parking available
 - Vehicles displaced from nearby parking zones, or others seeking unrestricted parking
 - Commercial vehicles
 - Parking for the sports field, parks and other amenities
 - Seafront/beach visitors (seasonal)
- 5.5** The most common points raised during the formal consultation, whether in support or against the proposed MH parking zone extension, are listed below and addressed in subsequent paragraphs:
- operating time of the parking zone (17 out of 121 responses)
 - cost of permits (18 out of 121)
 - parking in Lidiard Gardens (22 out of 121)
 - parking for the church, corner of Minstead Rd / Bransbury Rd (5 out of 121)
- 5.5.1** The FAQ section of the information letter includes details of permit costs and how parking zones work when restricted to permit holders only for 2 hours a day, but is worth repeating for the record. Only 7 people suggested different operating times.
- 5.5.2** Operating times: As a proposed extension of an existing parking zone, TRO 8/2021 includes the same permit holder restriction of 6-8pm each day. However, this remains suitable for the adjoining area as the informal survey showed people feel parking problems mainly occur in the evenings and overnight (60%). By contrast, mornings and afternoons accounted for 12% and 14% of the problems respectively.
- 5.5.3** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones with a two hour restriction are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. This can benefit residents' visitors, tradesmen and those using local businesses and services.
- 5.5.4** 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.
- 5.5.5** 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.

5.5.6 Lidiard Gardens: As a public road and part of the residential street network, on-street parking is available for those wishing to use it, whether they live in one of the 124 properties or nearby. It is common in residential streets to use parking in neighbouring roads when necessary - for example, someone living in Ringwood Road may need to park in Henderson Road or Fordingbridge Road on occasion and vice versa. Restricting residents to parking only in the street they live in is not practical in most cases, and is not applied anywhere in Portsmouth.

5.5.7 There are approximately 76 on-street parking spaces in Lidiard Gardens. The demand for street parking from its residents is reduced by the private parking facilities, in the form of separate parking areas, driveways and garages providing an average of 1 space per property.

5.5.8 5 concerns were raised about the church on the corner of Minstead Road and Bransbury Road, particularly in terms of attending, and access by hearses. In reply, the following information was provided:

- The proposed MH permit holders only restriction would only operate 6-8pm
- It remains possible to load and unload on double yellow lines (current practice) and within marked parking bays, provided the vehicle is not left unattended
- Free parking with a maximum stay of 3 hours is included in the proposals for Bransbury Road opposite
- Religious organisations are entitled to Visitor permits

6. Reasons for the recommendations

6.1 Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people, and distribute that demand more fairly. The proposed permit parking in this area aims to better manage the parking in the local area and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.

6.2 The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone. The MH parking zone is one of 8 zones that operate with a 2-hour restriction for permit holders only.

6.3 Short-term parking, such as the 3 hours' limited waiting (free) proposed in Bransbury Road under TRO 8/2021 caters for visitors to local amenities rather than to residents. Amenities include leisure facilities, schools, churches, community centres etc. and free short-term parking enables a regular turnover of vehicles and parking spaces during the daytime when needed.



- 6.4** 24-hour parking zones are no longer automatically promoted, and many of the older ones have been amended or are due to be reviewed within the current Programme. Designated time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce.
- 6.5** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.6** 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. For those unable to use more sustainable travel modes to the private car, Business permits may be purchased for use by staff of businesses operating within parking zones.
- 6.7** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. However, the two-stage process of informal and formal consultation aims to achieve the best outcome for local communities.
- 6.8** Double yellow lines are proposed where parking bays cannot be marked for practical or safety reasons, to deter drivers from parking in unsuitable or unsafe positions once a controlled parking zone is introduced. Any issues previously raised regarding visibility at junctions or when exiting off-road parking are also taken into account to present a complete scheme for consultation purposes.
- 6.8.1** Consultation provides the opportunity for comment, and some preferences can be accommodated. Therefore the 14 metres of double yellow lines originally proposed under TRO 8/2021 outside Nos. 86 and 87 Lidiard Gardens are recommended for deletion, meaning the status quo will remain. Other proposals for double yellow lines received support or no comments.
- 6.9** The plan of Lidiard Gardens shows the central section of Highland Mews (No.117) as private with the purple colouring, but the marked bays either side are also private. This is not a location that has been reported as problematic in the past, as the private bays are clearly marked and numbered, and the different surfacing of Highland Mews also helps to indicate its non-public status. The purple colouring on the plan indicates the road is private and would not be available for MH permit holders' parking if the proposals are approved. Should the proposed parking zone be approved, Highland Mews (No.117) will be described in subsequent documents. Residents of any property with a postal address in Lidiard Gardens would be eligible to apply for permits as usual.



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. £16,500, which includes advertising the Traffic Regulation Order and installing appropriate signage and lining costs. These cost will be met from the On Street Parking budget.

- 9.2** The cost of enforcing and administering the scheme will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is operation.

- 9.3** It is difficult to estimate the amount of income that could be generated from the extension of the residents parking zone through permits because the Council does not



keep information on the number of vehicles that are registered to addresses in a zone, so this is often not know until the scheme is in operation. Similarly it is difficult to accurately estimate the amount of income that would be generated from the sale of visitor scratch cards.

- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within in the MH extension zone there are 475 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 434. 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. £9,500 per annum in first permits alone.
- 9.6** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the City and more specifically the zone.

.....
Signed by:
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
121 emails / letters in response to TRO 8/2021 (Proposed extension of MH Westfield Road area parking zone)	1. Portsmouth City Council's "TRO team" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation Update Post-Covid-19	PCC website - Traffic and Transportation cabinet meetings - 20 August 2020

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

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

Appendix A: The public proposal notice for TRO 8/2021 and explanatory plan of Lidiard Gardens

THE PORTSMOUTH CITY COUNCIL (MH ZONE EXTENSION) (RESIDENTS' PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO.8) ORDER 2021

22 June 2021: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 32, 35, 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 effects would be as follows:

SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:

TROteam@portsmouthcc.gov.uk **by 13 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

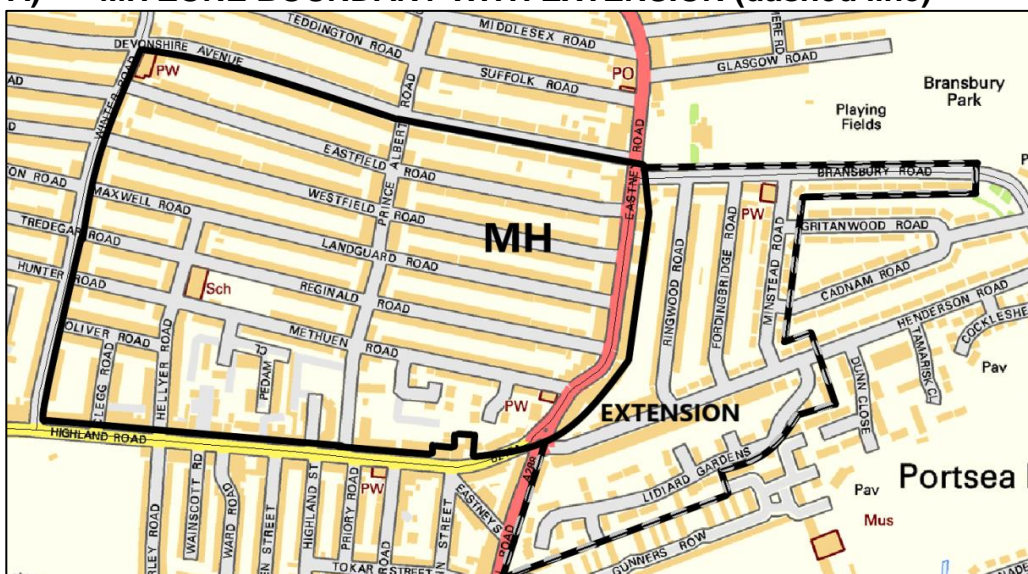
£630.00/year for each subsequent permit

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) MH ZONE BOUNDARY WITH EXTENSION (dashed line)



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B) MH PERMIT HOLDERS ONLY 6PM-8PM

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

Whole roads

1. **Fordingbridge Road**
2. **Lidiard Gardens (excluding the private parking areas set out in Part G)**
3. **Minstead Road (no marked bays: signs only)**
4. **Ringwood Road**

Part roads

5. **Bransbury Road (south side, outside Nos.1-42 inclusive)**
6. **Henderson Road (from Eastney Road to Lidiard Gardens)**

C) MH PERMIT ELIGIBILITY: All properties within the MH zone boundary and its extension shown at Part A, which includes No.118 Lidiard Gardens, Nos.1-75 Henderson Road, Nos.2-126A (Dudley Court) and odd-numbered properties Nos.1-17 Cromwell Road.

D) MH PERMIT HOLDERS /

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

1. **Bransbury Road**
 - a) North side, an 85m length east of Eastney Rd adjacent to the community centre grounds
 - b) North side, an 85m length east of Minstead Rd adjacent to Bransbury Park

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

1. Bransbury Road

North side, a 9m length in front of the dropped kerb up to the bus stop opposite No.16

2. Fordingbridge Road

Northeast side, extend the existing double yellow lines by 2m alongside No.53 Henderson Rd

3. Lidiard Gardens

a) South side;

- (i) a 64m length between the layby opposite No.6 and the side of No.116
- (ii) a 52m length between No.113 and the parking area by No.102/103
- (iii) a 14m length to the front of Nos.86 and 87
- (iv) extend the existing double yellow lines at the side of No.93 eastwards for 33m up to the parking bay outside No.98

b) West side;

- (i) a 17m length to the front of Nos.67-70
- (ii) a 5m length in front of the access road between Nos.62 and 63/64
- (iii) extend the existing double yellow lines northwards by 10m opposite Nos.19-20

c) East side,

- (i) a 14m length from its southern end, northerly within the access to the parking area between Nos.76 and 78
- (ii) extend the existing double yellow lines by 5m in front of the access to the parking area adjacent to No.89

d) North side;

- (i) extend the existing double yellow lines by 9m up to the parking bay outside Nos.56/57
- (ii) an 8m length west and an 11m length east of the access road between Nos.32 and 47

(iii) a 12m length in front of the vehicle access between No.31 and the rear of No.30

(iv) an 11m length west from the parking area outside No.12, towards No.17

e) Both sides of the cul-de-sac between Nos.32 and 47 northwards for 6m



4. Minstead Road

East side:

- (i) extend the existing double yellow lines north from Henderson Road by 8 metres, alongside No.65 Henderson Road
- (ii) extend the existing double yellow lines south from Bransbury Road by 13 metres, up to No.20's garage

F) CHANGE FROM NO WAITING AT ANY TIME TO: RESIDENTS' PARKING PLACE

1. Henderson Road

North side, a 1m length outside No.41

G) INFORMATION TO BE NOTED AND ADMINISTRATIVE AMENDMENTS

- a) The following private parking areas within Lidiard Gardens remain private and are unaffected by the provisions of this Order:
 - Accessed via the front of Nos.3 and 4
 - Side of No.7
 - Accessed via the side of No.12
 - Side of No.21
 - Accessed between Nos.26 and 27
 - Rear of No.30
 - Accessed between Nos. 34 and 36
 - Accessed between Nos. 42 and 46
 - Accessed via the side of No.49
 - Garages, side of No.57
 - Accessed between Nos. 62 and 64
 - Accessed between Nos. 76 and 78
 - Accessed via the side of No.89
 - Accessed between Nos.102 and 108
 - Accessed between Nos.114 and 115

- b) This Order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself.

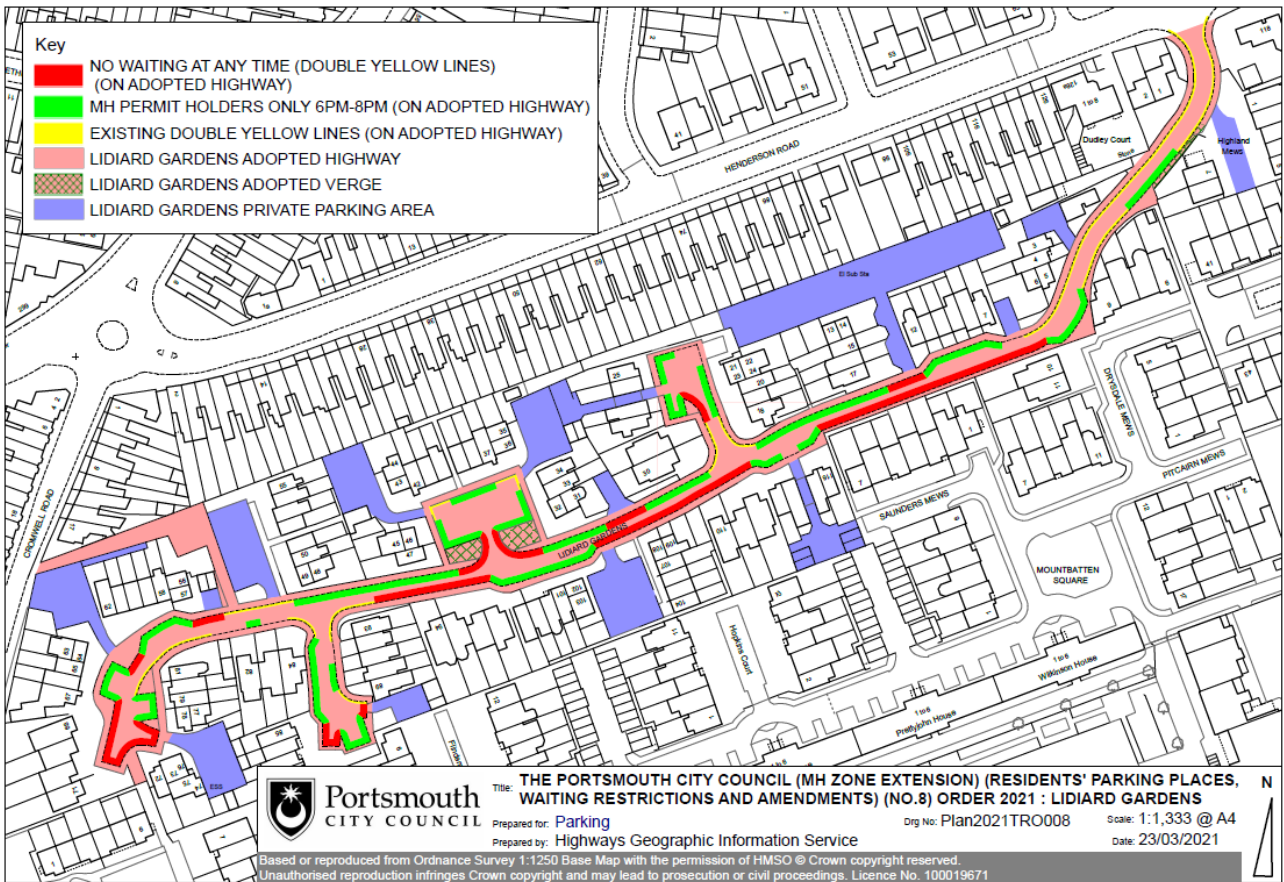
To view this public notice or the draft order on Portsmouth City Council's website, www.portsmouth.gov.uk search 'traffic regulation orders 2021'. For those without access to a computer, a printed copy of the draft order including the statement of reasons can be requested by calling 023 9268 8501.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to **TROteam@portsmouthcc.gov.uk** or post to Alison Lawlor, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 8/2021** by **13 July 2021** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations that are received may be open to inspection by members of the public. If the proposals require a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

Plan of public and private parking areas in Lidiard Gardens, plus proposed and existing restrictions



Appendix B: Public responses by road (from within proposed area and outside proposed area) Please note emails and letters have been replied to with the information provided within this report, or with specific relevant details.

Responses from within the proposed area	
1. Resident, Bransbury Road	I am contacting you regarding your parking permit extension of an area in Milton. You are considering extending your area zone MH to include Bransbury Road as a permit area. I fully support this proposal. Bransbury Road now needs permit parking as we have multiple vehicles from adjacent roads parking here, leaving spaces unavailable to Bransbury Road residents.
2. Resident, Bransbury Road	I support the 'Proposed extension to the MH Residents' Parking Zone (TRO 8/2021)'.
3. Resident, Bransbury Road	Support MH Extension
4. Resident, Bransbury Road	OPPOSE MH. EXTENSION
5. Resident, Bransbury Road	Hello, could you please tell me why in one of the maps the Mh zone extends eastwards to Eastney road and in the other it extends to Minstead road. I understand that would be the proposed extension but does not include the east end of Bransbury road why? (<i>Survey results vs. formal proposals</i>) As I have little knowledge of how these systems work could you please clarify if permit holders would also be restricted As detailed in paragraph D) . It would have been useful to have these sections shown on a detailed map similar to the one for Lidiard gardens. (Yes)
6. Resident, Bransbury Road	With reference your letter we received today regarding parking zone in Bransbury Road, I object to the proposal on the grounds that there is charge of £30 for the permits to households that have a car and do not have off street parking, We pay road tax MOT insurance and enough tax on fuel for our vehicles so why should we pay more, Also on weekends there is a lot of sport played and Bransbury Park, What with the little car park at the end of the park drivers will be affected by the proposal. I'm sure you will get full backing from residents with off street parking, But with the residents that do not have off street parking and have to park on the street then it will be an extra TAX that they need to pay. I'm sure the proposal will go through as speaking to other residents in my area who objected to the idea that their views were not listened to, why should there be a charge, I suppose that is a charge for setting up and running cost. Why don't PCC cover these charges? You are going to tell me that it's not covered in their budget. Why doesn't parking cover the cost? They make enough every year. I just feel that the charges are outrageous and should not be laid on the motorist, PCC proposed the idea so they should take the charges themselves not us the motorist or residents.



7. Resident, Bransbury Road

I'm writing to express my absolute disappointment and disagreement with imposing parking permits in this area .

I do not envisage this will in anyway benefit any of the residents in this area .

The only benefit will be to the council in creating more funds from its residents.

The proposal to extend no waiting at any time areas will only prove to further reduce parking opportunities for said residents.

The restriction and costs of permits will effect greatly those families with adult children still having to reside at home due to extortionate rent cost within the city of Portsmouth.

We have greatly been effected by the pandemic and I feel that this increased expenditure is unnecessary and will prove to be nothing but an increase inadvertently of council tax .

