



NOTICE OF MEETING

CABINET MEMBER FOR TRANSPORT

THURSDAY, 29 FEBRUARY 2024 AT 4.00 PM

COUNCIL CHAMBER - THE GUILDHALL, PORTSMOUTH

Telephone enquiries to Allison Harper, Local Democracy Officer - Tel: 023 9268 8014
Email: Allison.Harper@portsmouthcc.gov.uk

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

Membership

Councillor Gerald Vernon-Jackson CBE (Cabinet Member)

Councillor Simon Boshier
Councillor Graham Heaney

Councillor Brian Madgwick

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

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

AGENDA

- 1 Apologies
- 2 Declarations of Interest
- 3 TRO 322B/2023 Disabled Persons Parking Places - Kirpal Road and Renny Road (Pages 5 - 22)

Purpose of Report

To consider the public response to the proposed disabled bays in Kirpal Road and Renny Road, Portsmouth.

RECOMMENDATIONS

In relation to the proposal promoted under TRO 322B/2023, it is recommended that the Cabinet Member for Transport:

1. **Rejects the implementation of a Disabled Person's Parking Bay in Kirpal Road as part of TRO 322B/2023;**
2. **Approves the implementation of a Disabled Person's Parking Bay in Renny road;**
3. **Notes that the remainder of TRO 322/2023 came into operation under TRO 322A/2023 on 17 February 2024, except for the Disabled Person's Parking Bay in Garnier Street (outside No.48) which will not now be removed. Therefore, any proposals approved following this report will be brought into operation under TRO 322B/2023.**

- 4 **ETRO 63/2023 Experimental Bus Gate & Loading Restrictions, Commercial Road and Lake Road (Pages 23 - 40)**

Purpose of Report

To consider the objections to making permanent the experimental Bus Lane, prohibition of right turn and waiting and loading restrictions in Lake Road and Commercial Road.

RECOMMENDATIONS

It is recommended that the Cabinet Member for Transport:

1. **Considers the objections to the making permanent of the experimental Bus Lane, prohibition of right turn and waiting and loading restrictions in Lake Road and Commercial Road;**
2. **Approves that the provisions of the Portsmouth City Council (Lake Road and Commercial Road)(Bus Lane, Waiting and Loading Restrictions)(No 63)(Experimental) Order 2022 be made permanent.**

- 5 **Pavement Replacement at The Hard - Construction Date (Pages 41 - 44)**

Purpose of Report

To agree a date when the contractor can gain access to begin construction works for the replacement of the pavement at the Hard Interchange.

RECOMMENDATION

It is recommended that the Cabinet Member for Transport approves the proposed access date of the 10th June 2024, after which construction can then start.

6 Solent Future Transport Zone Update (Pages 45 - 54)

Purpose of Report

To provide a progress update on the Solent Future Transport Zone (FTZ) programme.

7 GC Shearer Road Area - Potential Residents Parking Zone - Formal Consultation (Pages 55 - 170)

Purpose of Report

To present the results of the formal consultation carried out in the GC Shearer Road area on the proposed residents parking zone detailed in TRO/10/24.

RECOMMENDATIONS

That the Cabinet Member for Transport considers the representations made following the formal consultation for GC Residents Parking Zone and:

- 1. Approves the implementation of the zone as advertised under Traffic Regulation Order 10/24 but with minor amendments detailed below;**
- 2. Extend the parking bays on the north and south side of Hampshire Street to meet the eastern kerb but retain double yellow lines on the eastern side between the two bays as described in paragraph 3.23;**
- 3. Note that a 5m E-scooter parking bay has been installed outside the Co-op on New Road under TRO 24B/22;**
- 4. That following the implementation of the effectiveness of the zone is monitored and if the Director of Economy, Planning & Transport in consultation with the Cabinet Member considers it necessary that changes are proposed.**

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Agenda Item 3



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport decision meeting

Date of meeting: 29 February 2024

Subject: TRO 322B/2023 Kirpal Road and Renny Road - Disabled Persons Parking Places

Report by: Felicity Tidbury, Assistant Director for Economy, Planning & Transport

Report author: Denise Bastow, Acting Parking Manager PCNs, Permits & Blue Badges

Cabinet Member: Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

Wards affected: Baffins and Fratton

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1. To consider the public response to the proposed disabled bays in Kirpal Road and Renny Road, Portsmouth.

In this report, TRO means traffic regulation order.

Appendix A: The public proposal notice for TRO 322/2023

Appendix B: Public views submitted

Appendix C: Integrated Impact Assessment

Appendix D: Map of proposed and existing disabled bays

2. Recommendations

In relation to the proposal promoted under TRO 322B/2023, it is recommended that the Cabinet Member for Transport:

- 2.1 **Rejects the implementation of a Disabled Person's Parking Bay in Kirpal Road as part of TRO 322B/2023;**
- 2.2 **Approves the implementation of a Disabled Person's Parking Bay in Renny Road;**



2.3 Notes that the remainder of TRO 322/2023 came into operation under TRO 322A/2023 on 17 February 2024, except for the Disabled Persons Parking Bay in Garnier Street (o/s No 48) which will not now be removed. Therefore, any proposals approved following this report will be brought into operation under TRO 322B/2023.

3. Background

3.1 Disabled parking bays are installed in residential areas to assist blue badge holders to park close to their homes and thereby reduce the distance they have to walk after parking their car. The bays are advertised following applications from individual blue badge holders. TRO 322/2023 advertised the installation of 8 disabled parking bays and removal of 21 disabled parking bays at various locations across Portsmouth.

3.2 In order for a disabled parking bay to be considered, the applicant:

- has to hold a valid Blue Badge,
- have a vehicle registered to the address,
- must not have any usable off-street parking and;
- there should be pressure on parking in the area.

4. Consultation and notification

4.1 Statutory consultation and notification under TRO 322/2023 took place between 1 December 2023 and 29 December 2023. The statutory 21 day consultation period had been extended to 28 days to allow for the Christmas period and subsequently extended to 9 January 2024, due to notices needing to be replaced in one location.

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 of this report), and any comments received are given due consideration. Appendix B contains the full text of the representations received in response to the proposal but has been anonymised.

4.3 The legal requirement is to publish the proposal notice in a local newspaper - this notice was published in The News. The proposal notice was also published on the Council's website and yellow copies were displayed at affected locations.

5. Consultation response

5.1 Three representations were received, two objecting to the installation of the disabled bay in Kirpal Road and one objecting to the installation of the disabled bay in Renny Road. The full content of the objections (anonymised) is in Appendix B of this report.