The proposed timings between 6-8 pm will not increase parking opportunities as due to the fact we are an addition to MH zone the area is open to many residents that will also seeking parking in our area due to limited parking in their roads .

With regard to only two permits per household what is the proposed thought on where a third vehicle can park if unsuccessful in obtaining the third at an extortionate price .

I feel the residents of Portsmouth have totally been let down by the Liberal Democrat's and would never offer my support , this has clearly been supported in the loss of candidates in our area .

8. Resident, Cromwell Road

We would like to advise we support the proposal of MH Residents Parking Zone (TRO 8/2021)

9. Resident, Fordingbridge Road

I've just received your letter detailing the proposals. I fully support the proposed residents' parking zone.

10. Resident, Fordingbridge Road

Hi, we are very much in favour of a residents parking zone for Fordingbridge rd.

Parking now is getting so much worse. We have many people here who have more than two vehicles with there works vans. we also get motorhomes parked here and with the plans for the bransbury park swimming pool at the bottom of our road it will get much worse. For us a resident parking zone can't come soon enough.

11. Resident, Fordingbridge Road

I am in favour of the parking zone extension. The parking situation has become worse since the zone across the road came in.

I am happy with the timing - although if the proposed development at bransbury park goes ahead it would need to be all day permits only to prevent our roads becoming the car park for the project.

12. Resident, Fordingbridge Road

I am writing in support of the proposals to introduce a Residents' Parking Zone and associated extensions of parking restrictions in Fordingbridge Road.

13. Resident, Fordingbridge Road

Regarding the proposal of MH permit extension, we support these proposals, the parking is a problem in these roads and we hope this permit will help resolve some of the problems. However we would prefer the permits for a longer period of time in the



evenings as people use the park until much later at night. Perhaps 5pm – 9pm would be a better time frame.

14. Resident, Fordingbridge Road

As a long-term resident of Fordingbridge Road I reluctantly offer my support to the proposed extension to the MH Residents Parking Zone (TRO 8/2021).

This support is a direct result of the impact on us by the introduction of the adjacent MG and MH parking schemes.

Since their introduction parking spaces have become increasingly scarce after 5pm or at weekends. Traditionally parking challenges in our area were created by organised team events at Bransbury Park (e.g. the infamous Tuesday night netball matches) but parking situation has become problematic every day in recent months.

From my observations the situation there has been an exponential growth in commercial vehicles parking in our area overnight and weekends. I can only assume these areas have been displaced from the adjacent parking zones.

Therefore, unless you are planning to remove all the adjacent zone restrictions, I feel we have no choice but to support the extension to the MH Residents Parking zone and reluctantly and selfishly push the problem of parking for commercial vehicles on to another area.

15. Resident, Fordingbridge Road

I very much support the application mainly on the grounds that since the surrounding zones have been implemented we have gone from being able to park easily to not being able to park.

16. Resident, Fordingbridge Road

SUPPORT MH EXTENSION

17. Resident, Fordingbridge Road

In response to the recent leaflet drop regarding the parking consultation, we wanted to give out thoughts on the proposal.

In light of the conversation I had a couple of months ago with a local councillor, we have now changed our viewpoint as we were originally opposed to the zone, but with the plans moving forward for the new leisure Centre on the Eastney Community Centre site, we feel that the proposed zone introduction for Fordingbridge Road would be a positive move.

That being said, we feel that we may benefit moreso from a full permit introduction rather than just the 2 hourly zonal move due to the increased traffic and movement within the area.

Can you confirm that visitor permits are not possible for this sort of zone? If they are, then this is further confirmation of why the full zone move would be a better option for our roads.

18. Resident, Fordingbridge Road

SUPPORT



19. Resident, Fordingbridge Road

I live in Fordingbridge Road and the parking is awful there is just no spaces .. I also am registered disabled so I have a lot of trouble with finding a space near my house .. I really hope that permit parking will happen in this area as it needs it greatly ..

20. Resident, Fordingbridge Road

I live on Fordingbridge road and I want to register my support of the extension of the parking zone to include Fordingbridge road. Since the surrounding zones were introduced its made it much harder to park.

21. Resident, Fordingbridge Road

In the main I agree with the proposal for the zone MH extension. The only problem I still have is that the period stated from 6pm to 8 pm needs adjusting to 5 pm to 10 pm. Due to my having to go out some evenings and not getting back until 9 or 10pm, I could still have a problem when I get home and I am sure others think the same. Otherwise I agree with the proposal regarding Fordingbridge road.

22. Resident, Fordingbridge Road

In response to notification of the proposed residents parking restrictions to mh zone extension- I strongly object.

There are no parking spaces from around 4:30pm onwards so having a permit at 6-8pm seems pointless.

There are multiple adults in this household that work, we have three cars between us and paying £500 per year for no guaranteed parking is outrageous.

Please explain the rationale for this, because as far as we are concerned there are no benefits at all.

23. Resident, Fordingbridge Road

Please register this e-mail as my formal objection to planning proposal TRO 8/2021 referenced above.

Below you will find the grounds of my objection along with a few questions I would like to pose, the responses to which I intend to share with other residents to see if there is a common position held by the 46% of those responding AGAINST in the proposed MH extension area. To this end, please can you confirm if responses will be provided to the questions and whether they will be made public before or after the consultation closes - 13th July. Main grounds for objection:

- The residents of the whole area polled NOT in favour. Therefore it should not go ahead.
- The cost of permits for second vehicles is excessive and discriminatory.
- The scheme will not resolve the key factors identified by residents (but the proposed changes to yellow lines will improve traffic safety and are not part of this objection).

Further notes

- The residents did not indicate support.

The survey results for MJ area indicate 50% against, 44% in favour. For a similar condition, the residents of GB zone were left alone following their voting polling against the proposals 54-46% (ref: Residents Parking Programme of Consultation - Reprioritisation Post COVID-19, 20 Aug 2020, para 4.4)



The logic of proposing a smaller zone (whether it be MJ or the cheaper option administratively - to extend MH) does not take into account, the strength of opinion and possible reason by their objection to MJ proposed zone.

In the western block of MJ, residents polled 54-46% in favour - leading to the proposal of extending the parking zone. The eastern residents of proposed MJ zone polled strongly AGAINST the proposal. Since these are mostly houses with small off-road parking, this outcome is not unexpected and is likely driven by cost factors - hence "cost" featuring in "other" reasons for objection during polling.

If the MH extension is executed, the buffer is removed and eastern MJ residents will see a significant growth in excess, early evening, off-road parking in their roads. If the scheme goes forward, all residents should be given an opportunity to poll again so more can object or for it's validation / continuation in 12 months' time.

- The specific reasons for parking issues will NOT all be addressed by the scheme. Firstly the "other" qualitative results provided do not correspond to the "other" question posed in the results made available. The only "other" in the available data corresponds to time. The qualitative "other" provided in the results published corresponds to a "what" or "why" not a "when". Is the raw data available for analysis?

Of the "other" concerns raised by residents;

Displacement from other zones is a significant concern and highlighted in my response above.

One single sports event is a significant issue for residents and the 6pm - 8pm rule may help this (Netball) however this event appears to be migrating away from Bransbury park following anti-social behaviour and parking issues. Now taking place at Langstone campus - so reason may have gone away. For other park uses, visitor parking occurs outside these hours (weekend parking for football matches). Seafront / beach visitors will be entirely unaffected by a 6pm enforcement time. Most have left by that time.

As a long-term resident I can confirm the seafront traffic has little effect on the residents in this zone no matter what some respondents anecdotally say. There is no observable difference between winter and summer parking availability. The main factor in parking availability is arrival time. Spaces are mostly used up by 8pm, forcing you to park further and further away from home in an eastern direction.

The scheme presented was not used to shape questionnaire. The benefits are unlikely to manifest as the majority of cars belong to residents already. For £30-£150 a year we will pay to see 3-6 less commercial vehicles parked in this area and those that use those vehicles will still have to sort out transport or buy a car to replace use of their company fleet vans to and from home.

- The scheme cost is excessive for two-car family and discriminates against multiple occupancy and Band G householders.

It may present a suitable means of incentivising less cars on the road in Portsmouth (to unfairly penalise second car ownership where two members of the household are working in different, out-of-city locations) but it does not seem fair. Either the second car fee should be reduced or the first car fee should be higher. Second car owners are already paying the same road tax as other road users and suffer the same



parking inconveniences as single car households. Further, higher-value properties where off-road parking is available see the same broad-brush council tax banding as those without off-road parking, where two, perhaps three cars can be accommodated off-road at no extra cost to the resident. Unless the council tax bands are properly assessed for the area, this is unfair burden of cost sharing. How will multiple occupancy be handled where two people occupy the same terraced house? Another example of why the balance of cost between 1 and 2 cars should be evened out.

Questions / suggestions for improvements to the proposal:

- How is the scheme going to be enforced if the permit is electronic? Will a hand-held ANPR device be used by enforcement staff?
- If existing enforcement services are to be used, the time should easily be able to be changed from 6-8pm as most of our fines dished out as residents attempting to park safely in our own area have resulted from enforcement officers working very early in the morning. I think that's the usual time your staff are operating in this area. Rarely see anyone at 6-8pm when I risk my life at the end of Henderson Road due to lack of enforcement in yellow lines at junctions or speeding on Bransbury Road.
- recreational vehicles (large 3.5t mobile homes) use up as much space as the non resident owned commercial vehicles. These should be separately addressed so they are stored off road where the resident does not have off-road parking of their own. This will definitely improve the parking capacity in the short-term for a few spaces and double the effect expected from preventing fleet own commercial vehicles from parking in the zone. If the vehicles are not to be banned they should at least be excess charged to net a similar figure to that paid for off-road storage at specialise storage places.
- Please can a number of free visitor's credits be available to the residents at their discretion? It seems overly punitive to prevent visitors from parking at a time that is typically when a visitor might come to the area (to eat together in the evening). If the zone can only be managed for a short 2 hour period, please can the period be consulted with local residents. This was a feature of earlier marking zone schemes in the city.
- Please can the use and ploughback of funds be made clear. (A) Do the funds from visitors also go back in to the cost of administrering a scheme or is this treated as parking fees which residents will not see the benefit from. (B) Parking zone infractions are separately categorised when levied. Are the fines routed back into the scheme administration costs to provide better value for money for residents paying for parking zone services.
- If the proposal has changed to a smaller zone and the fees are now published, please can the survey be re-run for the residents of the affected zone where we are being cherry picked for MH expansion OR can the scheme be short-term, with potential to cancel after 12 months when residents of the smaller subset of MJ see no improvement in conditions.

24. Resident, Fordingbridge Road
OPPOSE MH EXTENSION



25. Resident, Fordingbridge Road

I'm on Fordingbridge Road and object to the permit parking. I'm in a shared house of multiple residents and we all need our cars for work therefore it would be very expensive if not impossible for us to gain permits.

I also feel that it is mostly residents parking within my road so a permit would not enable easier parking, it's just many houses have more than one car per house.

26. Resident, Fordingbridge Road

Firstly I welcome what is a "considerably overdue" residents parking zone for Fordingbridge Road; I am sure it will help. I do however have a few concerns:

1. It does not prevent parking by those who visit Portsmouth for a day out at the beach... primarily weekends and p/h's

2. It does not prevent parking by those who use the community facilities in the Bransbury park area (except for 18:00 -20:00 hrs) - the use of these facilities impacts directly on available parking on Ringwood Road. Residents of Ringwood Road then "naturally" look for other available parking - usually on Fordingbridge Road with the residents of Fordingbridge Road then looking elsewhere!

3. It doesn't help residents returning from a days work from 17:00 - 18:00 hrs... there would still be significant issues with non - residents occupying available parking spaces.

18.00 - 20.00 hrs is an ok start, but why not 16:00 - 20:00 hrs? I also believe we should have "periods" of resident only parking - the other being 10:00 - 12:00 hrs Saturday & Sunday & Public Holidays.

Pricing - as a 2 car household... I believe the 2nd car charge should be increased to £200.00, with the first car charge being reduced to £10.00 for permits within the same household. I am aware of cars owned by occupants of Fordingbridge Road that are used by those residents for maintaining a parking space near their property only and are never used for anything else.

27. Resident, Fordingbridge Road

In reference to your recent letter/plans I would like to confirm that I/we OBJECT to the current planned proposals.

Fordingbridge road has never had a parking problem due to many of the residents being elderly and without cars.

It's only recently that there seems an increase to cars since the introduction to permits already in the MH zones. RINGWOOD and FORDINGBRIDGE ROADS are already over flows for parking for the other areas like Eastfield and Westfield road.

Paying for parking permits does not guarantee you can PARK. The council want to fleece us for more money on these permits which will only move the problem on further. A lot of people have lost their incomes in the pandemic therefore and will struggle with these costs.. in addition, they seem very expensive for what they do.



Why offer us as an extension for an already a saturated MH parking area zone ? And not a different zone for solely these roads and Bransbury road.

Please note that I fully object to YOUR proposals to introduce permits for fordingbridge road

28. Resident, Fordingbridge Road

I OPPOSE MH EXTENSION

Having spoken to residents in adjacent controlled parking zones, it is clear that controlled zone does not improve residents access to parking and creates an additional cost to households in what has been a difficult economic climate.

In addition, daytime restrictions on Bransbury road, would inevitably push park users to search for parking places in surrounding roads (Ringwood, Fordingbridge, Minstead), where restriction would apply only 6pm-8pm, thus reducing parking opportunities for residents of above mentioned roads during daytime.

29. Resident, Fordingbridge Road

I am writing to you to express that I would not like the new permit parking to go ahead. I live in a household of multiple adults and the cost of the permits are far too expensive.

It also does not benefits us as it is only for 2 hours in the evening. This means I will be paying a large amount of money to park on my street for 14 hours a week.

I have never had an issue getting parking on the road at any time of the day and it seems it is mostly residents who park here.

30. Resident, Fordingbridge Road

In response to the consultation letter, I think that for Fordingbridge Road each house should be granted one permit free of charge with second and more cars charged appropriately to deter parking.

Also I think that commercial vehicles should also be charged appropriately to deter them from being parked in a residential location

31. Resident, Henderson Road

Please consider this email as support for the proposed MH extension.

32. Resident, Henderson Road

I have received your letter today about the proposed extension to the MH parking zone. I live on Henderson Road and the parking here has got so much worse in the last few months. So many work vans and fancy 2nd cars.

I feel that extending the MH zone to cover the west end of Henderson Road would be really help with this and I hope to be able to park near my house again.

Please log that I am in favour of the proposed change.

33. Resident, Henderson Road

I live in Henderson Road within the boundary of the proposed extension. I wish to give my full support to this proposal. The parking on Henderson Road is worse than it has ever been in the years I have lived here. Please proceed at full speed!



34. Resident, Henderson Road

I would like to register that our household is strongly in favour of the proposal to extend the use of parking permits to encompass our area.

Parking close to our house is always difficult - we often have to park at least one road over. In the past year we have had some instances of other local residents interfering with windscreen wipers and sticking notes to cars saying not to park outside their house/on their road (Lidiard Gardens). Permits would be a great way of alleviating community animosity over who is allowed to park where, as well as hopefully reducing the difficulty in finding a space.

35. Resident, Henderson Road

I have received today the details regarding the proposed extension to the MH Residents' Parking Zone with which I am extremely pleased.

The Residents' Parking Zone in other nearby streets has had a huge impact on parking in Henderson Road. If I should go out in my car either in the evenings or at the weekend I am rarely able to park anywhere near my house on my return. I have noticed too that increasingly from Friday afternoons the road is filled with works vans which remain in place until Monday morning. This also impacts on the possibility for local residents to park near their homes.

So, thanks very much and please keep me informed as to the progress of the proposal.

36. Resident, Henderson Road

As a resident of Henderson Road that would be included in this extension, I am writing to support the proposals provided in your recent letter

37. Resident, Henderson Road

I absolutely welcome the extension of the above zone in order to include the Western end of Henderson Road. Of course, unlike the E end of Henderson, we have no parking facilities so it stands to reason we should be seen as a separate vote on this matter. Parking has become incredibly difficult for us since the implementation of Zone MH with the overspill parking in Henderson, along with visitors to the beach at weekends and late afternoons.

38. Resident, Henderson Road

Just to let you know that we would support parking permits being introduced on Henderson road. The sooner the better!!

39. Resident, Henderson Road

I write in SUPPORT of the above proposed residents parking zone extension.

40. Resident, Henderson Road

1. Have just received your latest about the proposed extension to MH Residents' Parking Zone (TRO 8/2021) following the MJ Zone survey.
2. From what I can gather from the drawings enclosed with the notification papers (and the words at clause "C"), our house will come within the boundary for the extension. If that is not the case and I've read the plans incorrectly I would be grateful to know.
3. There are multiple adults in our house so that is multiple votes in support of the extension to the MH zone as detailed, if anybody is counting.



4. All the neighbours seem to support the idea as well but I suppose I can't vote on their behalf - but will do if allowed.
5. Whilst not wildly happy about paying for an intangible "something" that we currently get for free (as mentioned in the MJ consultation but we did vote for it), the proliferation of other nearby zones has led to Henderson Road, and the nearby roads not already covered by Zones, being the sink hole for all manner of vehicles that are now barred from other roads and, increasingly, overflow of people from outside the area, parking and going to the beach probably not wanting to pay for parking down on the seafront.
6. Do I read it correctly that the proposal for Henderson Road ("part road" from Eastney Road to Lidiard Gardens) is that the restriction for permit holders only parking will only be between 6PM-8PM?
7. I am not well versed with parking Zone restrictions, however, is 2 hours the most restriction that can be placed on a Zone or can it be longer? If it can be longer than 2 hours could it be extended?
8. Hopefully the beach going public problem will not lead for a need to impose afternoon parking restrictions like other Zones around here but if we are restricted to 2 hours would not 5PM-7PM be more beneficial?
9. I doubt whether a waiting limit type restriction would be of any value and I appreciate that it is difficult to gauge what specific measures will address the problem, however, if we start with a certain restriction period and find that it doesn't improve the situation can the restriction period etc be changed in the light of additional evidence/experience?
10. Happy to engage with any further consultation as necessary but I feel the extension should be supported and, if it gets approved, I have other associated considerations that I would be grateful to follow up with members of PCC in the future.

41. Resident, Henderson Road

I am in favour of the residents' parking zone. I live in Henderson Road, and speculate that residents in the area east from Lidiard Gardens, do not want a RPZ, because most of the houses have a drive, although many residents park a second or third vehicle on the street.

Parking in the area is becoming much more difficult, as vehicles from the area west of the mini roundabout, recently zoned, are now being parked in Henderson Road.

So, yes please to the zone, extended if possible.

42. Resident, Henderson Road

Support MH extension

43. Resident, Henderson Road

I strongly support the parking zone being extended to Henderson Road and surrounding areas. Since the other zones have been installed, parking in this area is horrendous and I believe it would be extremely beneficial to all residents in this area to have parking permits.

44. Resident, Henderson Road

I write to voice my SUPPORT of the MH parking zone extension.

45. Resident, Henderson Road

I live on Henderson Road and am happy to vote FOR the suggested restricted parking. This road is a nightmare, taking cars from Highland Rd, Cromwell Rd and



Milton Road, plus tourist cars who leave cars all day. We also have cars from adjoining side roads. Anything which improves parking for those of us who are residents will be much appreciated.

46. Resident, Henderson Road

Just writing to approve the proposals for the extension. As expected, since the introduction of recent permit parking in nearby areas it has made parking in Henderson Road much worse.

However, I do resent the cost of the second permit as I have a lodger and am interested to know if this can be purchased on a monthly basis.

I look forward to hearing when these proposals are planned to be introduced.

47. Resident, Henderson Road

Further to the proposals delivered the other day I am writing to express how much we DO NOT want residents parking - My husband and I live on Henderson road and have 2 vehicles and dont mind parking away from our house.

The hours that the permits would be in force for would be no good to us - We generally get home from work about 5-5.30 so in theory people without permits could still be parking outside our house - What would be the point in us parking away and then moving the car back at 6 when the permit kicks in.

Also the permits for visitors are not easily available - the nearest location for us to get one would be a 20 minute walk which is not really convenient if someone pops by to see you plus no one has paper copies of utility bills anymore. We are very much against the proposals.

48. Resident, Henderson Road

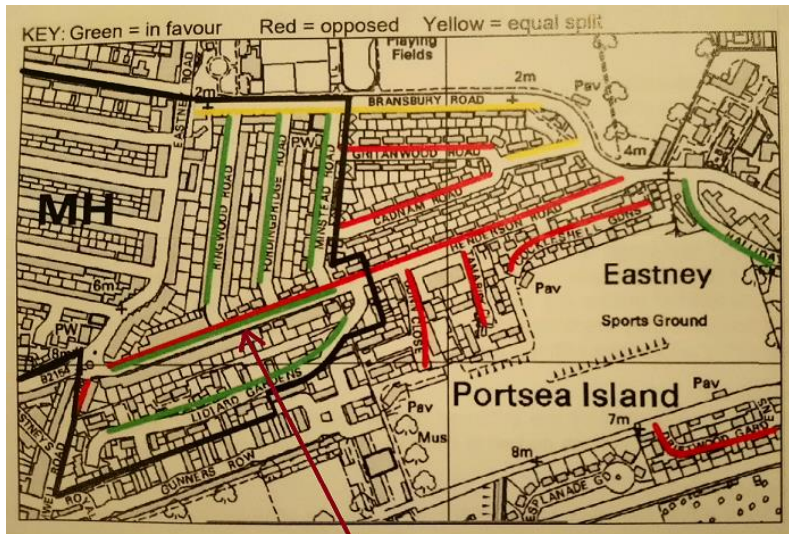
I refer to your letter June 2021 concerning the ~~revenue collection scheme~~ proposed extension of the MH parking zone. I didn't participate in the original survey where 28 respondents were opposed and 20 were in favour. However, I can provide extra reassurance that we do not want a parking scheme on the west section of Henderson Road. In fact, implementing any parking scheme that is against the will of residents would be unlawful.

I must point out that the chart shown in your letter (included below) has an additional green line on part of Henderson Road even though the road actually voted against the proposal. All other roads are marked either in yellow, green or red depending on their result. This extra line could be perceived as being purposefully misleading and the (busy) residents rely on you to provide accurate independent summaries of information to them. As such, I demand that a corrected version of the letter be reissued with the chart updated to clearly indicate how Henderson Road actually voted.

Please refer to the full survey results. Please record that my household does not supporting the MH parking zone.

Please can you provide the results of the vote on Henderson Road split between the western section and the eastern section. This crucial information should be supplied to all affected residents.

Residents in current parking zones would not have been aware of the full impact of future charge increases at the time that they voted years ago. The current charges bear little resemblance to what they were promised at the time of their vote. Will they get a chance to vote again based on this significant change in circumstances?



Western part of Henderson Road is misleadingly marked as both green (in favour) and red (opposed)

Road Name	For	Against	Undecided	No. of surveys received	No. of properties surveyed
Henderson Road (part)	20	28	2	50	164

OPPOSE MH EXTENSION

49. Resident, Henderson Road

We are emailing to say 'OPPOSE MH EXTENSION.

50. Resident, Henderson Road

OPPOSE MH EXTENSION

51. Resident, Henderson Road

Regarding the above and your flyer inviting comments, I believe that the introduction of parking permits in Portsmouth is just a shallow method to generate revenue, we all pay road tax, income tax etc, now you want us to pay additional tax's purley to live in Portsmouth!

I believe that you should concentrate your efforts on the road system, and more inventive parking measures. IE make Henderson road one way, and Bransbury road the other, then put in Parking along one side in a diagonal, similar to the St Marys area. This will increase available parking.

It would/could also remove the death trap that is the roundabout at the end of Henderson road, bad enough in a car impossible on a bike.

52. Resident, Henderson Road

OPPOSE MH EXTENSION

53. Resident, Henderson Road

OPPOSE MH EXTENSION

54. Resident, Henderson Road

I received your letter dated June 2021 and would like to give my comments with regard to the proposal outlined in the document above. Having read the information I



am against the planned extension to the MH parking zone, however I would not be against a separate parking zone just for the residents in the extension zone.

Parking in the area has been a nightmare for some years partly due to the advancement of areas around becoming resident parking zones, people working from home during Covid, proposed Eastney Community Centre plans, van drivers bringing vehicles home at night and generally more cars in the area. I like many have had to change my view on residence parking and whilst I am against the extension plan to the MH area I would not be against a separate zone just for the area outlined in the extension. I think that would show that it is truly to alleviate parking problems encountered by people living in the affected extension zone. Regularly we see people coming from the current MH zone to park outside our houses and walk back out of the road into the current MH zone leaving cars parked for numerous days. I feel that if we must have a residence parking zone which looks to be inevitable, at least leave us have our own zone which could benefit the actual residence in the area, not those coming from all around where clearly there isn't enough parking to accommodate them.

I am also against the need to extend the current yellow lines in the area. The lines were placed in that position in order to give maximum parking availability while remaining safe and I fail to see even with an extension why that would need to be changed.

Finally I would also like to clarify exactly what houses in Henderson Road would be affected as if you take no. 1-75 as per your letter, there are numbers in that which already have off road parking and surely you are not suggesting that they are also given residence parking permits as well.

Thank you for your speedy reply to my question about off road parking and I appreciate that you personally do not make the rules, however to say this is farcical would be an understatement. I take it from what you say a household who has had their pavements lowered (thus taking away kerbside parking space) to enable them to access their properties in order to gain off road parking can still apply for a permit to park up to two cars under the scheme. Thank you again for your speedy reply and what happens next.

55. Resident, Henderson Road

I am writing to object to the proposal of parking permits along Henderson Road. I have lived in property for years and have always been able to park my car. I work early shifts and sometimes late so I will be looking to park around or after Midday or late at night. The permit times 6pm -8pm will make it very difficult to park as it will for many other residents.

I pay enough council tax as it is and now having an extra cost to pay. Having to pay for a permit for two hours just doesn't make any sense.

People can park out of these restriction times. So people that go to the beach or football etc can park all day in these parking zone area's.

It would be more beneficial for this area to be parking for residents only and for visitors to pay to park?

To be honest in my view it is away of the council to make more money.



It will cost more money to put all this in place and to pay traffic wardens to monitor these area's. if the council was not benefiting out of this you would not care about if residents were able to park or not.

56. Resident, Henderson Road

I am registered as disabled, and have a disabled space marked outside my house, for the use of myself or anyone else who has a Blue Badge.

I have written before with my objections to this proposed scheme, and wish to continue to raise my objections to it in this note. My initial objections were that I did not feel that a parking zone was necessary in this area and I was, and still am, very much against it. My concern now is that the proposal is only for part of the area bounded by Bransbury Road and Henderson Road when I feel that if it must go ahead, then I feel that every property in the WHOLE area should be included, regardless of whether or not they have a driveway or the potential to store vehicles on their front forecourt.

I realise that the scheme only applies at certain times of day but believe that this will cause considerable problems during the summer, and also when life returns to something like a new normal, and sports events resume at Bransbury Park, such as the evening netball matches and football matches. These generate a huge amount of traffic at the times of the parking zone operation and I think that unless you include the other roads, such as Minstead Road, Gritanwood Road, Cadnam Road, Eastney Farm Road and the roads off from Henderson Road etc, then all that will happen is that you will push the problem further away from the parking zone and into these areas. Also as the summer goes along and hopefully the weather improves, you will find a lot more vehicles parked in this area which are mobile homes and camper vans, that will park overnight to make the most of the seafront. Already we have had camper vans parked near our neighbours and even people emptying their storage facilities into the road drains, which I do not think should be happening. You only have to drive the length of Henderson Road and Bransbury Road to see the number of camper vans that are there overnight in good weather.

We also have a considerable number of work vans which are parked on these roads, and again, the parking zone will only push them on to the areas which do not have restrictions. They are likely to block driveways, and cause problems, particularly when some are left for days on end without being moved.

I firmly believe that this is nothing more than a money making exercise on the part of the City Council and believe that the parking zone scheme should be totally scrapped over the whole city. I do not think it has been successful in any area and has caused a lot of problems and resentment for many people. However, if it does go ahead in this area, it should apply to all roads right down to the junction with Fort Cumberland Road/Ferry Road and every household in the area should pay for the cars that they have. If you do not include this area it will cause considerable resentment to others in the area and will set up problems for the future, particularly if the proposed new Bransbury Leisure Centre is to go ahead. This project does not appear to have plans for adequate parking on site, so anyone using the facility will park on the neighbouring roads causing obstruction and chaos, as well as noise and environmental pollution. I think you will also find that the Fire Service have concerns about accessing some of these roads when additional parking takes place as it blocks access.



I am very much against the scheme and note that there was very limited support for it in the first consultation. I am happy to be contacted if you require any further information.

57. Resident, Henderson Road

It was with great discontent that I received this parking proposal, I only reply so late because I was furious with the idea to start with and now see it as either wilful incompetence or more likely part of a longer plan to increase city council funds.

A little history, Henderson Road's parking has been reduced by a couple of schemes previously, the implementation of the 20 mile an hour speed limit (and the parking modifications during road modification, the installation of an electric charging point that to my knowledge has never been used (the price of charging is astronomical compared to a normal home supply) & worst of all, the implementation of the MH parking zone.

It is to my eyes blindingly obvious that when you institute parking restrictions, people affected park on the outside of that area, this has been noticeable for the past few years in Henderson Road. It is also obvious when you look at the proposed map, the green sections where residents evidently agreed there was a parking issue (not agreeing that PCC and their partners police it) are the one's in proximity to the MH parking zone.

This tells me that the main reason for difficulty parking is overflow from your adjacent parking restrictions. Lidiard gardens is voting in favour because it's where Henderson Road residents park when there are no spaces between the roundabout and Lidiard Gardens. It will come as no surprise to me that if this zone is passed, the eastern portion of the surveyed zone agrees there is a parking problem in 12 months time as the problem is not solved, just moved along.

There is a valid business concept, "Identify the problem and sell the solution" what is clear to me from the information provided is that you've moved one step beyond that and made "First create the problem, then sell the solution". This is what has made me furious about the proposal.

Also according to the info pack, one of the proposals is to extend double yellow lines by 78 metres in the proposed area! Assuming an average car length of 4.5 metres you're proposing to help solve a parking squeeze by removing 17 parking spaces! This is some sort of joke surely!

I also take issue with the way you have presented your data, all the way along Henderson road there is a red line, showing majority opposed to this at the first consultation. One line per street across the whole consultation zone. The exception to this being conveniently located inside the proposed zone, is the area from the roundabout to Lidiard gardens. Like Schroedinger's cat, we are apparently both for and against this simultaneously.

You do not seem to have public consensus in the area you are proposing changes and I would be interested to see how the factual responses tally with your map.



On the subject of money, you are charging us for this scheme, fining us in convenient and profitable 2 hour runs for your parking wardens and charging our visitors in 12 hour segments. This on top of a large rise in council tax. I will refrain from telling you what I think of that for the sake of decency in this email.

I used to be able to park outside my house years ago, now it is a rarity. Should my impassioned email and protest at the public consultation stop this, it will not help my parking woes. I must however do my best to stop this as the continuation of this policy will expand and extend as the problem is pushed wherever the boundary border is putting others in my situation.

Martin Niemoller wrote:

First they came for the socialists, and I did not speak out—

Because I was not a socialist.

Then they came for the trade unionists, and I did not speak out—

Because I was not a trade unionist.

Then they came for the Jews, and I did not speak out—

Because I was not a Jew.

Then they came for me—and there was no one left to speak for me.

So speak out I must because this is not sensible policy, it is restricting parking to implement charges to offset reduced central government funding.

If there were no charge to homeowners, you had full support (50% plus of all households) and no additional yellow lines, I think morally I would still be opposed, but it would not spark such ire due to the unsustainability of it. There is no question you are not solving a problem, merely pushing it to the borders and raking in money from hard up households.

Consider me vehemently opposed and please do let me know when the consultation is so I can oppose in person too.

58. Resident, Lidiard Gardens

We have lived in Lidiard Gardens for many years, in a cul de sac. For the last few years we have noticed more and more limited parking spaces for our visitors. Drivers from Eastney and Highland road park here sometimes leaving their cars from Friday to Monday morning. Also there is a resident that seems to have 4-6 cars always parked in the cul de sac or on the road, making it difficult for anyone to park. Vans are parked on the corner of our cul de sac also making it awkward to actually drive out safely, so we do welcome the proposal for parking permits as long as there will be traffic wardens to check the vehicles.

59. Resident, Lidiard Gardens

I received your letter today but I have noticed in highland news you have not marked some private parking.

At number 6 they have 2 spaces marked in blue.

At number 2 there is an additional space next to number 7, there are another 2 spaces near my home.

Can you please revise and mark as private on your plans and confirm



60. Resident, Lidiard Gardens

Thankyou for sending me the information pack, for the Proposed Extension to the MH Residents Parking Zone in Southsea.I would like to add my full support to your proposals.

In particular I would like to add my full support to the following two proposals, which affect the part of Lidiard Gardens where I live. Sometimes the traffic comes down the road quite fast, and the following proposals should make things safer.

E). Double Yellow Lines

3. Lidiard Gardens

a). South Side

(i). 64m Length of Double Yellow Lines

If this proposal is approved it would greatly improve the flow of traffic.

E). Double Yellow Lines

3. Lidiard Gardens

d). North Side

(iv). 11m Length of Double Yellow Lines

Often vans park by this entrance, making it very difficult for people to see what is coming from the right when exiting onto Lidiard Gardens.

If this proposal gets approved, it would help this problem greatly, and make it safer for people that use the driveways and car park.

I believe the Council's proposals will make Lidiard Gardens a nicer and safer place for everyone who lives here, and everyone that uses the road.

Also improving some parking issues.

61. Resident, Lidiard Gardens

Please take this mail as confirmation of my family's support to the scheme extending the scheme to Lidiard gardens.

The situation with parking has got worse over the last two years primarily fuelled by commercial vehicles being dumped overnight and weekends, what this gives is in convince to local residence and worse pushing vans and cars onto corners blocking a view of the road making this unsafe for both residents and pedestrians, your scheme will address this to an extent. Case in point.

There are two white transits dumped overnight and weekends, the users drive their private vehicles to the vans, park these and take the van out, after a few hours they return and swap them back over this has been going on for the last year or more.

There has been a White camper van dumped for about two years it moved once in that time and when the owner was asked if he was a resident he said it's his sons who lives several streets away.

Thank you for your attention in this matter.

62. Resident, Lidiard Gardens

Hi I totally support permit parking in lidiard gardens where I live. Thank you.



63. Resident, Lidiard Gardens

It has always been my belief that the parking space outside my property came with the property and therefore cannot be part of the permit scheme at some point the bays were numbered but we have not maintained the numbering.

64. Resident, Lidiard Gardens

Are the resident's permits valid for only 2 hours 6 - 8 pm? Will traffic wardens patrol the area at the restricted times?

The parking space that we own off of the road isn't currently marked at all. The proposals show this will be marked with double yellow lines. If we have guests they can park on the road here and block us in. This will be negated if the proposals go ahead.

Also, it seems that a lot of people and business vans from within the MH area park in Lidiard Gardens. Lidiard provides a good area to park for people to then walk to an MH area. The proposals may not have much effect on this.

Me and my partner would prefer Lidiard only residents to gain a permit for this area and negate other MH residents using Lidiard for their convenient parking.

After some consideration, and having lots of vans parked outside our house, we feel that the proposal may help. We, therefore, support the proposals.

With regards to our parking space the yellow lines will be preferential.

65. Resident, Lidiard Gardens

Can you please clarify the parking arrangements in Lidiard gardens.

I have noticed on the papers you have sent that some properties in lidiard gardens are not mentioned that have private parking areas. Do you know something that i do not know?

Although i agree with the proposals can you assure me that any parking problems will be dealt with robustly by the civil enforcement officers'

66. Resident, Lidiard Gardens

I object to the proposal and wish that to be noted. I do not want any more restrictions in my road.

67. Resident, Lidiard Gardens

I have received the proposal for the permit restrictions around Lidiard Gardens and find it ridiculous.

I am totally opposed to this going ahead. I have lived here for years and have never had any issues parking or experienced people around the roads parking who do not live here. I know full well my neighbours feel the same.

This is a total, money grabbing activity, that I find totally outrageous.

I would like to make sure my thoughts are considered.

68. Resident, Lidiard Gardens

Further to the letter I received I object to these plans.