6. Reasons for recommendations

- 6.1 Kirpal Road, Baffins:** An application for a disabled bay was received from a blue badge holder who lives in Kirpal Road. There is more than one blue badge holder who drives at the address and they have two vehicles, with one off-street parking space. The road is unrestricted except for double yellow lines on the entrance section of Kirpal Road and there are no restrictions in the immediate vicinity of the proposed disabled bay. Properties in Kirpal Road have off-street parking in the form of at least one parking space, there are also laybys in the road where parking appears to take place for visitors. There are no disabled parking bays in the road.
- 6.2** Upon receiving the initial application, after considering the criteria for agreeing a disabled parking bay as detailed in paragraph 3.2 above, the application was originally refused on the grounds that there was not pressure on parking in the area. This was evidenced by recorded visits to the area at various times (including evenings when pressure on parking is highest), which showed there were parking spaces available in the layby or the applicant's vehicle(s) were already parked in the layby. This suggested that the applicant could use both their off-street parking space and also park the second vehicle in the layby when they returned home, without the need for a disabled parking bay to be installed. The Cabinet Member for Transport subsequently requested for the application to be progressed following a site visit to the location and on the grounds that they believed there was pressure on parking.
- 6.3** Two objections have been received on the grounds that all properties have driveways where they can park a vehicle, vehicles could also be parked across the driveway as many residents do, the layby is for visitor parking and it has been observed the applicant parks both vehicles in the layby rather than using their off-street parking space.
- 6.4** One of the objections received also made reference to only seeing the notice being put in place on street on 12 December 2023, which only gave them a couple of weeks to comment, therefore the statutory consultation period was extended to 9 January 2024 as mentioned in paragraph 4.1 above. The objector also requested clarification on whether the disabled bay would take the whole layby or just one space.
- 6.5** A response was sent to the person objecting explaining that parking across a driveway was not considered to be an authorised parking space and could block the footway, causing problems for pedestrians to get past, especially those with pushchairs or wheelchairs. Confirmation was also given at that time to the extension of the consultation to 9 January 2024 and that the proposed disabled bay would only take up the equivalent of one parking space in the layby. The person responded by confirming that they still wished to continue with their objection, and they provided photos of the applicants appearing to now park both vehicles in the layby, instead of using their off-street parking space for at least one of their vehicles. They also confirmed that the main footway used by pedestrians is on the south side of the road (layby side).



- 6.6** In considering the objections received and the initial refusal of the application by officers in accordance with the agreed criteria, the recommendation of this report is not to install a disabled parking bay in this location. The applicant appears to be able to park both vehicles in the layby without needing to use their off-street parking space, which does not suggest there is pressure on parking in the area. This decision would also maintain the layby for use by visitor vehicles to other residents.
- 6.7 Renny Road, Fratton:** An application for a disabled bay was received from a blue badge holder who lives in Renny Road. There is one other disabled bay in Renny Road, but not in close proximity to this application. It is not possible to install a disabled bay directly outside the applicant's address, due to there being double yellow lines for junction protection and the next parking space has a speed cushion in place. It is not suitable to install a disabled parking bay across a speed cushion, as this could cause issues for the blue badge holder when exiting a vehicle as it would not be on a level surface. Following a conversation with the applicant it was suggested and agreed with them that the most suitable location for a bay was immediately opposite. Consideration was also given that the proposed location would not be directly outside another residential property i.e. No 80 and not in front of the takeaway business' front door.
- 6.8** An objection was received from a business owner who objected on the grounds that there were no blue badge holders on their side of Renny Road, and concerned at the limited parking available outside the business to load and unload and the impact this would have on their business.
- 6.9** A response was sent explaining that a bay could not be installed directly outside the applicant's address due to double yellow lines and the speed cushion in the first parking space. The business owner responded that they wished to continue with their objection as they did not feel it appropriate to install a disabled bay on the other side of the road to where the applicant lived, although they did support the installation of a bay for the applicant and suggested that a parking space outside No 80 would be closer than installing one opposite.
- 6.10** The applicant will already be parking in Renny Road and in practical terms there is no loss of actual parking space. Renny Road is within the GA Fratton residents parking zone and both residents and businesses can obtain permits to park, however permit holders are not guaranteed a parking space. It should also be noted that loading/unloading is a permitted exemption in a disabled parking bay and if the bay is approved and the badge holder's vehicle is not parked within the bay, the business owner could for a short time utilise the disabled parking bay for the purpose of loading/unloading. As also explained the disabled bay will not be installed directly outside the front door of the business and would not therefore have a negative impact on the business as vehicles are likely to be already parking in the same location and not necessarily just those who are visiting the business. The distance to the proposed disabled parking bay opposite is comparatively the same distance if it was located outside No 80.



- 6.11 Garnier Street** - With regard to the proposed removal of a disabled bay in Garnier Street, confirmation has now been received that another resident at the address is eligible for a disabled bay. Therefore, the disabled parking bay in Garnier Street outside No 48 will remain in place.
- 7. Integrated impact assessment**
- 7.1** An integrated impact assessment has been completed and is published alongside this report in appendix C.
- 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 works to implement the disabled bays (including the TRO) will be met from the On-Street Parking budget.

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Signed by:

Appendices:

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

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

Title of document	Location
Provision and Use of Disabled Badges and Bays Report	PCC website - Executive meeting - 21 February 2006

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

.....
Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

**APPENDIX A - THE PORTSMOUTH CITY COUNCIL (VARIOUS ROADS)
(DISABLED PERSONS PARKING PLACES) (NO. 322) ORDER 2023**

1 December 2023: Notice is hereby given that the Portsmouth City Council proposes to make the above Order. The effect of which would be:

A) DISABLED PERSONS' PARKING BAYS (MINIMUM 5-METRE LENGTH)

Only vehicles displaying a Blue Badge or relevant permit issued by the Council may park at these locations:

Cedar Grove (outside no. 34)	Hayling Avenue (outside no.48)
Kirpal Road (in layby opposite no. 43)	Merrivale Road (outside no. 73)
Renny Road (outside Chinese Takeaway)	Shelley Avenue (outside no. 39)
Stubbington Avenue (outside no. 167)	Tennyson Road (outside no. 22)

B) REMOVAL OF DISABLED PERSONS' PARKING BAYS (NO LONGER REQUIRED)

Beach Road (outside Lamorna Cove)	Berney Road (outside 27-29)
Cardiff Road (outside no. 37)	Chichester Road (outside no. 106)
Compton Road (outside no. 78)	Eastbourne Road (outside no. 6)
Farlington Road (outside no. 58)	Fawcett Road (outside no. 309)
Garnier Street (outside no. 48)	Langstone Road (outside no. 98)
Magdalen Road (outside no. 40)	Oriel Road (outside no. 28)
Phoenix Square (outside block 34 - 48)	Posbrooke Road (outside no. 23)
Powerscourt Road (outside no. 70)	Renny Road (outside no. 24)
St Augustine Road (outside no. 139)	Sidmouth Avenue (outside no. 13)
Stubbington Avenue (outside no. 184)	Thorncroft Road (outside no. 33)
Toronto Road (outside no. 23)	

Copies of the draft Order and Map are available to view on Portsmouth City Council's website: Search 'Traffic Regulation Orders 2023' at www.portsmouth.gov.uk. Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

Persons wishing to object to or make other representations with regard to these proposals must do so in writing, stating the grounds on which they are made. Representations must be sent to TROteam@portsmouthcc.gov.uk or by post to TRO team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref TRO 322/2023 within 28 days of the date of this Notice (i.e. by **29 December 2023**) stating the grounds for the objection.

Under requirements of current access to information legislation, please note that all representations submitted in response to this Notice may be made available for public inspection. Full details of the Council's [Data Protection privacy notice](#) can be viewed on the website.

Felicity Tidbury, Assistant Director of Regeneration (Transport)
Portsmouth City Council

Appendix B: Public Views

Kirpal Road Objection to proposed Disabled Bay

Resident, Kirpal Road

Dear who it may concern

I would like to raise some concerns about a bay that is going to be put by my house.

1) the notice only got put up today 12/12/23 at 8.03am and the notice is dated 1/12/23 so it's taken 11 days to put this notice up and only given us a couple of weeks to appeal.

2) everyone along the road has driveways so don't understand why it will need to be put in. Also everyone can park across their driveway if they have multiple cars like many people do along the road

3) it doesn't actually state if the bay is going to take up the whole of the lay-by or just one space.

Good evening.

Yes I would still like to proceed with the objection of the disabled bay.

I would like to show you evidence of both of the cars from the household using the bay when their driveway is empty their cars are both the end cars . Since the sign has gone up the owners of those cars are moving their cars into the bay stopping other residents parking there which they have every right to park there.

For the comment that said if a car was parked across the driveway is blocking pedestrians and pushchairs the footpath is on the other side of the road these are connected to each individual driveway and they have always parked across their driveway before. I would also say it is closer to park outside your house across your driveway and walk to your house than walk from across the road.



Kirpal Road Objection to proposed Disabled Bay



Resident, Kirpal Road

To whom it may concern

I wish to strongly object to the proposal of a disabled parking space in the visitor parking opposite 43 Kirpal Road, firstly they have a driveway which can be used to park their disabled van ,the 3 spaces are for visitor parking which is always being used, several of us have paid to make our driveways bigger to park our additional cars.

Renny Road

Objection to proposed Disabled Parking Bay

Business, Renny Road

I am writing this email to object to the following proposed planning of a disable parking bay situated on renny road (outside Chinese take-away) .

I am the owner of the Chinese take-away which the proposed spot is to be issued, please can you provide me with the reasoning for a disable parking spot to be put in place right outside my premises please.

My reasoning for objecting is as follows,

1. There are no neighbours on our side of renny road which currently hold a disbale badge in order to use this spot Thefore this will be useless for my neighbours and myself.
2. There is very limited parking for my vehicle to park in the mornings outside my shop currently and I find it difficult to regurly park outside my shop now when I need to unload all my supplies for the week ahead . If I'm lucky the spot outside my shop is available and I'm able to easily offload all my goods from vehicle to shop . I pay for a business permit which in my opinion is already expensive and now your telling me I can't even park outside my own shop to unload / load up my vehicle for my business because your going to place a disable spot right outside my shop .
3. This will overall have a negative impact on my business because as mentioned before I have delivery drivers/ customers who try there best to park outside the takeaway if it's available because ease of access to the shop , if this disable spot is put in place my customers and more importantly my delivery drivers will have even more difficulty parking outside the shop because there will be one less spot available .
4. I have not requested for a disable parking spot to be placed outside my shop.

Really thank you for replying and explaining your reasoning behind the proposed disable spot and I'm fully aware that the neighbour for the spot is XXX.

However I would still like to object against this decision because I feel it not be logical for our neighbour to have a disable spot placed on the other side of the road . Surely it would make more sense to place the spot outside 80 renny road where the disable passenger can easily and safely exit the vehicle without having to cross the road . The

distance between XX renny road to XX is far shorter distance then placing the spot on the other side of the road in my opinion . I feel this needs to be re thought through as it's the passenger that has the disability not the driver.

As a fellow neighbour I have no objections with a disable spot being put in place because I do see them daily and see her condition so do fully understand it but I do object to the placement of the spot as it's located on the wrong side of the road .

I can't see how you feel it's safer to have to cross a road for a disable person to get to their house rather than parking 1 house to the right of yours on the same side of your house . Even getting shopping etc from the boot would be easier to access when parked on the side of the road your house is situated rather than having to potentially wait for the road to be clear before crossing.

Form name	Integrated Impact Assessment
Reference	IA587377061
Date	16/02/2024



Policy details

Request date	16/02/2024 10:31
Directorate	PCC Regeneration
Service	Parking Service
Title of policy, service, function	TRO 322/2023 Disabled Bays
Type of policy, service, function	Existing
What is the aim of your policy, service, function, project or strategy?	Introduce disabled bays in residential roads for use by blue badge holders to assist them with parking closer to where they live
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	Two disabled bays were objected to
Has anything changed because of the consultation?	yes
Please provide details	One of the disabled bays did not meet the initial criteria as there was not perceived to be a parking problem, however it was still advertised but following objections it is now proposed that one of the two disabled parking bays is not installed
Did this inform your proposal?	yes
Please provide details	As above, one of the disabled bays did not meet the initial criteria as there was not perceived to be a parking problem, however it was still advertised but following objections it is now proposed that one of the two disabled parking bays is not installed

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

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>The installation of disabled bays will benefit those with disabilities and have a blue badge by helping them to park closer to where they live</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>Those with blue badges will be provided with a parking bay closer to where they live</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>N/A</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>Advertised Traffic Regulation Orders 322/2023 for a 3 week public consultation period</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>The need for disabled bays in residential roads are reviewed as an ongoing process, as applications for new bays and removal of no longer required bays are received on a regular basis. The Disabled Bay Officer reviews the applications with any queries referred to the Parking Office Manager.</p>

Crime - Will it make our city safer?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p> <p>Page 16</p>
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Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	This proposal will assist the more vulnerable in being able to go out in a vehicle, knowing that when they return they will be able to park closer to their home. Blue Badge holders who do not have off-street parking available to them, often find that they cannot park closer to their home and feel that they cannot go out as they are unable to walk the distance home from where they have to park. The installation of disabled bays for blue badge holders helps to improve their mental health/quality of life by giving them confidence to go out and about knowing they will be able to park close to home when they return.
How are you going to measure/check the impact of your proposal?	Consider any feedback from blue badge holders or other residents.