The whole parking issue in Lidiard Gardens is due to people in the adjacent parking zone parking here. The only way to ease parking in Lidiard Gardens and stop other people parking in visitor spaces is to have a Lidiard gardens only zone. Extending the parking zone currently in operation will only make the issues worse. Vans etc all park



here and it means residents cannot have visitors as they cannot park. This was never a problem with this road until the parking zones came into operation.

69. Resident, Lidiard Gardens

As a resident in Lidiard Gardens, I object to the proposed extension of the parking scheme/zone. This is due to me not agreeing to paying a tax for parking, outside of my house.

70. Resident, Lidiard Gardens

I wish to make representations regarding the above proposals as follows:

My comments relate solely to the effects that I and my neighbours consider these proposals will have on the parking within Lidiard Gardens.

I agreed to the original proposals as my understanding was that Lidiard Gardens (which is a small Cul De Sac) would not be annexed to any of the surrounding roads where most of the parking issues existed. In my view, this would have improved the parking problems that we now have to tolerate in this road.

As far as I am aware, every property within Lidiard Gardens has either a garage or a private parking space and so the public parking areas were mainly used by visitors in the past.

However, over the last few years, we have noticed a substantial increase in the number of cars parking on the public highway within the road, particularly at night and at weekends. My neighbours and I are fully aware that a lot of these cars belong to residents from surrounding roads as we were told some time ago that the word had got around that there was plenty of parking here. Cars have sometimes been left outside our properties for weeks without being moved which can cause issues for genuine visitors to Lidiard Gardens, particularly during the evening and overnight. I am fully aware that taxed cars have a right to park on the road and appreciate that we cannot raise objections to this but it is a concern nonetheless.

The parking situation has become so bad that there are now increasing issues with cars being parked in private spaces without the residents' permission. There has been an incident recently where a car was parked in a neighbours space without their permission (not for the first time) and it was not moved for two days so they were unable to use their own space. Other neighbours have reported similar issues and it has also been my experience at times. One of my elderly neighbours received a telephone call from an unknown quarter enquiring about their space and this has caused them extreme upset and worry.

If these proposals were to go ahead, I can only see this issue accelerating for those of us with private parking. The only clue to the fact that the spaces are private is that the door numbers are painted on the ground. There is no other indication that these are private parking areas and it is clear that some motorists are either unaware that the spaces are private or that they just choose to ignore it.

It is my view that anyone without a permit who has parked in Lidiard Gardens during the day may be inclined to use any available private spaces between 6 and 8 pm if



they can't find anywhere else to park outside of the zone and if they wish to avoid a fine.

I consider that your proposals assume that everyone will follow the rules and, unfortunately human nature is not always so accommodating.

I have discussed these issues with my neighbours at length and they all have similar concerns. We have decided to install lockable parking posts in our spaces at our own expense as we see this as the only deterrent to other people using our spaces.

It would also help if all the private parking areas could be signposted as such but I am not sure if this would be possible as you have stated that the council is not responsible for them.

I have severe misgivings about your proposals and do not support them for the reasons stated.

71. Resident, Lidiard Gardens

I strongly object to the proposed extension to MH residents parking I have lived in Lidiard gardens for many years now. the parking very day is bad from other people's cars who do NOT live in Lidiard gardens and NOW you want to make it even worse. Cockleshell gardens Tamarisk close Dunn close having rejected this and so have I. And when I have visitors 6-8 I have to supply them with a permit.....I strongly object to the whole proposal.....

72. Resident, Lidiard Gardens

I am writing as we STRONGLY OBJECT to your proposed extension to MH Zone boundary.

This extension includes Lidiard Gardens which will cause the following issues:

1. What is to stop visitors to the sea front parking free of charge until 6pm
2. What is to stop people moving their cars from the MG parking zone at 1pm and parking outside residents properties in Lidiard Gardens
3. Why weren't parking restrictions 12-1 include as in MG zones which is just the other side of the road, at the moment people wishing to visit the seafront park in Lidiard Gardens for days on end and use the alleyway as a short cut
4. How will this be policed, we understand that no physical parking permits will be displayed in vehicle windows, we have in the past reported vehicles to Portsmouth City Council as they were without tax/insurance
5. Will the area be policed daily/weekly/monthly or hardly ever!!!!
6. What advantage will there be to residents in Lidiard Gardens who choose the option to purchase permits
7. Who will benefit from the proceeds of the permits? residents or Portsmouth Council!!!!

73. Resident, Lidiard Gardens

I object to the whole proposal of extending the MH scheme to lidiard gardens,

I do however agree with the double yellow lines proposal outside number 12 and 17
Please keep me updated on the progress and results



74. Resident, Lidiard Gardens

I dont think its necessary to include Lidiard Gardens as part of the permit scheme. We all have a private parking space, albeit to small to use when some addresses are already in thier bays.

When this estate was built the bays at the front of the houses were for residence and thier visitors only, as properties have changed hands over the years there may not be too many people who are aware of this, probably small print in the deeds. Im sure if people in this street knew this, you would receive a lot of emails like this one.

Its extremely frustrating that people from henderson road and Cromwell Road park outside our homes, ever since the walkthrough was put into place making it impossible for actual residence of Lidiard Gardens to park, in particularly at the end of the cul de sac.

Bays in front of my house, nearly always full of non residence. Please reinstall the old rules of residence and thier guest only.

75. Resident, Lidiard Gardens

I am concerned about the proposed plan. I cannot see how it will benefit Lidiard Gardens, where I live. Most - if not all - dwellings have an allocated parking space or a garage...therefore I presume that we do not have to pay for a 'first car'. I also assume that we will be able to buy visitors' passes. The problem however, with that, is how do you keep vans and cars from roads around the area from taking all the spaces.....the road has got busier and busier as regards parking - particularly with large vans and at present there would frequently be nowhere for a visitor to park! Apparently estate agents tell prospective buyers from, for example, Cromwell road and nearby roads that they can park in Lidiard Gardens! It has got worse lately as well - probably because of the new zones in the area.

I feel that a road such as this has different needs to the traditional terraced streets - and that this should be taken into account in your strategy. Protection is needed to stop it becoming inundated and in a worse position than it is now.

There also needs to be some control of the size of vehicles.

Finally, what provision is going to be made to ensure that the rules are being adhered too. I can imagine a cul-de-sac not getting many checks from parking wardens (or whatever system you are going to use).

I hope that this makes sense. I would welcome your assurance that you have considered how to treat Lidiard Gardens in a way that is appropriate to the situation - as you will need to do with Dunn Close, Cockleshell Gardens and Tamarisk Close.

Thank you so much for your detailed reply. It's extremely helpful and clarifies everything I was concerned about! It sounds a much better proposal now and has allayed my fears.



76. Resident, Lidiard Gardens

I am emailing to object this expansion of the MH zone, to incorporate the previously planned MJ zone. I was in consultation with a local councillor for many months, over the proposed zone, and feel the residents of Lidiard Gardens are not respected enough and their views are not taken on board. We as a road, have been a dumping ground for many years now, and the expansion of the MH zone will not make a difference. If anything, it will make it just as bad. How can you feel that it is feasible for a resident of Eastfield road, to be able to park or dump their 2nd and 3rd vehicle in Lidiard!! This will just encourage more people to use Lidiard. As we speak, for many years now, residents of neighbouring roads have always used Lidiard to dump their vehicle's, for long periods of time. Then they use the short cut through the alley to access Eastney road. This proposed expansion will be bad news for Lidaird resident's, and will continue to cause tensions with owners of these extra vehicle's. Below are some more points that I feel need to be answered:

- Why is there only one " Permit Holders only 6pm – 8pm ". The zone across the road from Lidiard has two. One at lunch time and one in the evening. Lidiard will require a lunch time also, such as 12-2. Because fo the zones in place closer to the seafront, people dump their vehicles in Lidiard and walk to the beach. This zone will not tackle this issue at all. It will just encourage it more. If the MH expansion goes ahead, it will require a lunch time permit only as well.
- Why have the properties on the east side of Cromwell road, not been included in the existing zone in place now, which covers the rest of Cromwell Road? These residents should not be included in the MH zone. These residents have at least 2 vehicle's each (mainly work vans).
- How can you assure residents that no more than 2 permits will be granted? some Neighbouring residents have 3 or 4 vehicles!!! 2 family cars and their work vans (some commercial).

Thank you for your quick response.

Surely Lidaird Gardens is in close proximity to the seafront it is a 2 minute walk away! MH zone will need a 12 noon – 1PM, as well as an evening slot. If not, this will just encourage people visiting the seafront, to park in the MH zone (Lidiard Gardens) all day, as it is a 2 minute walk away.

Why have the properties on the east side of Cromwell road, not been included in the existing zone in place now, which covers the rest of Cromwell Road? These residents should not be included in the MH zone. These residents have at least 2 vehicle's each (mainly work vans). Could you please answer the reason for these properties/residents being included in the MH Zone, instead of the zone for the other residents in Cromwell road?

How will you gauge the " Capacity ". If you did limit residents to only x2 vehicles, this may improve it, but when people can claim 3 or 4, the situation won't change, apart from the council earning more money for permits issued.

The fact that Lidiard is " unique " because of the amount of private parking, should not make a it a " car park " for neighbouring roads. Basically, you have said that MH zone (including Lidiard) should take the burden off the MG zone, by not adding the 9 properties and crossing the main road. This makes a mockery of residents who have



purchased properties in Lidiard, as we moved here to not have lots of traffic and being used as a " car park ". I know Lidiard has a lot of private/drive ways for parking, but I can assure you that the majority of these residents in Lidiard, will not be using their driveways once the zone is in place. We will be buying at least 1 permit, and some will be buying 2. So at present all the cars on the drives will be on the roads, which will leave next to nothing for other MH zone residents to park in Lidiard. A lot of Lidiard residents are retired, so will be home earlier and will be able to park on the road. This is going to have an impact on those 9 properties and Henderson road residents, who for a long time have always parked in Lidiard. You may find that these residents may complain to the council, as they will be paying for permits, but may find it a lot more difficult to park once the zone is in place.

the MG zone, is 10 seconds away from my property. So surely this Extension of the MH zone needs to be considered for a lunch time slot?. Those 9 properties are 2 seconds away from the MG zone!! So why are they not in this zone? Or Lidiard itself gets to have a lunch time slot?

As previously mentioned, Lidiard residents will be buying at least one permit per household, so this will drastically limit the " Availability " of spaces left to park. Hopefully this will then have a big impact on the 3rd and 4th permits, as with over 90 permits being purchased in Lidiard alone will show this. Perhaps you need to feed this back, as I bet the council believes that the majority of Lidiard " Wont " purchase permits, due to us having driveways. This is incorrect. We will be buying permits and parking on the public road, so spaces will be next to nothing going forward.

As you may have guessed, we get a lot of residents in the MG zone parking in Lidiard at present (because they do not want to buy a permit in the MG zone). Once the MH is in, technically they are not allowed to park in the MH zone (as their property is in the MG). How will you manage this process and monitor this behaviour?

77. Resident, Lidiard Gardens

I have been a resident of Lidiard Gardens for many years.

I am AGAINST the proposed extension to the MH Residents' Parking Zone for the following reasons:-

- The properties in Lidiard Gardens were originally marketed as having access to 2 parking spaces, 1 owned and the second in one of the bays outside the houses which were intended for use by residents and their visitors. I believe this was in line with planning regulations at the time.
- The parking issues in Lidiard Gardens are caused by vehicle owners from neighbouring streets parking in the bays intended for residents and using the pedestrian walk though leading out onto Cromwell Road. Extending the MH parking zone will not help this situation.
- Currently, vehicles from neighbouring streets frequently park in the bays, squeezed in at such an angle that they protrude into the road or block access to private driveways. Emergency services would have difficulty getting through at times.
- Extending the double yellow lines will exacerbate the issue leaving less space for residents, visitors etc at any time of day.



- Public Notices of the proposal attached to the lamp posts were removed sometime last week when the lamp posts were painted and have not been replaced.

Lidiard Gardens is a cul de sac so one would expect vehicles in the parking spaces to belong to the residents, their visitors or for deliveries. Why can't it have its own zone like zone MA which covers just Leopold Street and Beatrice Road?

78. Resident, Lidiard Gardens

I am writing to oppose the planned parking extension based on the following:

1. Currently we have experienced no parking problems in Lidiard Gardens in the years that we have lived in the road. Unlike previous roads we have lived in in Portsmouth.
2. We have elderly family members who live in roads with Permits and we now don't visit straight after work on the way home, as we can't park in their road, between 4.30pm - 6.30pm. I know they could buy a ticket, but there are no spaces to park anyway. As other people within the zone now park in their road. It doesn't increase the number of spaces available, as you don't have your own painted parking space outside your house.
3. It just moves the parking issue into other non parking permit roads, who are not taking part in the scheme.
4. Where we currently live there are a great deal of people who park in the roads going down towards Bransbury Park (Mistead), for the Community Centre. Yet if you go to the car park within Bransbury Park there are always plenty of spaces. People can't be bothered to walk, along the path in the park, to the centre or maybe don't feel safe, as it is dimly lit. The new planned Leisure/Sports Centre, 2021-22 budget, which is coming soon will resolve many of the current parking issues. Therefore, Parking Permit extension won't be required, as the people who currently park between 6pm-8pm could use the new car parking facility.
4. To truly resolving parking issues in Portsmouth I suggest not parking Colas vans and other Commercial vehicles full of rubbish or with maintenance equipment in residential streets. They are contracted by the Council, maybe they could be given a secure parking facility, which Colas pays for. Their workers could be encouraged to cycle or walk from the facility back home. The Council could extend their cycle scheme for employees to other Commercial vehicle users. Maybe use the Council's own car park near the Guildhall that their employees use for Commercial Vehicles after 6pm when the staff have left.
We have in the past, even had a low bed trailer for vehicle recovery parked in our road, where will they now go?
5. Either make the whole of Portsmouth parking zoned like in London or zero areas. Gradually, it has spread across nearly the whole of Portsmouth, anyway.
6. Make Public transport -the buses much cheaper to travel on. I had to get the bus when our car had it's MOT and it cost nearly £5 a single trip. No wonder the bus was nearly empty and was mainly being used by Bus Pass holders. That trip was far more expensive and less convenient than using my car. What about having free bus ticket during the peak times of 7.30am-9am and 4pm-6pm. Paid for by the Parking Permit revenue?
7. You need to think about the transport infrastructure more. Do like Cambridge and Oxford, where students are not permitted to take their cars to University. That would free up many spaces. Also, all vehicles visiting the City Centre at Oxford have to use



the Park and ride. You are not allowed to drive in. You could insist all visitors must use the Park and Ride. Ask Oxford Council how they do it. With the Pandemic no cars were stopped entering the City despite it being heaving and packed with non residents and the parking was disbanded so encouraged more people, as they could park for free!

The parking significantly reduces when the students are not in the City. When the University was much smaller as Polytechnic, we didn't have as many parking issues as we do now and busy roads.

8. If I am paying for a space, I would like a space marked outside my house. What is the point of paying for a space within a zone and I still may have to park several roads away? It would be the same situation as now for many who have parking problems in their roads, no change. We currently don't have this problem in our road, but we will if people can park here, if we are included within the extended zone. Most people who park in Lidiard live in the road or are visiting family, as it is a Cul-de-Sac not a through road, most people don't know about it to park in for the beach, shops or Community Centre. We are a quiet little road, we won't be if you advertise our road to be used in the extension, it will make our road busier.

9. We currently have a private parking space in Lidiard Gardens. We have two cars, sometimes we swap the cars over, one on the road and one on the driveway. Depending on what we are doing, that day. For example, if we go on holiday we might take my husband's car and put my car on the road, so that when we get back it's easier to unload our luggage on our driveway. If we go to the vet we might take my car with the pet equipment and he would park on the road. Would we still be able to do this and swap over onto the street? We only need one permit, as it is only one car at a time, which would be parked on the Highway? Could we take out the permit and place it in the other car? If not it is another reason to oppose the decision, as it will impact on our lives. I don't want carry a sick pet in a carry-case a few streets away, as that is the car with the permit and it can't be swapped over.

Furthermore, it seems like an additional tax going into the Council coffers with no return for the residents, when additional parking is not required in our road, when so many residents have private parking.

Maybe, if the residents at the top end of Lidiard Gardens, would like more spaces and agree to the scheme, they should use the huge private parking spaces they currently have to free up the road availability. However, they don't need to use their private car parking spaces, as they can always get outside their own properties. Hence why their own Private car parking spaces are hardly used. Nearly empty, with a chain across. You should send somebody around to assess the road at the times you are advocating putting the permits in for. Check out the car park at the back not used, before you bring in the Parking extension. Have you assessed the road?

Whilst there you could knock on the doors of the residents and get a proper Survey carried out. A '74% no response' implies that there isn't a parking problem, otherwise the residents would have responded. Either that or the other reason for the lack of responses, could be the paperwork you sent out is too complicated, full of legal jargon and not accessible for the average person to disseminate the information, unless you are a TRO. They might have an opinion and might want to respond but they may be



unable to read and understand what it all means. Whereas, if somebody asked them in person and explained it to them they could fill out the Extension Survey together. I think sometimes we presume that everybody has the same knowledge and literacy levels as ourselves and that often is not the case. People are often frightened to admit they don't understand or are too busy to take time to respond. So the Survey probably ended up in the recycle bin.

I know that you can only go by the responses returned to your Office, but the majority of the residents did not return the Survey. The final point I'd like to make is that over 50% of the responses you received did NOT want a Parking Scheme, as it did not resolve the problem of parking in an over populated residential city. Therefore, you are not listening to your residents. What would you have done if 99% of the residents didn't respond and only 1% did in favour. Would the scheme still have gone ahead? What is the percentage of responses you need to validate the Survey?

You may as well just add the monies to the Council Tax and have done with it and make the whole of Portsmouth a Parking Permit only Zone. Giving each household one Parking Permit. Extra permits would need to be applied and paid for. This would have saved a huge amount of the time and money wasted and spent on Surveys, which 74% of residents did not respond to. Monies which could have been better spent on fixing the pot holes in Portsmouth or the Libraries/Education.

I therefore I strongly object to the Extension of the Parking Permit Zone and spoiling our lovely and quiet little idyll with extra cars from elsewhere in the Zone. I do realise that you will ignore my objection and carry on regardless of my opinion/points raised.