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Carbon emissions - will it reduce carbon emissions?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Air quality - will it improve air quality?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Transport - will it make transport more sustainable and safer for the whole community?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Waste management - will it increase recycling and reduce the production of waste?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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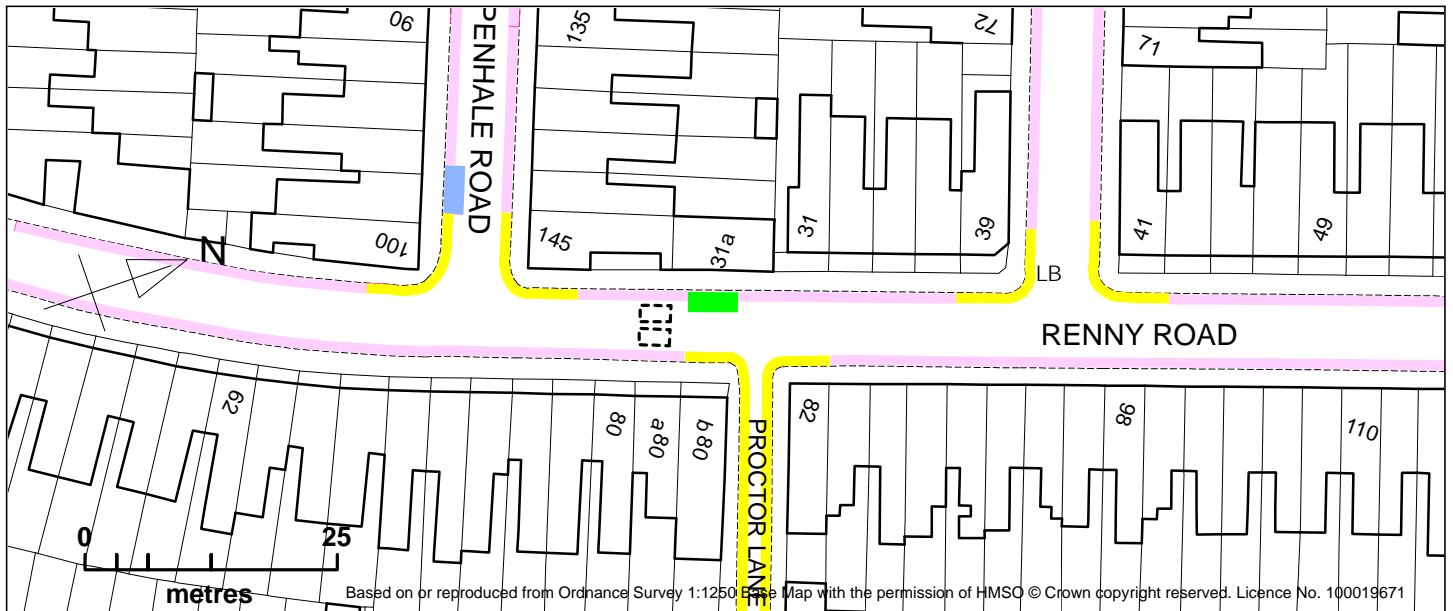
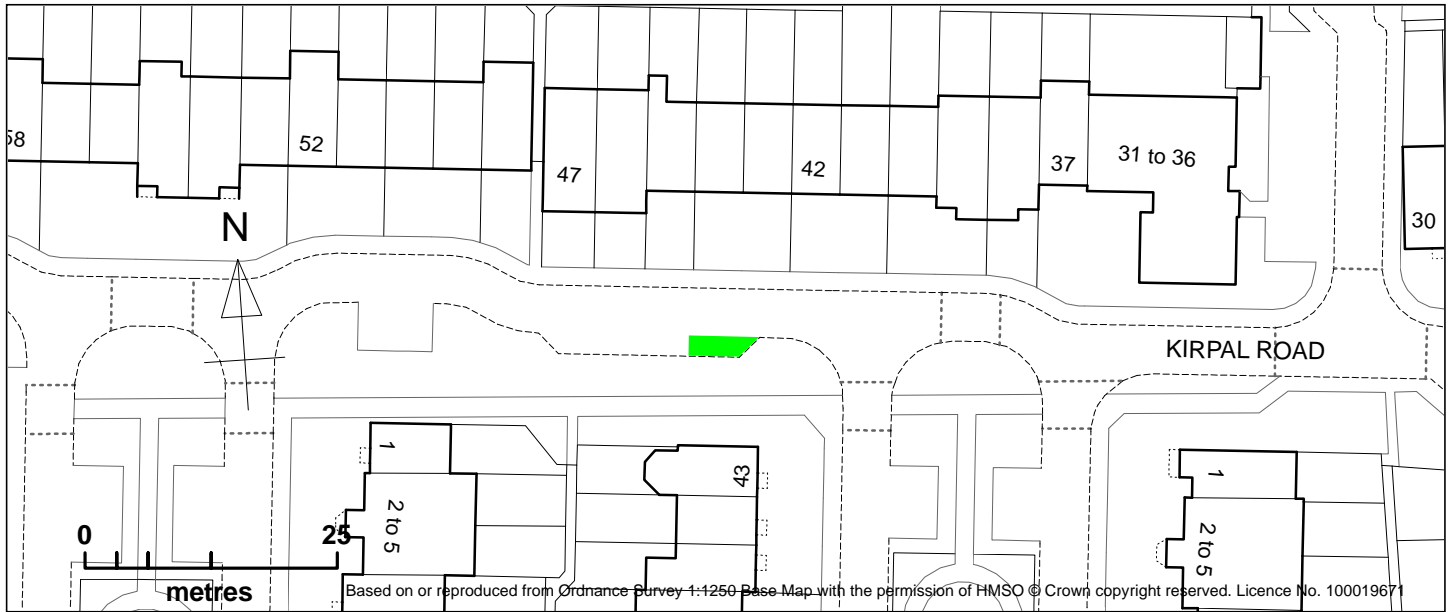
Involvement

Who was involved in the Integrated impact assessment?	Denise Bastow Page 19
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Name of the person completing this form	Denise Bastow
Date of completion	2024-02-16

Proposed Disabled Parking Bays

- Proposed bay
- Existing bay (if any)



- Raised cushion
- No waiting at any time (DYLs)
- Residents' parking bay

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Agenda Item 4



Portsmouth
CITY COUNCIL

Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	29 February 2024
Subject:	ETRO 63/2023 - Experimental Bus Gate and Loading restrictions, Commercial Road and Lake Road
Report by:	Felicity Tidbury, Assistant Director for Economy, Planning and Transport
Report Author:	Matt Crowder, Parking Operations Team Leader
Wards affected:	Charles Dickens
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. To consider the objections to making permanent the experimental Bus Lane, prohibition of right turn and waiting & loading restrictions in Lake Road and Commercial Road.

2. Recommendations

It is recommended that the Cabinet Member for Transport:

- 2.1 **Considers the objections to the making permanent of the experimental Bus Lane, prohibition of right turn and waiting & loading restrictions in Lake Road and Commercial Road;**
- 2.2 **Approves that the provisions of the Portsmouth City Council (Lake Road and Commercial Road) (Bus Lane, Waiting and Loading Restrictions) (No 63) (Experimental) Order 2022 be made permanent.**

3. Background

- 3.1. Historically, under the previous "prohibition of motor vehicles (except buses, taxis and for loading)" restrictions in Lake Road, a high volume of vehicles were entering the location to access loading facilities, this included a number of vehicles entering the location in contravention of the restrictions. The Council does not have the powers to enforce "prohibition of motor vehicles" restrictions but is able to enforce Bus Lanes and Bus Gates by means of CCTV cameras.