79. Resident, Lidiard Gardens

I would like to STRONGLY OBJECT to the proposed MH ZONE on these grounds:

- Firstly the zone is far TO BIG. I live in Lidiard Gardens, a NO THROUGH ROAD, WE have great parking problems now, with VANS CAMPER VANS parking for weeks on end, residents who live in Lidiard Gardens only park in Lidiard Gardens, We dont cause any parking problems, but we will do, if this MH ZONE goes ahead I can see us having to park elsewhere.
- Also you have made it look as if people with a dropped curb in Henderson Road, or anywhere with a dropped curb cannot park outside of their own space, when it does not cause any obstruction to the highway (answer please) if this is the case the problem will be GREATER STILL.

Moreover, I would like to know under the freedom of information act if the council knows exactly how many CARS, VANS and LORRIES each household in Portsmouth has? Because I think the problems we have now are because people do not want to pay for the extra cars, I am not against parking zones, but Lidiard Gardens SHOULD have its own Zone. You have been asked this before, OUR OWN ZONE but again you do your own thing, I think the council causes more problems than they fix. Why not make all roads around here one way, then more parking spaces would be available, this is a valid argument.

thank you for your reply, have had a word with my neighbours and we all agree that we do not want the yellow lines outside of our properties, please. I know it must be difficult to please everyone, in these parking zones, but we have never had so many



vans parking , From my property to the shop on average 43 vans are parked.in that short distance, I leave my house at 4 15 am and some are parked and left. Anyway that being said I hope you can sort our yellow lines off your list

80. Resident and Business, Lidiard Gardens

I object to the proposed extension to the MH residents parking zone (TRO 8/20210 for the following three main reasons:-

The MJ survey (2020) return rate of 27% is an insufficient response to make that a valid survey; on which the area of extension is based.

The coloured MH plan on page 1 of the letter (dated June 2021) shows the part of Henderson road within the proposed parking zone in two colours, red and green; this part of the road should only be identified in one colour only.

Parking problems reported in some roadside zone MJ are caused by local people and as such a parking permit scheme will not help this problem; 50% of residents previously surveyed stated this.

I raise concerns about the content of the letter received by our residents, dated June 2021 regarding the proposed extension to the MH parking zone.

Firstly, the map of Lidiard Gardens (Drg. No. Plan2021TRO008) dated 23/3/2021 shows highland mews labelled and parking court partly coloured in purple: We would expect to see the whole of the parking area coloured purple, in the same manner as all of the other parking courts on the map. Without this change we feel our private parking area is ambiguous, misleading and subject to legal challenge.

Secondly, in the text of the letter there is no mention of No. 117 Lidiard Gardens, listed under the ORDER section G) "information to be noted and administrative amendments"; part a) 'the following private parking areas within Lidiard Gardens remain private and are unaffected by the provisions of this Order': We consider this omission is an error and strongly request inclusion.

We raise these matters for your kind consideration and trust they will be addressed appropriately

81. Resident, Minstead Road

We wish to support the parking proposals. Would the double yellow line stop at the start of the dropped kerb to the drive? (Yes)

82. Resident, Minstead Road

support the MH extension wholeheartedly parking in Minstead road has become ridiculous of late with not only broad access restricted but also pedestrian access reduced due to numerous vehicles parked on pavements.

83. Resident, Ringwood Road

Hello, as requested here are my views on the proposed extension of the MH parking zone which was sent to me this morning

- I support the proposal to introduce a parking zone restriction in this area



- May I suggest that the zone be extended Eastwards along Henderson Road to the junction with Bransbury Road. The reason being we very often park in this area (more than 50% of the time) as it's the only place where a space can be found within walking distance of our house when returning late at night (we live on Ringwood Road). If this area is non-permit then these spaces will be filled by long term parking or locals who decide not to buy a permit and we would then end up parking even further away. Your letter explained that these residents had opposed the scheme, which is understandable considering most of the houses at that end of Henderson Road have driveways. Can I therefore offer a compromise which would be for the zone to include only the south side of the road, between Lidiard Gardens and Tamarisk Close? This stretch is mostly alongside an apartment building that has its own car park so unlikely to impact on the residents. I noted that the council plans to increase the length of double yellow lines in the zone which will actually reduce the number of available spaces so there is the potential for this problem to get worse. Of course I realise the objective of the scheme is to reduce the number of cars parked in our street, and I hope that it does work, but I see this as a big risk that could make our parking situation worse.

Thanks for everything you are doing to help improve the parking in our area!

84. Resident, Minstead Road

We live in Minstead Rd.

We support the proposal in principle, however we do have a number of issues that should be addressed.

1. Why hasn't the proposal included a midday permit holders only time i.e. 12-1pm , as seems to be standard in other local parking zones ?
2. Will the duration of permit holder only times be reviewed / extended if / when the proposed leisure centre is built on bransbury park?
3. With reduced parking on bransbury rd., point 1 above needs to be seriously considered.
4. Also why isn't Minstead Rd. one way in line with Ringwood rd & Fordingbridge rd. ?

85. Church, Minstead Road

I would like to lodge an objection about the intention of making the area a parking zone with restrictions. Having been closed for the Covid lockdown, we are delighted that the church can re-open in the next couple of weeks. However, my concern is now, where can our parishioners park? We have an average congregation of around 80 to 100 people and they worship regularly on a Saturday evening starting at 6pm, but we also have within our lively community many functions and clubs who come to the church hall during the week on a regular basis. In view of this re-opening and realising the difficulties that have faced many churches, I urge you re-look at the parking restrictions in this area please.

The proposed double yellow lines at the north end of Minstead Road would also cause problems, for two reasons:

- a) I usually park there and carry a lot of things which means that I need to park very nearby.
- b) when funerals take place at the church, the hearse needs to be parked there so that the coffin can be brought easily into and removed from the church.



I look forward to your reply and hope that you are able to look at our situation in order that a whole community which has been in lockdown is not permanently locked out of the area for good.

86. Resident, Ringwood Road

I am in favour of the proposed scheme, as we have more and vans parking in Ringwood Road plus cars coming from areas that already have residential parking.

Regarding the proposed times, Ringwood Road is normally full by 4.30pm, so perhaps the time could be adjusted to 4.30pm to 6.30pm

I feel that Residential Parking would benefit all of those living in this area.

87. Resident, Ringwood Road

As residents of Ringwood Road we fully support the proposal to extend the boundary to include our road.

88. Resident, Ringwood Road

I previously lived in a road where we had a residents parking scheme for a number of years.

I fully approve of the above proposed extension to include us here.

The parking situation here is very difficult from at least 5pm onwards and also at weekends.

Since the MH scheme came in then those in that area are now, quite legally, parking their second vehicles, work vans and trucks in this area causing the parking situation to be even worse than before.

Worryingly so, I drove round for 20mins at 7pm the other evening before finally getting a spot up at the far end of Bransbury Road and that was only because someone happened to move off as I circuited round again.

This is a normal situation here now and worrying for people with children and who are older as dark nights return in the autumn and you are more vulnerable in the dark.

Also for those who regularly return from work 6pm onwards.

I fully endorse the proposed extension in the letter you sent dated June 2021.

I think a number of residents who hadn't been too bothered about having a Parking zone last October are now very concerned about the worsened situation with the extra vehicles now moved across to here from the MH zone, they had not seemed to realise or understand that that would happen.

89. Resident, Ringwood Road

Just writing to confirm that we support your parking permit proposals. We live in Ringwood Road.

The only query I would raise is regarding motorcycles, a neighbour has 3 and they take up a car parking space, so interesting that you don't charge, even at a reduced rate.

The proposed leisure centre in Bransbury Park will have an impact on parking in our road if it goes ahead, which is why we are supportive of the permits.

90. Resident, Ringwood Road

I would like to register my positive support to extend the parking zone into RINGWOOD ROAD.



Personally I would like the hours to begin earlier, possibly 4.30.

I feel further restrictions into Bransbury Road could cause further difficulties for park users and residents alike.

91. Resident, Ringwood Road

We are in full support of the MJ parking proposal but would like the restrictions to be between 4pm and six pm

92. Resident, Ringwood Road

Please take this email as full support for enforcing parking permits in Ringwood Road, Southsea.

The parking is a nightmare. Households in this road have multiple vehicles, which they save spaces for. Nearby a house has a large transit van, a car and 2 motorbikes. Several second vehicle Campervans, works vans all park in the road along with Bransbury park users.

From a one car household, finishing work at 5pm and driving round for half hour trying to park with a boot full of shopping is most frustrating.

The parking restrictions are very welcomed.

93. Resident, Ringwood Road

I 100% support the parking proposals as set out for TRO 8/2021.

Parking is a pain down Ringwood Road.
I only wish you'd charge for motorcycles too.
There are a couple of residents with multiple motorcycles parked on the road taking up space.

94. Resident, Ringwood Road

I've received the consultation for the MH parking zone extension and I would like to vote in favour of it. I've lived in ringwood for years now and parking situation is getting worse and worse every year so I highly support any kind of parking zones in hope that it will slightly improve the situation on mine and some of the surrounding roads!!
Could you please keep me updated on any news about this matter.

95. Resident, Ringwood Road

I have been converted to the idea of residents parking zones. I know people in other zones. I have seen the positive difference it has made to parking in those areas. I have also noticed that Ringwood Rd (my street) is now even worse for parking as non residents from these areas seem to be parking here!
Please can we have resident only parking soon and also would it be possible to paint designated spaces out so that people park sensibly?

96. Resident, Ringwood Road

I object to the parking permit proposal for ringwood road in Southsea .

I don't see how this will make any difference to my road , the problem with this road is the way people park! Blocking off spaces or parking in 2 spaces to save a space for second cars when they get home from work is a regular thing down this road yet this is acceptable ...or having 3 motorbikes on the road that don't get used yet these don't need a permit.



A car a van and 3 motorbikes outside one house is ridiculous and there is multiple property's that play musical cars with.. that is the problem with the parking.

Most of this road is either retired or home by 3/4pm I can't see how having a permit between 6-8pm will make any difference.

If anything it will just make it more difficult for the small minority that get home at a normal time e.g. 5pm and have to still park 2 roads away.

97. Resident, Ringwood Road

As a resident of Ringwood Road, I strongly oppose the proposed extension of a resident's parking zone.

98. Resident, Ringwood Road

I recently received a letter about your proposal (TRO 8/2021) to extend the MH parking zone. As a resident of Ringwood Road, I am very aware that parking is notoriously difficult in that area and I have reservations that extending the MH zone will not improve the situation, merely just allow people living in streets like Reginald Road etc to spill over their parking into our area. In addition, the worst time for finding immediate parking between 4pm-8pm; noting your 2 hour enforcement of the parking zone may reduce this but there are many residents in Ringwood Road who work shift work and we have found finding parking overnight is equally difficult due to the number of commercial vehicles using the area. Any time after 10pm requires parking on Henderson or Bransbury road and a long walk home. Stopping the enforcement at 8pm will just delay the commercial vehicles from using the roads, not stop them altogether. I have a few questions:

1. How many people in the existing MH zone struggle to find parking in their area already?
2. When are you proposing to start this parking enforcement?
3. What is the reasoning behind enforcing MH resident parking between only 6-8pm?
4. Paying £30 a year for 2 hours of enforcement a day is very expensive when other areas of Portsmouth charge the same amount a year and enforce resident parking permanently. Is it possible to reduce the cost of MH parking based on the reduced enforcement time per day?

99. Resident, Ringwood Road

I write in response to the recent (June 2021) letter outlining the proposed extension of the MH Residents Parking Zone (TRO 8/2021).

I find it incredulous that this scheme will be imposed against the will of residents when your own survey's result showed a majority of respondents were opposed to the scheme. Is it the councils tactic to canvas public opinion then reject them in favour of its own agenda? Your proposed extension now clearly shows you've rejected the survey results as a whole and instead broken it into individual roads and proceeded on that basis.

It is clear that the council has no clear way of tackling parking issues except making money out of parking zones while sweeping the issue under the carpet. Your proposals do nothing except make at least £30 from each residential property owning a car. This is nothing but a stealth tax. You will not provide any services or benefits for that £30. I put it to you that if your scheme was truly workable and provided benefits to residents or the environment, it would have been free. But it does neither. Instead you've seen a way to yet again scam the people of Portsmouth out of their hard



earned cash. Did you know Portsmouth has some of the most deprived inner city areas on the south coast? Yet you continue to bleed these residents of money with nothing given in return. Shame on you.

I have been a long term resident of Portsmouth and have been dismayed at the inherent lack of vision and ideas displayed by the council and I'm not surprised this conniving stealth tax is going ahead. As with other previous parking zones, the problem is just shifted from the zoned area to the next. And then you extend the Zone to the next area until the entire city is zoned but the issue of the number of cars remain and the council gets a very nice income from everyone from this stealth tax. I challenge the council to explain publicly how their long term proposal will benefit residents when the majority of our city has been zoned.

Sir/ Madam, I object in the strongest possible terms to your proposed extension of the MH parking zone to the Ringwood Road area.

100. Resident, Ringwood Road

I wish to lodge my objection to the proposal for the extension of the MH zone.

I object to the timing of the zone. 6pm to 8pm is too late for it to be effective in finding parking after work.

I regularly come home from the school run and have nowhere to park in my road (Ringwood).

As the road closest to the community centre, we regularly struggle to park and would find a zone timed for 4.30pm to 6.30pm a more effective time as this would allow parking in our road but also allow parking for evening events at the community centre.

101. Resident, Ringwood Road

As a resident of Ringwood Road overall I support the idea of permit parking in this area. However I do not believe the extension of the MH zone is the best implementation.

For Ringwood Road in particular the parking is very bad every day, as a single vehicle household I often have to park as far away as Cadnam road or the eastern end of Henderson road currently. I think one of the issues arises from residents on Eastney Road who park in Ringwood Road as they have no on road parking.

A better solution would be for the MH zone to include both sides of Eastney Road, and the originally proposed MJ zone to be implemented to cover the area from Ringwood Road east instead of the extension. (See attached image)

This would allow the MJ zone to increase to cover Gritanwood Road, Cadnam Road, eastern end of Henderson road should residents want it in the future.

This would be a much better solution than having what would be a very large MH zone that wouldn't actually stop the spread of parking from adjacent roads.



102. Resident, Ringwood Road

Reference to the above proposal for the extension of parking zone MH.

My wife and I as individual car owners, both object to this proposal on the grounds that it will have no effect to the restrictive parking already endured by the residents of all the roads singled out within the proposed boundary. This has obviously come from the overspill for the original MH zone. No doubt you were expecting this, and use this as a tool to extend the zone.

Even if introduced, it would not guarantee a parking space within the boundary as bourn out by all the other enforced zones.

As you are probably well aware, the residents of those roads outside the boundary will certainly not care if the zone were to be endorsed as they are majorly blessed with off street parking. Therefore any votes cast by these roads should not be counted as part of the survey. Only those cast by the roads affected should count.

Perhaps instead of penalising car drivers, you could manage the highways more effectively and give car owners more available spaces.

By way of:

- Prohibiting the on street parking of caravanettes, caravans and trailers. (Even if they are submitted as a second/third vehicle should the proposal be enforced. These do not move for months on end)

- Instead of extending double yellow lines, shorten them. (to give MORE parking spaces) Even by a metre, as this would have a positive knock on affect.

- Remove either of the bus stops in Bransbury Road, or both and replace them with one central one.

Surely there is no reasonable purpose for two within 100 yards of each other. (MORE parking spaces)

- Those within the boundary who have off street parking to USE it as a rule. (Not as a SURE parking space If none available on the roadside).

- Make the carpark in Bransbury Road available for free overnight car/van parking, with a morning time limit if needs be.

I am sure some/most of the other zones could be revisited and positive adjustments made in favour of the car owner.

In the big scheme of things, we car owners are all residents and council tax payers, and should not be treated as money trees always ripe for picking.



Residents and visitors outside proposed area, within current MH zone and/or no address given

103. Resident, Eastney Road

I currently have parking permits for the existing MH zone due to previously being told I fall in the catchment area, even though I live on the east side of Eastney Road.

My preference has always been to park in Henderson Road and it means I don't need to cross the often busy Eastney Road to get to my car, which I am currently parking in Methuen Road. Since the MH zone has been introduced it has proven difficult to get parking in Henderson Road due to displacement of cars and vans who do not hold a permit in the MH zone.

I would fully support the extension of the MH zone as proposed. It will mean I can park to the rear of my property and will have no need to cross Eastney Road and hopefully force those who do not hold permits to find alternative parking.

104. Resident, Eastney Road

As a resident in Eastney Road and a current MH Residents' Permit Holder, I support the extension of the MH Residents' Parking Zone.

105. Resident

I have a query about the proposals (which I am generally in favour of).

We are lucky enough to have a small driveway that allows us to park off street. We only have 1 car but occasionally we park on the road across the dropped kerb for short periods. With the parking permits in place are we still permitted to do so as it wouldn't be within the marked bays?

106. Church Visitor

Masses are due to restart after the long Covid lockdowns at Our lady of Lourdes church Eastney, from Sept 4th. Many parishioners need to come by car, and putting in a residents' zone with restrictions early evening will affect us badly, as our service (the only one of the week) normally takes place at 6PM. Could some accommodation be arranged which would allow for our needs as well as preventing long term parking in the area, which is clearly the purpose of setting up a residents' zone. Also, our priest comes from Southsea (no one lives at Our lady of Lourdes now), so he needs to park near to the church as well.

107. Resident

SUPPORT MH EXTENSION

108. Resident

SUPPORT MH EXTENSION

109. Resident

I support permit parking where I live. Please bring it in ASAP

110. Resident, Eastney Road

Where I live we have a parking space for each flat, where we pay for the parking within the rent for which we get a permit, when you done the first parking permits across the road at Westfield Rd Eastfield Rd etc, we got a number of cars parking in the car park which should not have been there, after cross words from the landlord they stopped, if you do the roads behind us and because the second permit costs so



much they won't bother thinking they can come in as well, if we go out at night we will have no chance of parking.

When people use the community centre and cannot park on the road they just put their cars in here (when the swimming pool is built will there be a car park for them) and in hot weather people who then go to the beach try to park in here as well it is very annoying, there are signs up but people just ignore them, the landlord has asked if he can put up a barrier or gates to stop this but this was rejected.
i strongly object to the parking permits being put up.

111. Resident

I would like to object to this plan in the strongest possible terms. I think it will do nothing to ease any parking problems, and will, in fact, only cause problems. This plan is ill thought out and will cause many difficulties. Please do not proceed with this plan. Living in the area I can see that instead of easing any parking issues, it will make things much worse.

112. Resident

I have just heard about the proposed parking restrictions for the new MH zone in Eastney and I am concerned about the elderly congregation who attend Our Lady of Lourdes Church at the corner of Minstead Road. This church has a service just once a week for an hour at 6pm on Saturday evenings. The proposed parking restrictions will mean that many of the people who attend this service once a week will be unable to attend.

I ask you to at least include plenty of disabled parking spaces in this location so that people who have attended this church for many years will be able to continue in their weekly church attendance. *(Blue badge holders are exempt from residents' parking bay restrictions and limited waiting)*

113. Resident, Eastney Road (within MH permit entitlement area)

I have received your letter regarding parking permit, in Ringwood Rd, Fordinbridge Rd, Minstead Rd and surrounding areas. We live in Eastney Rd, I'm wondering where we will be able to park, I work and do the children school run and my wife works outside Portsmouth, we have issues with a little space nearby which apparently belongs to Churchill Court. The letter is a little confusing.

114. Resident, Henderson Park

I can understand some residents wanting parking restrictions in this area but can't comprehend why it proposed as an extension to MH area & why only half of the (MJ) zone is being considered.

Surely the whole MJ area needs the restrictions if it is to go ahead?

As it is shown it will only exacerbate the increasing amount of dangerous parking on the Bransbury Road bend by Eastney Farm Road which is now often used for parking by Motorhomes, Removal & other bulky Commercial Vehicles along the bend & all the way along to Henderson Park. This stretch is now also being increasingly used (promoted by PCC) by cyclists & scooters- their safety is severely comprised by poor visibility caused by the dense parking of lorries & bulky vehicles for motorists using, & turning into this stretch of road.



Please rethink this proposal. I have already witnessed so many near misses along this stretch & can't bear to think how dangerous it will be if this goes ahead.

115. Resident, MH zone

Please note my objection.

This appears to have been submitted to avoid the consultation process of formal survey. It also cites Eastney Road residents. These residents are to my knowledge either situated adjacent to 'double yellow lines' or 'shoppers restrictive parking', why they should influence a circumvent of the process I don't know.

The current administration said clearly it would listen to residents in each zone and act accordingly. In this instance they appear to have listened to a few residents and felt it, quicker or easier to follow process.

I am in MH zone and have only seen this on social media. Given it is part of our zone should we not be notified formally. I also walk the streets and have seen no signage.

Within MH there are elements of the TRO which are still to be completed.

I was assured pressure was on the relative bodies to complete these works over 3 months ago. They haven't. Please confirm formally that a TRO can be enforced when it is incomplete. I will await a clear response within 14 days. Thanks in advance.

116. Resident

Can you please clarify as I am unsure with regards the FAQ.

My partner drives a company van for his work which is obviously not registered at our address, can he apply for a permit and how much would this be as we already have a permit for our personal car.

If he is not entitled to get a permit for any reason can you please advise where he is expected to park (and also if the proposed extension gets approved).

Also if he gets a van registered to our address for work use and becomes self employed can you confirm if this charge comes under the Business rates or still Residential. Look forward to hearing from you.

117. Resident

I have a query about the proposed parking permit zone (extension of MH area) - we have a two cars in our household and (a one car) drive, which means we often park one car in front of the drive on the white line area if there are no other spaces. Would continuing to park on this white line after the zone is implemented require a permit, or would it be exempt as it is not taking up a parking space and nobody else can park there?

118. Church Visitor

With regard to the proposed residents parking scheme for the Bransbury Road area of Southsea, Ref. No.TRO 8/2021 I would like to bring something to your attention !

There is a church in Bransbury Rd, on the corner of Minstead Rd, Our Lady of Lourdes Catholic Church. The church has been closed since the beginning of the pandemic but it is planned to re-open it in early September. Our main weekly service is at 6.00 pm on a Saturday evening, just as the proposed parking restrictions would



start. We usually have a mid-day mass on Thursdays and occasional services for feast days in the evenings. The church does not have a car park!

Our priest drives round to the church for the service. often bringing things with him. We also have a number of members of the community who live some distance away and for whom walking or using public transport is not practical. Where are we going to park?

The church is also used for funerals and weddings - where are hearses and wedding cars going to park?

The church hall is also available for local community groups to hire. Where are they going to park?

The north side of Bransbury Road already gets filled up by people using the park, community centre and local shops or going to the beach. This will only get worse if the proposed new sports centre goes ahead!

Please reconsider this scheme otherwise the church, which provides spiritual and other support for the local community will not be able to function.

119. Resident, MH zone

Please accept these comments as an objection to the extension of the MH RPZ. The reason for my objection is that the total size of the RPZ would be too big to make it reasonable for both residents to reasonably park in vicinity of their homes and would be nearly Over a mile in length. The patrolling of the zone has not yet proved to be effective and making the zone bigger will increase the likelihood of unauthorised vehicles chancing parking as the zone will be even more difficult to police in a 2 hour window. Unlike other zones the Eastney road end of the existing zone is not able to be used for parking and I feel that increasing the size of the area and adding more properties and vehicles into the latterly established RPZ. The consultation to introduce zones resulting in the positive response from residents was based on existing proposal that did not cover the Bransbury park area which may have influenced the responses. I feel that extending the zone so soon after the introduction of the MH zone is unreasonable as it has not allowed residents to feedback on the effectiveness of the zone especially during the summer season with increased traffic expected within the area.

I apologise that my comments are late. There were no signage in my road to notify of the consultation and I struggled to locate the proposal online.

120. Resident

PCC appear to be trying to circumvent the process by extending a zone to include part of another zone without a formal survey!

Within this TRO they are extending the MH to include parts of MJ which is Bransbury Park area and south, but ending part way through roads!

One has to ask their motivation, as they also cite Eastney Road residents particularly. To my knowledge Eastney road is all or mostly double yellows or restricted anyway!

A resident has posted on another site as there appears to be little or no signage or notification.

If you live in or adjacent this will effect you.



If you are a resident of Portsmouth and are not happy about the abuse or lack of process say so now.
Make your view known.

121. Church Visitor

I saw the notices about the above proposed scheme this morning and wish to raise the following objections to it. Although not a resident of the zone, I would be affected by it as a regular worshipper at Our Lady of Lourdes' Church, which is on the corner of Minstead and Bransbury Roads and therefore falls within the zone. The church has been closed during the COVID crisis but is due to reopen in September.

The regular weekend Mass there takes place on Saturdays between 6 and 7 pm, so worshippers from outside the zone would be prevented from parking close by; the nearest available parking would be on the north side of Bransbury Road, which tends to be quite full. I'm usually there from about 5pm and others turn up shortly afterwards to get the church ready.

If the time of applicability of the RPZ were changed from 6-8pm to, say, 2-4 or even 3-5pm we would not be so badly affected and the purpose of the RPZ, to prevent long-term parking by non-residents, would still be achieved.

The proposed double yellow lines at the north end of Minstead Road would also cause problems, for two reasons:

- a) the Parish Priest (who lives by the other church in the parish) usually parks there as he has a lot of things to bring and needs to be able to park nearby;
- b) when funerals take place at the church, the hearse needs to be parked there so that the coffin can be brought easily into and removed from the church.

To obviate the latter problems, I suggest that, instead of the proposed double yellow lines, single yellow lines be introduced on the western side (at least) of Minstead Road with a maximum of three hours' parking and NO exemptions for MH permit holders. The church should also have the right to place cones in the road for the same period before a funeral to reserve space for the hearse and the official cars carrying principal mourners.

Thank you for your reply. Your comments on access for funerals is reassuring and I am aware that Minstead Road can get congested at the Bransbury Road end. However, I still feel that specifying an earlier time of applicability would help us whilst still preventing long-term parking by non-residents and I hope this will, at least, be considered. Also, as I understand from the proposals, much of the north side of Bransbury Road is to remain unregulated: wouldn't it make more sense to limit parking by non-residents to three hours for the full length opposite the RPZ on the south side? Otherwise, it might attract the sort of long-term non-resident parking you are trying to avoid, or even enable residents to avoid paying for permits for one or more of their vehicles. *(The proposal is already to restrict Bransbury Road to 3 hours' limited waiting on the north side and residents' parking on the south side)*

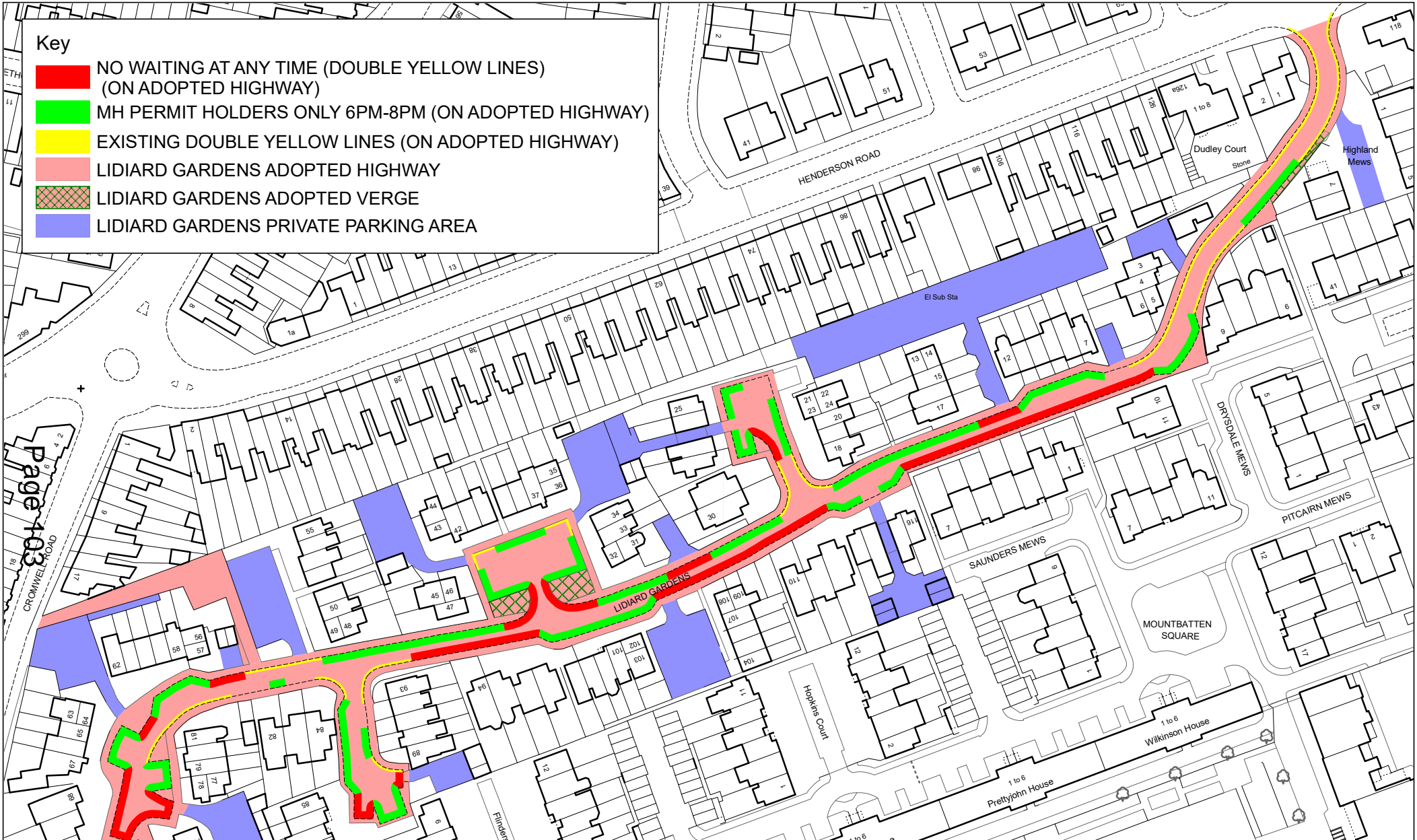
Appendix C: Confirmation of communications undertaken

(End of report)

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Key

- NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
(ON ADOPTED HIGHWAY)
- MH PERMIT HOLDERS ONLY 6PM-8PM (ON ADOPTED HIGHWAY)
- EXISTING DOUBLE YELLOW LINES (ON ADOPTED HIGHWAY)
- LIDIARD GARDENS ADOPTED HIGHWAY
- LIDIARD GARDENS ADOPTED VERGE
- LIDIARD GARDENS PRIVATE PARKING AREA



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Portsmouth
CITY COUNCIL

Title: THE PORTSMOUTH CITY COUNCIL (MH ZONE EXTENSION) (RESIDENTS' PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO.8) ORDER 2021 : LIDIARD GARDENS

Prepared for: **Parking**

Prepared by: **Highways Geographic Information Service**

Drg No: **Plan2021TRO008**

Scale: **1:1,333 @ A4**

Date: **23/03/2021**

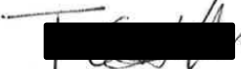




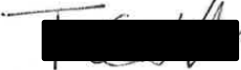
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Appendix - TRO 8/2021 Confirmation Table of Communication Steps Taken

<p>Action taken</p> <p><i>*Statutory Requirement</i></p>	<p>Date started Date completed</p>	<p>Completed</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: 22/06/2021</i></p>	
<p>Notices displayed on affected roads*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 22/06/2021</i></p>	
<p>21-day consultation*</p>	<p><i>Started: 22/06/2021</i></p> <p><i>Completed: 13/07/2021</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: 22/06/2021</i></p>	
<p>Proposed TRO available online from Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 22/06/2021</i></p>	
<p>Letters posted via Royal Mail to properties in the affected area including public notice</p>	<p><i>Started: 18/06/2021</i></p> <p><i>Completed: 22/06/2021</i></p>	
<p>Email / letter sent to respondents with time, date and location of T&T meeting</p>	<p><i>Started: N/A</i></p> <p><i>To be completed 1 week before T&T meeting</i></p>	

Appendix - TRO 8/2021 Confirmation Table of Communication Steps Taken

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

Bransbury Road (between Eastney Rd and no.42)	Fordingbridge Road
Henderson Road (between Eastney Rd & Lidiard Gardens)	Minstead Road
Ringwood Road	

List of roads letters have been sent to the properties of

Bransbury Road	Eastney Road (between Bransbury Rd & Henderson Rd)
Fordingbridge Road	Henderson Road (between Eastney Rd & Lidiard Gardens)
Minstead Road	Ringwood Road

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Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

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

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

Directorate:

Regeneration

Service, function:

Parking Service

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

TRO 8/2021: proposed eastwards extension to MH parking zone, Southsea

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

- Existing
- New / proposed
- Changed

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

To make it easier for residents to find a parking space, 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?

The informal survey on parking in the area was carried out in October 2021 (857 properties), within an area identified on the Residents' Parking Programme of Consultation as "MJ". The survey showed a majority of residents within the western part of the area, adjacent to the MH parking zone, be in favour of permit parking. Also taking into account how some residents responded to the proposed MH parking zone and its boundary of Eastney Road, an extension of the MH parking was proposed instead of a new separate zone. In summary, informal survey, formal consultation and feedback from residents did inform the proposal to extend the MH parking zone. Statutory consultation subsequently took place via TRO 8/2021 between 22 June - 13 July 2021. The outcome indicates that the majority of people who responded support the proposed controlled zone extension, and full details are within the published report.

A - Communities and safety **Yes** **No**

Is your policy/proposal relevant to the following questions?

A1-Crime - Will it make our city safer?

In thinking about this question:

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

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

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

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

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

A - Communities and safety **Yes** **No**

Is your policy/proposal relevant to the following questions?

A2-Housing - Will it provide good quality homes?

In thinking about this question:

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

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

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

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

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

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

A3-Health - Will this help promote healthy, safe and independent living?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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In thinking about this question:

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

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

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

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

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

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

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

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

A - Communities and safety	Yes	No
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Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

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

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

A - Communities and safety

Yes

No

Is your policy/proposal relevant to the following questions?

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



In thinking about this question:

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

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

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

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

The proposed residents' parking zone extension aims to benefit residents by enabling a turnover of parking spaces, making it easier to find a parking space when they need one, by preventing long-term parking by non-residents 'blocking' spaces. The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (often in the dark) as availability of parking spaces should be improved. This concern is sometimes reported by young females and older people, but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions,

improving visibility of pedestrians and approaching traffic.

Disabled residents and visitors would not be negatively impacted as blue badge holders are exempt from the restricted permit holder times (6PM-8PM), and the parking zone may enable them to park closer to their destination (home, visiting friends, services, etc). The proposed operating times are flexible in terms of visitors, including carers, as the restriction does not apply for 22 hours each day. The requirement to purchase and use Visitor permits is therefore reduced, in comparison to RPZs that operate 24 hours a day.

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

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

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

Is your policy/proposal relevant to the following questions?

B1-Carbon emissions - Will it reduce carbon emissions?

In thinking about this question:

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

If you want more information contact Tristan.thorn@portsmouthcc.gov.uk or go to:<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

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

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

Parking restrictions can encourage people to consider alternative ways of travelling to an area, other than by single-occupancy private car. This can result in a number of vehicles driving up and down roads looking for parking spaces within very congested areas. In order for the parking provision in the area to operate more effectively and for more people, compromises are needed. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality. The proposed parking zone is close to Bransbury Park, with existing facilities and a new sports centre being developed in future. 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 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?	<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 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?	<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 or go to:

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

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

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

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

Is your policy/proposal relevant to the following questions?

B5-Air quality - Will it improve air quality?	<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 or go to:

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

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

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

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

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

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

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



In thinking about this question:

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

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

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

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

Double yellow lines are proposed on unprotected junctions and bends, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road. Parking restrictions such as double yellow lines on the corners of junctions aim to prevent vehicles blocking dropped kerb crossing points and parking across junctions, improving visibility of pedestrians and approaching traffic. They are considered on the grounds of road safety and traffic management, 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 or go to:

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

C - Regeneration of our city

Yes

No

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

Is your policy/proposal relevant to the following questions?

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

In thinking about this question:

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

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

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

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

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

Q8 - Who was involved in the Integrated impact assessment?