- 3.2. The large number of vehicles exceeded any loading provisions in place, both those permitted to be there and those not, and caused significant issues, particularly for buses and taxis, to access the location safely. This was predominantly due to vehicles waiting to collect food deliveries around the area and blocking bus stops.
- 3.3. Enforcement of the loading restriction was undertaken by Civil Enforcement Officers; however this was limited based on access allowances i.e. exemptions and the limitations on frequency of visits. The level of enforcement, whilst regular, was insufficient to deter motorists from contravening the loading restrictions.
- 3.4. A scheme was therefore proposed to amend the restrictions to remove loading facilities on Commercial Road between the north end of the precinct and Market Way roundabout and to create a Bus Gate. A bus gate prohibits all motor vehicles except buses and taxis. Enforcement of the Bus Gate would be undertaken by the Council via an enforcement camera. Prior to the scheme coming into effect, officers engaged with the local businesses to understand the issues and officers worked to develop the intended solutions for the area.
- 3.5. The changes to restrictions were undertaken on an experimental basis to assess the suitability of these restrictions and ensure that they matched the required outcomes of supporting public transport, particularly buses, in this location. The Experimental Traffic Regulation Order (ETRO) came into force on 3rd June 2023. The first six months after implementation of an ETRO serves as the formal consultation period.
- 3.6. Following the formal ETRO consultation period which came to an end on the 2nd December 2023, two objections have been received.
- 3.7. The first objection is in relation to private hire vehicles being excluded from the bus gate, which prevents these vehicles from picking up clients from the northern end of the Commercial Road precinct.
- 3.8. The second objection is in relation to motorcycles being excluded from the bus gate and prevents delivery riders (e.g. Deliveroo/Grab) from collecting orders from takeaway food premises on Commercial Road.
- 3.9. In relation to the first objection, prior to the introduction of the ETRO there had been no access permitted for Private Hire Vehicles (PHVs) within the restrictions which were only enforceable by the Police. This had not been a suitable location at the northern end of Commercial Road precinct for PHVs to pick up or drop off passengers. It is recommended that PHVs continue to use the area to the west of The Cascades shopping centre for this purpose. There are limited trial locations allowing for the use of bus lanes by PHVs, but this location is not included in this trial.



- 3.10. In relation to the second objection, the allowances around loading and unloading resulted in high numbers of vehicles including motorcycles using the location and causing obstruction to buses and taxis. Alternatives for loading are available throughout the area behind most of the takeaway premises, with this being relayed in response. The additional item raising access for motorcycles, there are currently no bus lanes or bus gates within the city which allow access for motorcycles, this ETRO has been created in line with all other bus lanes in the city.

4. Experimental Traffic Regulation Order (ETRO) 63/2022

- 4.1. The Portsmouth City Council (Lake Road and Commercial Road) (Bus Lane, Waiting and Loading Restrictions) (No 63) Experimental Traffic Regulation Order 2022 came into effect on the 3rd June 2023.

- 4.2. The effects of the Order were:

- a. Introduce a Bus Gate (buses, cycles & taxis only at any time) south-westbound on Lake Road from Spicer Street to Commercial Road;
- b. Prohibit the right turn from Commercial Road into Lake Road; and
- c. Introduce "no waiting and no loading at any time" restrictions on Lake Road southwest side (in place of a Bus Stop clearway) and on Commercial Road west side (in place of a loading bay).

A plan of the location under this ETRO is shown in Appendix A.

- 4.3. Following the implementation of the ETRO, compliance around access to the location has been monitored through bus lane enforcement cameras. On review of figures this has shown significant improved compliance since installation. These have since reached a roughly static level where further measures will be considered moving forwards. Details can be found in Appendix B.
- 4.4. There has been some displacement around vehicles previously accessing the location, with an expectation of loading being undertaken around the rear of businesses. However, an increase has been seen in the number of vehicles using the slip road from Marketway roundabout south into Commercial Road, in contravention of the "prohibition of motor vehicles except for taxis" currently on this road. Measures are being considered in this location to support the needs of both the taxi trade and any requirements for loading; these are outside the scope of this report.

5. Consultation

- 5.1. Prior to undertaking the progression of the ETRO notice, in July 2021 business were engaged with to advise of the issues and the proposed changes to the location to remedy these issues. Guidance was given of alternative loading areas.



- 5.2. Engagement was additionally undertaken with the Hackney taxi trade, First Bus and Stagecoach representatives, within a meeting where plans were presented and discussed.
- 5.3. ETRO notices were displayed on-street on both roads notifying road users of the new restrictions. This notice stated that if the provisions of the Order continue in operation for a period of at least six months, the Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely by means of a permanent order. Any person desiring to object to the making of an order for the purpose of such indefinite continuation may, within six months of the experimental order coming into operation, may lodge such objections with the Council.
- 5.4. The ETRO consultation received two public response objecting to the provisions of the experimental order, refer to Appendix C for further information.

6. Reasons for recommendations

- 6.1. Following the statutory consultation period of the experimental order, the limited number of objections received by the council indicate that the majority of road users are content with this order.
- 6.2. The aim of the ETRO has been to provide better access for buses and reduce obstruction of these services, which has been achieved by significant reductions in the unauthorised vehicle use of the location and this trial has been a success. It is recommended that provisions of the experimental order be made permanent through the making of a TRO.

7. Integrated impact assessment

- 7.1. An integrated impact assessment has been completed for this proposed scheme and is included in appendix D of this report.

8. Legal implications

- 8.1. It is the duty of the local authority to manage its road network with a view to achieving, so far as is reasonably practicable having regard to its other obligations, policies and objectives, the following objectives:
- (a) securing expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on the 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. The procedural provisions for giving permanent effect to an experimental order is set out in regulations 23 and schedule 5 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (LATOPR 1996).
- 8.4. Regulation 23 provides that an experimental order can be made permanent providing the following requirements are adhered to:
- 8.4.1. The following statements were included in the notice of making the experimental order:
- that the order making authority will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely
 - A person may object to the experimental order continuing for an indefinite period within 6 months of the order beginning on the date the order came into force (or within 6 months beginning on date the order is varied or modified)
 - That any objections must be in writing, state the grounds on which it is made and be sent to an address specified in the notice
- 8.4.2. The following documents were deposited and kept available for inspection beginning from the date on which the advertisement of the experimental order is first published and ending on the date the order ceases to have effect:
- a. a copy of the relevant notice of proposals and, if the order has been made, of the relevant notice of making;
 - b. a copy of the order as proposed to be made or as made (as the case may be);
 - c. a map which clearly shows the location and effect of the order as proposed to be made or as made (as the case may be) and, where appropriate, alternative routes for diverted traffic;
 - d. a statement setting out the reasons why the authority proposed to make the order including, in the case of an experimental order, the reasons for proceeding by way of experiment and a statement as to whether the authority intends to consider making an order having the same effect which is not an experimental order;
 - e. if the order varies, revokes, applies or suspends another order, a copy of that other order;
 - f. if the order has been made after the holding of a public inquiry, a copy of the report and recommendations (if any) of the inspector; and
 - g. where the experimental order has been modified in accordance with section 10(2) RTRA a statement of the effect of each such modification .



8.5. Where the above has been satisfied regulations 6 (consultation), 7 (notice of proposals) and 8 (objections) do not apply.

9. Director of Finance's comments

9.1 Costs associated with making this ETRO permanent are covered within the Council's On-Street Parking budget.

.....
Signed by:

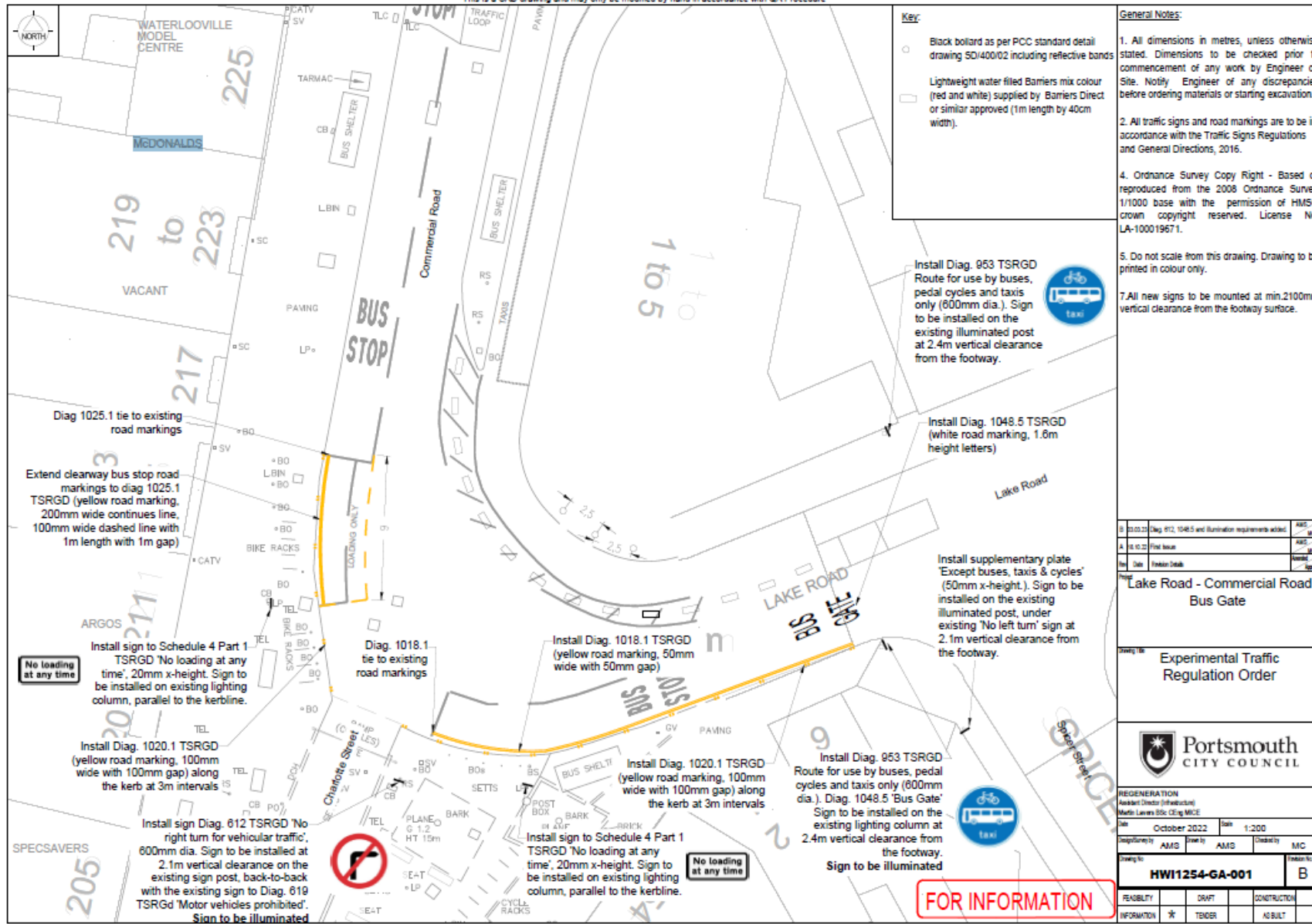
Appendices:

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

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

.....
Signed by:

Appendix A- Map of restriction changes



Key:

- Black bollard as per PCC standard detail drawing SD/400/02 including reflective bands
- Lightweight water filled Barriers mix colour (red and white) supplied by Barriers Direct or similar approved (1m length by 40cm width).

General Notes:

- All dimensions in metres, unless otherwise stated. Dimensions to be checked prior to commencement of any work by Engineer on Site. Notify Engineer of any discrepancies before ordering materials or starting excavation.
- All traffic signs and road markings are to be in accordance with the Traffic Signs Regulations and General Directions, 2016.
- Ordnance Survey Copy Right - Based on reproduced from the 2008 Ordnance Survey 1/1000 base with the permission of HMSO crown copyright reserved. License No. LA-100019671.
- Do not scale from this drawing. Drawing to be printed in colour only.
- All new signs to be mounted at min.2100mm vertical clearance from the footway surface.

B	23.03.22	Diag 912, 1048.5 and Illumination requirements added	AMS	MC
A	16.10.22	Final Issue	AMS	MC
Rev	Date	Revision Details	Author	Checker
Project: Lake Road - Commercial Road Bus Gate				

Planning: Experimental Traffic Regulation Order

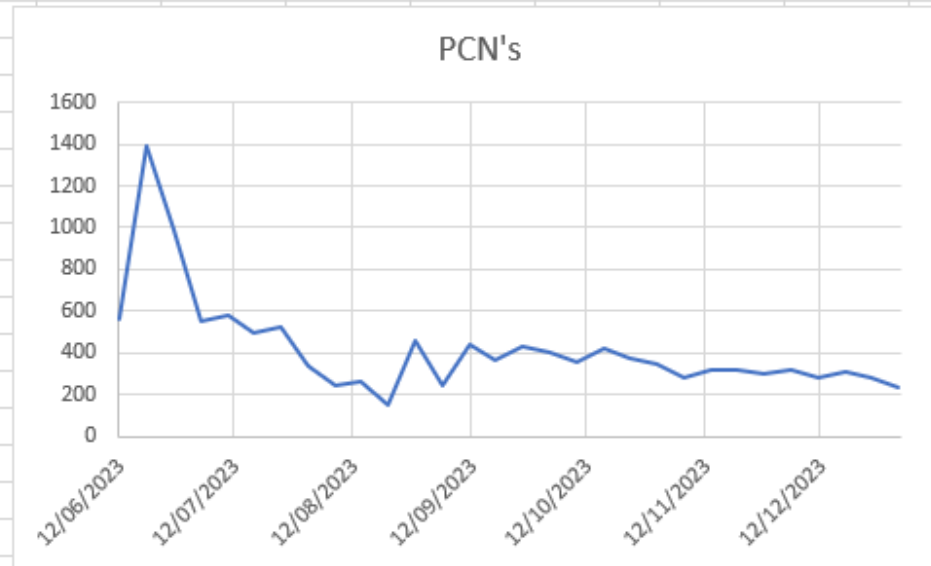


REGENERATION Assistant Director (Infrastructure) Martin Lavers BSc CEng MICE				
Date	October 2022	Scale	1:200	
Prepared by	AMS	Drawn by	AMS	Checked by
Drawn by	AMS	Drawn by	AMS	Checked by
Drawing No:	HW11254-GA-001			Revision No:
Feasibility	DRAFT	CONSTRUCTION		
Information	*	TENDER	AS BUILT	

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Appendix B- PCN data

Week commencing	PCN's
12/06/2023	563
19/06/2023	1391
26/06/2023	994
03/07/2023	550
10/07/2023	577
17/07/2023	493
24/07/2023	527
31/07/2023	335
07/08/2023	248
14/08/2023	264
21/08/2023	148
28/08/2023	457
04/09/2023	244
11/09/2023	445
18/09/2023	363
25/09/2023	429
02/10/2023	402
09/10/2023	357
16/10/2023	419
23/10/2023	378
30/10/2023	348
06/11/2023	284
13/11/2023	321
20/11/2023	316
27/11/2023	297
04/12/2023	320
11/12/2023	284
18/12/2023	310
25/12/2023	283
01/01/2024	237



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Appendix C- Objections

Objection 1-

'Can I ask why yet again the private hire industry has been left out over the decision to, not allow PH vehicles to collect customers the top end of Commercial road. Could you please explain how as a transport company we are supposed to pick up disabled, vulnerable and the tax payors of Portsmouth?'