Nikki Musson, Senior Transport Planner
Kevin McKee, Parking Manager

This IIA has been approved by:

Contact number:

02392688497

Date:

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Agenda Item 6



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	2 September 2021
Subject:	TRO 39B/2021: Proposed parking restrictions in various locations
Report by:	Tristan Samuels, Director of Regeneration
Wards affected:	Baffins, Cosham, Hilsea, Milton, Paulsgrove
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the public response to the proposed parking restrictions in a number of locations in Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 39/2021

Appendix B: Public views submitted

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

2. Recommendations

In relation to the proposals promoted under TRO 39/2021, it is recommended that:

- 2.1 **The double yellow lines in Hayling Avenue remain unchanged, meaning the proposal to reduce their length by 5m at each end is not implemented;**
- 2.2 **9m of the 11m of double yellow lines proposed on the bend in Cheslyn Road is implemented;**
- 2.3 **The proposed 5m extension to the double yellow lines on both sides of Woolner Avenue is applied to the east side only, southwards from Havant Road junction;**
- 2.4 **The 11m of double yellow lines proposed in front of the access road to Orford Court in Magdala Road, is implemented;**
- 2.5 **The 30m of double yellow lines proposed on the bend in Peronne Road, north of Bapaume Road, is implemented;**



2.6 The parking in Shelley Avenue remains unchanged, meaning the proposal to install double yellow lines on the south side and move all parking (including 3 disabled bays) to the north side is not implemented;

2.7 It is noted that the remainder of TRO 39/2021 was brought into operation under TRO 39A/2021 at the end of July, due to no objections being received to those proposals. Therefore, any proposals approved following this report will be brought into operation under TRO 39B/2021.

3. Background

3.1 Parking restrictions and amendments are considered and may be proposed where concerns are raised by residents, councillors, the public and/or emergency, public or delivery services in relation to road safety and traffic management, and/or to accommodate a change to the highway network. A number of traffic regulation orders are put forward each year in response to such concerns and requests raised about locations across the city. TRO 39/2021 was formed of 28 such proposals.

3.2 Parking congestion increased in most parts of the city during the Covid-19 pandemic, as the usual turnover of parking spaces is affected when travel movements are reduced and more people work from home etc. This led to some drivers parking in places they would not consider suitable under normal circumstances, such as on bends or within road junctions. With lockdown restrictions eased, parking in some of the less suitable locations has either become normal practice, or the road safety issues would reoccur if motorists choose to park there again in future. Therefore it has been necessary to consider new parking restrictions in some locations.

4. Consultation and notification

4.1 Statutory 21-day consultation and notification under TRO 39/2021 took place 28 May - 18 June 2021.

4.2 Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are directly 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 8.3), although any comments received are given due consideration. Appendix B contains the full representations received in response to the proposals.

4.3 In addition to the legal requirement of publishing the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed at affected locations and copies were posted to adjacent residential properties to raise awareness.

4.4 Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.



5. Consultation response

- 5.1 26 representations were received overall. Objections were received to the proposals for Hayling Avenue (3), Cheslyn Road (1), Woolner Avenue (2), Magdala Road (2), Peronne Road (1) and Shelley Avenue (6). An objection relating to Kingsley Road was subsequently withdrawn.
- 5.2 Support was received for the proposals in Shelley Avenue (8) and Old Bridge Road (2)

6. Reasons for the recommendations

- 6.1.1 Hayling Avenue, Baffins: The 40-metre lengths of double yellow lines on both sides of Hayling Avenue at its junction with Marina Grove occasionally gives rise to requests to shorten the restriction in favour of street parking. When this was proposed some years ago, residents did not object until the contractor arrived to amend the highway restrictions, at which point it was agreed to leave the double yellow lines unchanged.
- 6.1.2 The above account does not preclude a similar proposal being put forward some time later, to see if local people's views have changed. Therefore a proposal to reduce the length of restriction on the north side by 5 metres at each end was included in the consultation on TRO 39/2021, in response to suggestions to review the restrictions.
- 6.1.3 As the proposal received 3 objections from residents, who feel the double yellow lines are needed to protect the access road, junction and provide space for pulling in to give way to oncoming vehicles, it is recommended that the proposal is not implemented. Whilst no longer a bus route, the parking on both sides of Hayling Avenue leaves a single lane for two-way traffic. This means there are few places to pass between the junctions of Marina Grove and Ebery Grove: a lengthy distance of around 360 metres.
- 6.2.1 Cheslyn Road, Baffins: Residents and refuse collection vehicle drivers expressed concern about vehicles parking on the footway around the bend opposite the service road to the flats at Nos.54-64. This parking affects travel along Cheslyn Road, the footway is obstructed and visibility of oncoming traffic and pedestrians is reduced. Refuse collection vehicle drivers have been unable to manoeuvre the vehicles into the service road due to the severe parking congestion in Cheslyn Road. This can impact on rubbish and recycling collections, and may prevent other large vehicles, including the emergency services, from accessing the service road.
- 6.2.2 The objector is concerned about parking availability being reduced in the vicinity. Therefore the proposed 11-metres of double yellow lines starting from No.35's dropped kerb is recommended to be scaled back slightly to 9 metres.
- 6.3.1 Woolner Avenue, Cosham: The 4 metres of existing double yellow lines on both sides of Woolner Avenue at its junction with Havant Road have proved inadequate with increased parking congestion and vehicles parking closer to the junction than previously. This means there is little space for vehicles to turn off the main Havant Road into the cul-de-sac; particularly difficult for larger vehicles. As a result, traffic congestion can build up on the main road, which is more of a concern now that traffic



levels have increased again and the highway network is busier. A resident of Woolner Avenue suggested the double yellow lines could be extended to be more in keeping with other junctions in the area and to relieve the issues experienced.

- 6.3.2** Other residents do not wish to lose street parking, as not all properties have private parking available and there have been no accidents on the junction. Vehicles already use part of the footway on both sides to cater for the parking demand. Extending the double yellow lines on the left side in the image below, instead of on both sides, will still create more space for vehicles to pull off the main road, into the correct lane in Woolner Avenue, whilst being mindful of concerns over the street parking provision.



- 6.4.1** Magdala Road, Cosham: The access road to Orford Court (Salvation Army Housing Association) in Magdala Road leads to parking for more than 15 vehicles, along with a service area and emergency exit. Concerns have been expressed about vehicles squeezing into the gap between the dropped kerbs in Magdala Road, as shown by the red car in the image below. This practice can prevent access to Orford Court, and/or severely reduce visibility of oncoming traffic when exiting.



- 6.4.2** The objectors feel the space between the driveways is useful for residents returning home late in the evening, and are concerned about parking availability overall. However, any vehicles that cannot access the service road are obliged to use street parking, reducing availability for Magdala Road residents there who do not have private



parking. This exacerbates both issues; reduced parking and poor visibility of approaching traffic when leaving the access road. It is therefore recommended that the proposed 11m of double yellow line is implemented.

6.5.1 Peronne Road / Bapaume Road, Hilsea

Concerns were raised by residents of Peronne Road and Carronade Walk about vehicles parking on the bend in Peronne Road northwards from the junction with Bapaume Road (see image below). This practice obscures visibility of the junction and causes traffic to meet unexpectedly on the bend, with one vehicle driving onto the footway for others to pass. The paving slabs are severely damaged for some distance. The entrance to the parking area on the left in the image below compounds the issue, particularly with vehicles exiting.



6.5.2 The objector feels the vehicles will be displaced elsewhere, possibly into Bapaume Road. However, Bapaume Road is more suitable for local parking as a side road with no residential addresses. Therefore the road safety and traffic management improvements on the main Peronne Road and at the junction of Bapaume Road outweigh this concern. Parking space for 3 vehicles will remain between the end of the new double yellow lines and beginning of existing restrictions: the proposal ends just after the car park entrance.

6.6.1 Shelley Avenue, Paulsgrove

A number of residents approached a Ward Councillor about parking in Shelley Avenue, requesting a similar arrangement to that installed in nearby Chaucer Avenue and Dryden Avenue. Parking in those roads was moved from the south side to the north side, to make the best use of the street parking available. Some residents are concerned about damage to the grass verge, the dropped kerbs for driveway access reducing the public parking and the road being narrowed when vehicles park on alternating sides.

6.6.2 Unlike Chaucer Avenue and Dryden Avenue, Shelley Avenue has 3 large driveways on its north side, and some vehicles also make use of the verge on the north side for parking, which is more level in places. Unfortunately, the gradient of the majority of the grass verge and the utilities services close to the surface means the cost to convert it to a hard surface for parking is prohibitive. There is a limited programme and funding to harden verges, which has been allocated for some years to come.



- 6.6.3** As can be seen from the aerial view of Chaucer Avenue (top), relocating street parking to the north side has been effective in increasing and managing the parking provision. However, looking at Shelley Avenue (bottom) the same positive outcome is unlikely to result from the current proposal, particularly as there is no support for relocating the disabled bays in this road. Whilst approximately 6 vehicles park on the north side by choice, this arrangement cannot be formalised as there is only space to accommodate parking on one side fully on the carriageway.



- 6.6.4** For the reasons set out above, combined with concerns from the owners of both disabled bays plus concerns from other residents about the disabled parking being relocated, it is recommended that the proposals are not implemented. One resident would only support double yellow lines on the south side if the same is applied in front of the driveways opposite, requiring further restrictions to be proposed. Whilst there are a couple more responses in favour of changing the parking arrangements, the reasons for the objections are considered valid and the Council does not intend to disadvantage its disabled residents.
- 6.7** An objection was received from a resident of Kingsley Road, concerned that the proposed double yellow lines would make it impossible to park outside their property. It was confirmed that the restriction would only extend in front of the dropped kerb from the junction, and the objection was withdrawn.

7. Integrated Impact Assessment

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



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 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 costs of implementing the measures within this report is likely to be less than £5,000 and will be met from the On Street Parking Budget.

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

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

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

Title of document	Location
26 emails/letters in response to the published proposals under TRO 39/2021	1. Portsmouth City Council's "TROteam" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report; anonymised)

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

.....
 Signed by:
 Cabinet Member for Traffic and Transportation

Appendix A: The public proposal notice for TRO 39/2021

THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS) (PARKING PLACES, WAITING RESTRICTIONS AND AMENDMENTS) (NO. 39) ORDER 2021

28 May 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 as follows:

A) NO WAITING AT ANY TIME (double yellow lines; measurements exclude footway width)

- 1. Anglesea Road**
East side, a 2m extension to the existing restriction at the entrance to Victoria Park
- 2. Bapaume Road**
North side, a 5m length westwards from Peronne Road
- 3. Blakemere Crescent**
South side, a 4m length westwards and eastwards of Dorstone Road junction
- 4. Craneswater Park**
West side, a 10m length on the junction outside No.36, adjacent to the letter box
- 5. Cheslyn Road**
South side, an 11m length westwards from No.35's dropped kerb, around the bend
- 6. Dorstone Road**
Both sides, a 5m length southwards from Blakemere Crescent junction
- 7. Dysart Avenue**
Both sides, a 5m extension eastwards of Tregaron Avenue junction
- 8. East Cosham Road**
West side, an 8m length northwards from Southdown Rd, outside No. 39
- 9. George Street**
North-west side, a 13m length in front of the garages access road east of Burleigh Road
- 10. Hester Road**
East side, a 6m extension southwards from Old Canal
- 11. Ironbridge Lane**
Both sides, a 5m length northwards from Kingsley Road
- 12. Kingsley Road**
North side, a 5m length westwards and eastwards from Ironbridge Lane
- 13. Lonsdale Avenue**
South side, a 3m length westwards and a 1m length eastwards of Rosebery Avenue junction
- 14. Magdala Road**
North side, an 11m length from the driveway outside No.23 across and past the driveway of Orford Court
- 15. Mansvid Avenue**
Both sides, a 6m extension westwards of Tregaron Avenue junction
- 16. Peronne Road**
West side, a 30m length northwards from Bapaume Road to opposite the private car park
- 17. Rosebery Avenue**
Both sides, a 4m length southwards from Lonsdale Avenue junction
- 18. Shelley Avenue**
South side, its entire length between Browning Avenue and Wordsworth Avenue (see Part F)



- 19. South Road, Fratton**
South side, extend existing double yellow lines to the end; rear of Nos.53 & 55 Hampshire Street
- 20. Tregaron Avenue**
(a) East side, a 5m extension northwards and a 5m extension southwards of Dysart Avenue
(b) West side, a 5m extension northwards and a 2m extension southwards of Mansvid Avenue
- 21. Woolner Avenue**
Both sides, a 5m extension southwards from Havant Road
- B) REDUCTION OF NO WAITING AT ANY TIME (double yellow lines)**
- 1. Doyle Avenue**
North side, an 8m length east of Northern Parade
- 2. Hayling Avenue (near Marina Grove junction)**
a) North side, a 5m length outside No.89
b) North side, a 5m length outside No.99
- C) CHANGE FROM RESIDENTS' PARKING BAY (KB) TO NO WAITING AT ANY TIME**
- 1. Diamond Street**
North side, its entire length eastwards from Flint Street junction
- D) CHANGE FROM NO WAITING AT ANY TIME TO RESIDENTS' PARKING BAY (KB)**
- 1. Diamond Street**
South side, its entire length eastwards from Flint Street junction
- E) CHANGE FROM PAY & DISPLAY TO DISABLED PERSONS' PARKING PLACE**
- 1. Anglesea Road**
East side, a 7m bay by the entrance to Victoria Park
- F) RELOCATION OF DISABLED BAYS FROM SOUTH SIDE TO NORTH SIDE**
- 1. Shelley Avenue**
Bays outside Nos. 15 and 43 to be moved to the north side along with all street parking (see Part A18 above for double yellow lines)
- G) CHANGE TO PARKING BAY TO INCLUDE MH PERMIT HOLDERS:
3 HOURS NO RETURN WITHIN 4 HOURS / MH AND MI PERMIT HOLDERS 8AM-8PM**
- 1. Devonshire Avenue**
South side, the 9m bay outside Nos. 260-262
- H) CHANGE TO MF PARKING BAYS TO INCLUDE MD PERMIT HOLDERS:
MF AND MD PERMIT HOLDERS 11AM-NOON AND 6PM-7PM**
- 1. Old Bridge Road**
Both sides, all parking bays in the road (approximately 26 parking spaces)
- I) ADMINISTRATIVE AMENDMENTS**
This order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself. This includes renaming the car park and spaces at The Camber, Old Portsmouth, from INEOS Team UK to Camber Quay; a return to a location-specific title instead of sponsors, who can change fairly frequently. The yacht racing headquarters facility is unaffected by this order.



To view this public notice or the draft order on Portsmouth City Council's website 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 may do so by sending their representations via email to **TROteam@portsmouthcc.gov.uk** or by post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 39/2021** by **18 June 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 and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

Appendix B: Public views

**Shelley Avenue:
Objections to proposed double yellow lines and/or relocation of disabled bays**

1. Resident, Shelley Avenue

I am strongly opposed for my disabled parking to be on the other side of the road. You always make sure that you make the disabled people have no rights and you have made it obvious that we don't matter. How am I supposed to get out of our car when there's a slope so when it is wet the grass is very slippery and I have a problem with falling over. We applied for a dropped kerb and we were turned down as it not long enough yet lo and behold you have let another address dig out the area by the steps so that gives them the right size. I don't see why I have to be penalised because I am disabled.
(Officer note: the dropped kerb complaint has been dealt with separately)

2. Resident, Shelley Avenue

We have just been told that my disabled bay will be moved to the other side of our road due to new parking arrangements being put in place. Opposite my home are 3 dropped kerb driveways, so my disabled bay would not only be on the opposite side to my home, but also about 200 yds further down the road. I only just manage to use my bay where it is now - right outside my home. This move would mean that my freedom (the little bit I still have) would be fully restricted as I would then be unable to go out. I cannot make it to our car if it is not outside our home. I just cannot ! I already have an OT involved in my health as my mobility and other things are VERY BAD ! This move is totally against any disabled inclusion rights etc. PLEASE PLEASE CAN YOU HELP ME , I AM DISTRAUGHT OVER THIS.

3. Resident, Shelley Avenue

I would like to mention the concerns we have regarding the Relocation of Disabled Bays in Shelley Avenue. We do feel this is slightly discriminatory to disabled people due to the fact that moving of the bays to the opposite side means they do not have a safe access to enter or vacate their vehicles. They will either get in/out in the road with traffic coming in either direction or onto a wet grassy or muddy banks which could cause harm and injury to the persons. This will also affect those without disabilities. The grass bank needs to be made into a safe area if the proposal goes ahead to avoid unnecessary risks to others. The bank in places has no grass so when wet is a greater hazard. We do agree that the parking needs sorting out but do feel for the disabled people who are already struggling and making things harder for them is not a good solution. Recommendations would be to cut the grass/ mud bank at the site of the disabled bays and tarmac to give them easier access on the side you are proposing to move the bays to.



4. Resident, Shelley Avenue

I am contacting you with regard to the proposed parking arrangements in Shelley Avenue. My husband and myself are apposed to the suggestions laid out in your letter dated 28th May 2021.

Firstly you state that it is too costly to convert the grass verge into a hard surface but you seemly have allowed 3 households on the North side to erect there own drive ways. You have also allowed the footpath to be crossed and the grass verge to be dropped and bricked over as also the foot path. We are more then surprised that these drive ways have been allowed while other applications (also on the North side) have been rejected! Since these 3 driveways have been completed parking along both sides of the street has begun.

Also you state that the disabled parking bays will be relocated to the North side of the road. We feel it's unfair that the disabled bay of number 43 be moved as they have recently had their own hard standing parking bay built so surely they can use that. Car places are already limited within this street and if the disabled bay was moved to this side houses 44, 42 and 40 would find it hard to park.

We do not feel that these arrangements would help ease the problems as it would then put more pressure on alot of other surrounding roads.

5. Resident, Shelley Avenue

Thank you for your letter. I am writing to OBJECT to the proposed installation of double yellow lines on the south side of Shelley Avenue, for the following reasons:

- Your letter refers to the steep “gradient of the grass verge”, however this same gradient also makes it unsafe for people to regularly walk on and safely enter and exit parked vehicles. When the grass is wet the risk of injury will be even greater. I am especially concerned about this for the elderly and physically more vulnerable residents/visitors. By installing the double yellow lines as planned, PCC are exposing people to this hazard. Will the council be accepting liability for injury and/or damage to property if accidents happen? We do not want to encourage more exit and entry to vehicles from the roadside where possible. The safety of people needs to be properly thought through.
- Entering and exiting the car via the grass verge, potentially over muddy ground or worse, animal faeces, can be very inconvenient. Particularly if you are in clean/polished shoes, for example when on your way to work. We have experience of this because of parking on Browning Avenue. I have personally slipped up on the wet grass on Browning Avenue, which in comparison is relatively flat, while entering my car on the way to work. Fortunately, I was younger then and suffered no injury except for my trousers and shoes.
- Has any assessment been carried out on how many additional spaces, if any, this plan will create? From observations many of the houses with drives on the south side also often have cars parked across them in the evening after most people are home from work (at least until very recently when people decided to start parking on the north side). Could moving parking to the north side make less spaces available, particularly now drives have been installed on the north side?