Objection 2-

'I would like to raise an objection to the bus gate restricting access to two-wheeled vehicles such as motorcycles. As you must be aware that part of the road which is designated as a bus gate also provides access for the purposes of loading/unloading.

The complaints that "loading/unloading" obstructing the buses as the main motivator for the bus gate is unfair to motorcyclists who are not responsible for this obstruction but would be caught by this restriction. The restriction of motorcycles also affects the numerous delivery riders (eg. grab) who are not designated as taxis but perform a similar civic function in service of the portsmouth community. I have personally spoken to these deliveroo/grab riders and they say they are caught by this order.

May I suggest that the authority allow motorcyclists to use the bus gate, and ideally extend this to allow all motorcycles use bus lanes in Portsmouth.

The City of London allows motorcyclists to use bus lanes and access to bus lanes might increase motorcycle traffic which has been shows in studies to reduce congestion.

I would also like to add that the signage and layout on the approach to Lake Road from Spicer Street is confusing. The no left turn does not indicate a bus gate. The one way right arrow on the far side is not clear which lane it refers to as cyclists are able to turn left into the bus gate. The shape of Spice Road curves left and at the junction there is a traffic island halfway across on the centreline which makes it awkward for a car to turn right without cutting the corner of the "Give Way" markings on the road.

Overall, I contend that allowing motoryclists access to bus lanes/gates will not cause any additional congestion and will contribute to the service economy of two-wheeled motorcycle delivery drivers.'

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Form name	Integrated Impact Assessment
Reference	IA576643167
Date	11/01/2024



Policy details

Request date	11/01/2024 16:28
Directorate	PCC Regeneration
Service	Parking Service
Title of policy, service, function	ETRO 63
Type of policy, service, function	Existing
What is the aim of your policy, service, function, project or strategy?	Making permanent of an Experimental Traffic Regulation Order. This was put into place to support public transport and prevent obstruction to buses.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	Two objections were received.
Has anything changed because of the consultation?	no
Did this inform your proposal?	no

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Crime - Will it make our city safer?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	This ETRO has supported this area by ensuring the free travel of public transport, creating a more reliable and on time service.
How are you going to measure/check the impact of your proposal?	We will be measuring this through contact with Public Transport and operators to review delays.

Carbon emissions - will it reduce carbon emissions?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Energy use - will it reduce energy use?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Air quality - will it improve air quality?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	With improved reliability around public transport and in particular buses, it will encourage the public to use these facilities. The ETRO has helped to reduce the obstruction of buses and reduced the number of vehicles within the location, therefore providing a reduction in emissions and support air quality.
How are you going to measure/check the impact of your proposal?	Engagement with Public Transport and Air Quality Teams around the location.

Transport - will it make transport more sustainable and safer for the whole community?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>The changes brought about by the ETRO have prioritised public transport in this location, by restricting access to these modes of transport and cyclists. It has additionally supported safety of cyclists and pedestrians by reducing the number of vehicles and unsafe manners of parking causing risks.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>Ongoing monitoring of the location including compliance with the restrictions.</p>

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

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
---	--

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

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
---	--

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

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
---	--

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Social value

This section is not applicable to my policy	<input checked="" type="checkbox"/>
--	-------------------------------------

Involvement

Who was involved in the Integrated impact assessment?	Matthew Crowder Denise Bastow
Name of the person completing this form	Matthew Crowder
Date of completion	2024-01-11

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Agenda Item 5



Title of meeting:	Cabinet Member for Transport Decision Meeting
Date of meeting:	29 February 2024
Subject:	Pavement Replacement at The Hard - Construction Date
Report by:	Martin Lavers Assistant Director; Economy, Planning and Transport
Report Author:	Myrka Freua, Senior Project Manager
Cabinet Member:	Councillor Gerald Vernon-Jackson
Wards affected:	Charles Dickens
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1. The purpose of this report is to agree a date when the contractor can gain access to begin construction works for the replacement of the pavement at the Hard Interchange.

2. Recommendation

- 2.1. To approve the proposed access date of the 10th June 2024, after which construction can then start.

3. Proposed Construction Date

- 3.1. Upon conclusion of the tender process, a preferred contractor, Mildren Construction Limited, has been identified and the contract is ready to execute. Prior to execution, the proposed access date needs to be confirmed.
- 3.2. Following consultation with key stakeholders, it is recommended that the access date is 10th June 2024. This means that construction can start on or after this date.

The duration of works is expected to take 19 weeks, with completion around mid-October.

- 3.3. The access date represents the earliest point where the contractor can start works on site. In the meantime, surveys and design works will take place. It is possible that these activities may lead to delays in the programme, and the actual construction start date may be pushed out.

4. Risks and other options considered

4.1. The risks of undertaking construction in the summer are:

- 4.1.1. Increased volume of pedestrians during the summer visiting the Historic Dockyard, Gunwharf and cruise passengers on the shuttle buses.
- 4.1.2. Increased volume of interchange users due to summer festivals and events.
- 4.1.3. The proposed mitigation could be to pause construction on key festival dates thus reducing the flow of heavy vehicles in the area. Additional numbers of transport officers on event days could be considered.

4.2. The risks of undertaking construction in the autumn are:

- 4.2.1. Inconvenience to passengers having to walk further in adverse weather.
- 4.2.2. Adverse weather with increased rainfall affecting construction activities such as laying concrete, increasing the programme length and cost.
- 4.2.3. Risk of increased construction cost due to inflation.
- 4.2.4. Fewer hours of daylight possibly requiring the use of generators, increasing air and noise pollution.
- 4.2.5. Possible mitigation measures could include extending the construction programme to allow for adverse weather conditions, though this would lead to increased costs.

5. Consultation

- 5.1. The following stakeholders were consulted: bus operators, Council Culture and Leisure officers and the contractor.
- 5.2. Bus operators indicated that a summer construction period would be less impactful on users due to relocated services.
- 5.3. Culture and Leisure officers highlighted a number of key events in the summer with particular emphasis on the 80th D-Day anniversary from 4th to 9th June, which the proposed access avoids.



5.4. Council Transport officers are supportive of the summer construction period.

5.5. Based on the above options and consultation undertaken, it is recommended that the summer construction is preferable, with an access date of 10th June, after the D-Day commemorations.

6. Legal

6.1. The proposed access date of 10th June 2024 can be accommodated/confirmed within the construction contract.

7. Finance

7.1. The financial implications of The Hard Pavement Replacement were considered and agreed at the Cabinet Member for Transport Decision Meeting on 13th December 2023.

7.2. The recommendation in this report of the proposed access date on 10th June 2024 does not have any further direct financial implications on the Council.

7.3. Should the proposed access date be delayed to the Autumn there is a risk of increased construction costs due to inflation and an extended programme.