- This proposal will not solve parking congestion. What is the council doing to actually solve this problem? Where is the improvement in frequent and affordable public transport? Why is Paulsgrove and particularly the west end of Paulsgrove the last area to be considered for car sharing schemes and e-scooter trials etc., when it is one of the furthest and least connected from the city centre and other areas of interest? If additional measures are put in place to ensure the safety of residents/visitors and to get more vehicles off the road and on people's own drives, I would be happy to withdraw my objection to this plan. Measures could include:

- Installation of a row of reasonably flat paving at the kerb edge so that cars can be accessed from the verge without walking on the sloped grass/mud. This will be especially important for those with disabled bays, the elderly, less mobile and young.
- If the south side receives double yellow lines there should be a relaxation of the latest dropped kerb rules (i.e. dimensions of front gardens required for approval) on Shelley Avenue for properties on the south side of the road so that they can provide additional off road parking, like many in the past have already done. In very recent years (circa 2020), the dimensions required in front gardens for dropped kerbs to be approved has increased to a point where it has now stopped some houses from being able to obtain approval for off-road parking, even though their neighbours with identical size gardens already have. Car sizes or other factors related to our ability to park in front gardens have not changed in the time the rules were made stricter and so the recent increase in required dimensions do not appear to be warranted. However if yellow lines are installed on the south side, dropped kerbs should now be encouraged (on the south side) including for those with gardens with previously acceptable dimensions. This will become even more important as more people switch to electric vehicles - having the ability to charge cars from peoples own homes will be necessary. This would also take some burden off the Council to provide street charging.

I am happy to discuss my objection, concerns raised and proposed measures with you if you wish. Please do not hesitate to get in touch.

Shelley Avenue: Support for proposed double yellow lines

6. Resident, Shelley Avenue

Many Thanks for latest action on the above parking situation in Shelley Ave being considered, the problem is increasing daily. I did pose the problem to our councillor some time ago but various problems came about but, we hope this plan will be carried out

7. Resident, Shelley Avenue

I'd like the yellow lines to be placed on the south side of our road.

8. Resident, Shelley Avenue

I agree the yellow lines should go on the south side of our road.

9. Resident, Shelley Avenue

I wish the yellow lines to be on the south side of our road please Many thanks

10. Resident, Shelley Avenue

I would like the yellow lines to be on the south side of our road please

11. Resident, Shelley Avenue

I would like the double yellow lines to go on our side (SOUTH).



12. Resident, Shelley Avenue

I have read your letter and understand the need for action to take place .However I feel its to little and too late. Especially for myself and wife after living in Shelley for many years we recently successfully appealed for a drop kerb and Driveway we spent thousand of pounds in the process plus paying extra for having a line painted outside which will be no Longer required due to your proposal for double yellow lines

We only have one car by the way and we thought it would help when family visited to keep them safe .

The main problem is people having more than one car sometimes three plus per household and work vans you need to have a different approach .

I.E. Car parking permits one car £20.00 per year second car £200.00 third car £500.00 and work vans £1000.00 per household.

If you are going ahead please can you do it sooner rather than later as people are already parking opposite and not leaving space for service vehicle's should there be emergency in the road god forbid .

Shelley Avenue: Feedback and suggestions

13. Resident, Shelley Avenue

I agree with the plans to make one side of the road all double yellows. However I worry about people who have disable spaces, something needs to be done about the bank to make it easy for these people. and also people with small children and push chairs.

The bank on the side that is proposed for parking can be steep in places and slippy at times of wet weather. Something would need to be put in place maybe just a couple of slabs going into the grass verge to give something to walk on.

14. Resident, Shelley Avenue

There are 3 driveways along the 'North' side, No 18, 20 and 22. Two of these are suffering from persons parking across their driveways(taxi, delivery-non stop, large LGV, friends of neighbours etc) due to congestion and the yellow lines will cause further parking obstructions across the driveways as there will be nowhere to naturally stop if the lines are installed and all cars park on North side.

I am not against the yellow lines, I simply ask that the 3 driveways are also included with yellow lines. This will give us the freedom to come and go as we please and avoid confrontation with the law on our side. I am willing to pay, if this is a barrier to the decision process.

Please consider this proposal, as it took many years to get approval from the council and was very costly to install. Our driveways have become delivery parking slots for the street with the drivers ignoring our complaints; this is unacceptable and causing stress and anxiety. We have had to wait to exit our property on many occasions and our neighbour had issues with an important visit, that caused them a lot of stress.



Woolner Avenue: Objections to double yellow lines

15. Resident, Woolner Avenue

This road is very narrow with no possibility of creating additional off-road parking. There are currently 19 roadside spaces, (plus 1 disabled) and 12 houses in Woolner Ave. (4 with shared drive, 2 without any drive and 4 with virtually no drive). This necessitates some residents having to park at the top of the road and any reduction in roadside parking space will force cars to park in nearby roads.

A disproportionate number of spaces are occupied by either a Havant Road address or the recent addition of a large dropped kerb in Woolner Avenue serving a different Havant Road property. This effectively means that there are currently 20 roadside spaces to support 14 houses and the proposed amendment will reduce it by 10% to 18 spaces.

Since there has not been any accidents on this junction there seems to be no justification on the grounds of safety, particularly as the lines were increased in length not so long ago and I would therefore urge the council to reconsider and not to penalise the residents further.

16. Resident, Havant Road

I strongly object to the additional 5 metres of double yellow lines that runs near my property (sic). If the current plans go ahead, we will lose three potential spaces. I have lived in Havant Road for many years and it has always been quite difficult to park, but since a neighbour moved in and installed a dropped curb; that's a further additional 2 spaces lost. Also, safety has never been an issue on this road, there hasn't been any collisions at all. I require for the reasoning for installing these lines on this road, if there have been no safety concerns previously since the neighbour has moved in, and has previously specified that they don't want anyone parked near their dropped curb.

Magdala Road: Objections to double yellow lines

17. Resident, Magdala Road

I object to the double yellow lines that you guys are planning to put in place. I object because some people on our road come back home late from work and it would be unfair on them because you guys are taking the parking places away. Thank you for your understanding.

18. Resident, Magdala Road

In light of the pending changes to occur outside our home, we are deeply concerned and object on many accounts especially considering the devastating nature of my wife's poor health. She has suffered with severe mobility issues and needs extensive care and support which is provided by residents and relatives with a license to drive enabling access to many facilities required i.e. quick access to the local High Street etc.

Along with other regularly visiting elderly relatives that hold multiple health conditions and reduced mobility whom also do not possess a blue badge permit would alongside require immediate and easy access. Imposing double yellow lines would make finding adequate parking available and then walking from these areas extremely difficult and overwhelming. It

is vital that necessary efficiency in there travel is maintained and these double yellow lines will prove to be a hindrance for any caregivers/relatives restricted by them.

Unfortunately this impact will also be felt by many others as follows:

- The local town centre (Cosham High Street) need to allow for proper traffic flow, but incessant yellow lines will make everyday life unbearable for local shoppers who drive to find parking elsewhere
- Some say these over-zealous parking enforcement practices and unfair parking charges could possibly force people away from the high street and into out-of-town shopping centres or online correlating to inactivity for shop owners/businesses in terms of footfall and leading to issues in business operations
- Removing parking entirely can result in higher vehicle speeds which in turn pose dangers to local school children and more that use these streets daily in their travel routes

With the livelihood of our home and neighbours' directly impacted through this imposition we implore you to reconsider and enforce the right to trigger a formal council led review of road restrictions within the area. Where possible suitable alternatives should be considered and undertaken including those that may prove to be greatly affordable and equally as effective. In any case if more action can be taken please do let us know.

Hayling Avenue: Objections to reducing the length of double yellow lines

19. Resident, Hayling Avenue

I am responding to your notice regarding the reduction of the double yellow lines adjacent to the houses 89 and 99 Hayling Ave. Some years ago the local residence along with a Councilor had meeting regarding the double lines in question. There is a access road between no 93-95 to approx. 20 garages, when approaching Hayling Ave. From the access you come up at an incline making difficult to get a clear view of traffic approaching. When it was agreed to extend the lines as they are at Present made the viewing of oncoming cars clearer and safer. By planning to reduce them in size is only going to create the difficulty in seeing if is safe to enter Hayling Ave. Seeing we have more traffic on our roads roads now, the possibility of a accident occurring will rise. Why were we not consulted about this decision? I am quite convinced that the decision has been made by people who do not live in this area, with no thought to safety. So I am asking that you reconsider this unwise decision to avoid serious accidents, should the worst happen and a accident occurs, you will have contributed to this incident happening. Remember precaution is better than cure.

20. Resident, Hayling Avenue

I have seen the proposal to reduce the double yellow lines in Hayling Avenue and would not want to see this implemented.

The junction is very busy for both cars and pedestrians and is used as a holding area due to the length between Marina Grove junction and Ebery Grove junction.



My house currently has double yellows outside, I can't park in front of my home so it may seem bizarre that I would not want the chance to increase parking, but I do believe that by increasing the spaces available it has the potential to cause an accident.

I am not sure what further information you would require but please do come back to me if you do. It would clearly benefit me, but I don't believe it is the right decision in this location

Hayling Avenue: comments to be considered

21. PCC staff member (no address given)

The double yellow lines were put in place originally I am told to assist with the access road and all the garages behind 83 Hayling Avenue and all the houses up to 125.

The bus stop went last year when the road was resurfaced but residents have been told the raised kerb is remaining as the bus route may return.

The high kerb where the bus stop was is still in place, and this could cause damage to low vehicles if they open the door onto this higher kerb. I agree a few feet could get removed from outside 87/89 up to the high kerb (old bus stop) and that would allow for another two vehicles to park but no further.

The distance of travel between Marina Grove and Ebery is completely different to all other roads along Hayling Avenue and with vehicles parking on both sides there is often conflict and the space currently afforded to drivers reduces this conflict.

Additionally Marina Grove itself is a very bust junction in it's own right acting as an access road to Jenkins Grove, Cedar Grove plus Stride Avenue so you might need to look into this proposal a little more deeply

To be honest the reduction of 5 m either end will not make a huge difference in principal so I can't in all seriousness object to this. The problem is currently there are one or two persistent offenders who insist on parking on the double yellows (west side of Marina Grove) which I know is not your issue.

With the extra parking space either end, this will just force those who don't care about double yellows to encroach further onto the junction with Marina Grove but that is not reasonable grounds to object to this.

(Officer note: the illegal parking has been reported to the Traffic Management Centre, for additional enforcement visits)

Cheslyn Road: Objection to double yellow lines

22. Resident, Cheslyn Road

I am writing to you as I wish to object to the proposal to have double yellow lines down Cheslyn Road, and would suggest that Parking permits be issued instead.



I find it nearly impossible to park outside my block as this is taken up by commercial vehicles and cars from people that live further down the road, or in neighbouring roads. You cannot imagine how frustrating it can be to see people leave their commercial vans outside the block and walk down the road where they already have 2 cars and a driveway!

The curb around the bend opposite is sometimes the only place I can find to park, especially with parking enforcement around the garages.

Can I please suggest that the road is restricted so residents have to obtain a parking permit to park down Cheslyn road (like the majority of the city), which would also help when Portsmouth FC games start again. Or, can I please suggest that the area behind the block of flats (huge concrete area with washing lines which is barely used) is turned into parking spaces for the block of flats.

(Officer note: the request for permit parking has been recorded; Cheslyn Road does not currently appear on the Residents' Parking Programme of Consultation due to low demand from residents. The suggestion of converting the area behind the flats into parking has been passed to the Property & Housing Service for consideration, as the area is not part of the public highway).

Bapaume Road/Peronne Road double yellow lines

23. Resident, Peronne Road

I have recently seen the sign regarding yellow lines in the above roads.

I have spoken to some residents of Austin Court and we feel that by doing this we lose some of our parking spaces, as it will push vans into our road, which we are not happy about. I am sure you are aware that most people now a days have more than one vehicle, and yes we have private parking but for only one car, so many residents park in Bapaume Road, this will making parking more difficult for residents.

Yes, put yellow lines, but maybe just a shorter one on the corners as it would be safer when pulling out of Bapaume Road. If you really want to do something to improve Peronne Road, can I suggest you install speed bumps as it is being used as a 'rat run' most days. That would be a lot safer. Anyhow, some residents are agreeing that the 30 meters of yellow lines in Peronne Road, is the wrong way to go.....

Update on my last email to you....I have checked Peronne Road for this sign....no where to be seen, no where in the area you intend to yellow line!!! It's tucked the wrong way in Bapaume Road, that's unfair as no one in Peronne Road will be aware of this. I think you are all bang out of order, why don't you send letters to the residents in the area you are considering to yellow line...

I am hoping that you will be accommodating and listen.

I totally understand that you want to put yellow lines on Peronne Road, but surely, just for a few yards and not the 30 metres that you intend to do. I look out onto Bapaume Road and Peronne Road and well aware of the issues. As I said that will be making parking difficult for us....we also have people from Feltons Place park here too, as parking down there can get full up in the evening. I am guessing that no one has been this way in the evenings getting

their info by popping by only during the day. I would really like that someone would be in conversation with me, so that this matter can be sorted instead of PCC or whoever is dealing with this and thinks this is a good idea to try convince me that this is so. Look forward to getting a response from some one PLEASE.

(Officer note: 2 public notices were displayed in the location. Following the resident's email a further 2 notices were put up, during the consultation period. The resident received a response accordingly. Properties in Peronne Rd fronting onto the proposed location for restrictions were sent a copy of the notice via post in addition to the standard measures; this resident responded to the street notices).

Old Bridge Road: Support for proposed shared RPZ bays

24. Resident, Welch Road

I have lived in Southsea for many years, so I am very familiar with parking issues in the area. I was informed that the TROteam e-mail could be used to send positive comments about the parking proposals. So I would like to comment about the following:

H) CHANGE TO MF PARKING BAYS TO INCLUDE MD PERMIT HOLDERS: MF AND MD PERMIT HOLDERS 11AM-NOON AND 6PM-7PM

1. Old Bridge Road

Both sides, all parking bays in the road (approximately 26 parking spaces).

Myself and my partner fully support this proposal for the following reason. Before residents parking was introduced I was always able to park in the Old Bridge Road area if there were no parking spaces nearer to our house. However, since the introduction of residents permits Old Bridge Road comes under the MF zone and as a carer for my partner I can't always be available to move our car before restrictions apply. So the above proposal would be very useful for us, particularly as there always appear to be spaces available in Old Bridge Road. Also some measure of overspill between zones could possibly help with some of the current issues.

25. Resident, St Ronan's Road

I would just like to add my support to the following proposition: CHANGE TO MF PARKING BAYS TO INCLUDE MD PERMIT HOLDERS:

MF AND MD PERMIT HOLDERS 11AM-NOON AND 6PM-7PM 1. Old Bridge Road. Both sides, all parking bays in the road (approximately 26 parking spaces).

My shifts often start (and end) at 3am, and I have often really struggled to find a space to park when I am returning from work in the small hours.

I had previously parked in Old Bridge Road, as there were many available spaces, and I thought that I was able to park there as it is literally a 2 minute walk from my house, but unfortunately, I have discovered to my cost that this is not the case.

If you could please arrange for these bays to become available, I would really appreciate it!



Kingsley Road: Objection to proposed double yellow lines







26. Resident, Kingsley Road

I would like to raise an objection to the proposed double yellow lines on the north side of Kingsley road running westwards from the junction with Ironbridge lane (as stated in TRO 39/2021). The proposed 5 metre length will severely restrict being able to park my vehicle outside of my property. As such, I would like the proposed 5 metre length to be reduced. I would also like a surveyor from the council to visit my property in order to show the exact position of the proposed yellow lines and discuss reducing the length of these lines. I appreciate the need to improve visibility at junctions, however I believe that shortening the length of the lines would not compromise this.

(End of report)

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Appendix - TRO 39/2021 Confirmation Table of Communication Steps Taken

<p>Action taken</p> <p><i>*Statutory Requirement</i></p>	<p>Date started Date completed</p>	<p>Completed</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: 28/05/2021</i></p>	
<p>Notices displayed on affected roads*</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 28/05/2021</i></p>	
<p>21-day consultation*</p>	<p><i>Started: 28/05/2021</i></p> <p><i>Completed: 18/06/2021</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: 28/05/2021</i></p>	
<p>Proposed TRO available online from Portsmouth City Council's website</p>	<p><i>Started: N/A</i></p> <p><i>Completed: 28/05/2021</i></p>	
<p>Letters posted via Royal Mail to properties in the affected area including public notice</p>	<p><i>Started: 27/05/2021</i></p> <p><i>Completed: 29/05/2021</i></p>	
<p>Email / letter sent to respondents with time, date and location of T&T meeting</p>	<p><i>Started: N/A</i></p> <p><i>To be completed 1 week before T&T meeting</i></p>	

Appendix - TRO 39/2021 Confirmation Table of Communication Steps Taken

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

Anglesea Road	Bapaume Road
Blakemere Crescent	Craneswater Park
Cheslyn Road	Diamond Street
Devonshire Avenue	Dorstone Road
Doyle Avenue	Dysart Avenue
East Cosham Road	George Street
Hayling Avenue	Hester Road
Ironbridge Lane	Kingsley Road
Lonsdale Road	Magdala Road
Mansvid Avenue	Old Bridge Road
Peronne Road	Rosebery Avenue
Shelley Avenue	South Road, Fratton
Tregaron Avenue	Woolner Avenue

List of roads letters have been sent to the properties of

Cheslyn Road (part)	Hayling Avenue (part)
Kingsley Road (part)	Magdala Road (part)
Old Bridge Road (part)	Peronne Road (part)
Shelley Avenue	St Ronans Road (part)

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