.....
Signed by:

Appendices: N/A

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

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

Title of document	Location



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

.....
Signed by:

Cabinet Member for Transport

Agenda Item 6



THIS ITEM IS FOR INFORMATION ONLY

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

Title of meeting:	Cabinet Member for Transport decision meeting
Subject:	Solent Future Transport Zone
Date of meeting:	29 th February 2024
Report by:	Felicity Tidbury, Assistant Director - Economy, Planning and Transport
Report Author:	Gareth James, Transport Strategy Team Leader
Cabinet Member:	Councillor Gerald Vernon-Jackson, Cabinet Member for Transport
Wards affected:	All

1. Purpose of report

- 1.1. To provide a progress update on the Solent Future Transport Zone (FTZ) programme.

2. Background

- 2.1. In March 2020, Solent Transport was awarded £28.8m of funding from the Department for Transport's (DfT's) Future Transport Zones (FTZ) programme to implement a programme of trials of innovative approaches to transport across the Solent area, from 2020/21 to 2023/24.
- 2.2. The programme was to be implemented by a programme team, partly employed centrally by Solent Transport but also with delivery of projects in different localities supported by locally embedded staff within the participating local authorities. Significant elements of some projects were to be delivered by the University of Southampton and the University of Portsmouth.
- 2.3. The FTZ programme sought to address issues relating to high car dependency, traffic congestion, low productivity, poor air quality, low physical activity levels and poor public health, and impacts of movement of goods by road projects.
- 2.4. The projects outlined to address these issues were focused on two overarching themes:

THIS ITEM IS FOR INFORMATION ONLY

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

Theme 1: Personal Mobility: providing new modes of travel, and developing new, complementary means of planning and paying for journeys, strengthening, and deepening the use of sustainable modes.

Theme 2: Sustainable Urban Logistics: developing innovative approaches to address impacts of freight & logistics in urban environments.

- 2.5. The DfT subsequently announced the possibility for FTZ local authorities to run rental e-scooter trials as part of the transport restart response to the COVID-19 pandemic. Following a review of areas of the Solent FTZ which may have been impacted by the pandemic, notably Liftshare, Solent Transport undertook work with the DfT to enable the reallocation of circa £900k from areas of the FTZ programme to provide a subsidised set of rental e-scooter trials across the region.
- 2.6. Acknowledging the impact of the pandemic on the earlier part of the FTZ programme, the DfT approved Solent Transport's request for an extension of one year (from June 2024 to June 2025) on the basis that it could be delivered in line with the original budget allocation. This extension has provided additional time for the programme to meet key objectives, including delivery of a comprehensive Monitoring & Evaluation strategy, and opportunities for projects to be self-sustaining beyond the FTZ period.

3. Project updates

Theme 1 – Personal mobility

Mobility as a Service (MaaS) app, Breeze

- 3.1. The initial procurement process to select MaaS technology partners began in 2020 and concluded in mid-2021 with the selection of Trafi as the lead product developer. Once selected, the project entered a period where the Minimum Viable Product (MVP) was defined and agreed, with work starting on the initial BETA version of the app.
- 3.2. Early versions were provided to the core project team to test, and the financial back office was progressed, but risks of undertaking a full launch of the app were identified and it was decided to adopt a staged release. This meant release the BETA app to a small, controlled group of university students and project team members (~200 users) to identify any glitches and update the app accordingly.
- 3.3. The final item required to release the BETA app was the Breeze brand itself. This was designed in collaboration with the Solent Transport, University of Portsmouth, University of Southampton, and Solent Transport's marketing partner Ubiquity, based on extensive market research. This enabled the first version of the Breeze app to be made available in app stores in November 2021.

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- 3.4. Breeze subsequently went through a staged release, opening to council employees, public first adopters, and then the wider public but without any marketing. Basic marketing activities commenced in late 2023 and will increase throughout 2024, supported by several trial incentives.
- 3.5. Since the first BETA app was released in November 2021, many services and features have been added, including:
 - Selected products from Xelabus, First Bus, Stagecoach, and Go South Coast
 - Rail and waterborne travel: Hovertravel and National Rail
 - Micromobility – Voi and Beryl PAYG
 - Car club: Enterprise Car Club
- 3.6. Breeze also includes a journey planner and active trip guidance, features that are being continuously improved over the life of the project.
- 3.7. The number of Breeze users has grown steadily in line with expectations and is now approaching 20,000, with approximately 2,500 new users joining every month.
- 3.8. Breeze will continue to develop with the addition of further products, safety features, accessibility features, payment methods, and validation token technology.

Rental e-scooter trial

- 3.9. Portsmouth's rental e-scooter trial launched in March 2021 and is operated by Voi, who were selected following an open procurement and who also operate the Southampton scheme. The Isle of Wight scheme is operated by Beryl.
- 3.10. Portsmouth City Council has approved extensions to its rental e-scooter trial on four occasions in accordance with the DfT's extensions of the trial at a national level. The most recent such approval, for a 2-year extension to May 2026, was granted at the [Cabinet Member for Transport Decision Meeting on 30 January 2024](#).
- 3.11. A key reason the rental e-scooter trial was extended is the evidence that it supports the ambitions of Portsmouth's adopted Transport Strategy 2021-2038, particularly Policy C. The council's most recent survey (September 2022) indicated 54% of Voi rental e-scooter trips would otherwise have been made by car or taxi. Voi's latest survey was carried out more recently in December 2023 and puts this figure at 38%, which remains high by comparison to other schemes in the UK and around the world. Based on Voi's mode shift survey data, it is estimated the trial had removed more than 400,000 car trips from Portsmouth's roads by December 2023.
- 3.12. A summary of key statistics for the Portsmouth rental e-scooter trial since launch (March 2021 to December 2023) is set out below:
 - Unique users: 81,097

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- Total distance travelled: 2,388,304 km
- Total rides: 959,682
- Average ride time: 12.9 minutes
- Average distance travelled: 2.5 km
- Parking compliance: 96%
- Car trips replaced: 422,605
- PM2.5 saved: 31 kg

3.13. Analysis Solent Transport commissioned by TRL, an independent transport research centre, has indicated a general downward trend in rental e-scooter accident rates¹ in Portsmouth since the trial began, with the accident rate in every month from April 2022 to March 2023 being lower than in the corresponding month the previous year.

Beryl Bikes by Breeze

3.14. Portsmouth's bike share scheme launched in October 2022 and is operated by Beryl, who were selected following an open procurement and who also operate the Southampton and Isle of Wight schemes.

3.15. Whilst bike share ridership has grown steadily during the first year of operation, revenue from rides is lower than that required to generate a commercially viable scheme. The situation is consistent across all Beryl schemes in the Solent area, and it has therefore been decided to procure a sole micromobility operator for all existing micromobility schemes (bikes and rental e-scooters) from summer 2024 onwards as approved at the [Cabinet Member for Transport Decision Meeting on 30 January 2024](#).

3.16. A summary of key statistics for the Portsmouth bike share scheme since launch (October 2022 to December 2023) is set out below:

- Unique users: 9,447
- Total distance travelled: 119,451 km
- Total rides: 49,738
- Average ride time: 19 minutes
- Average distance travelled: 2.43 km
- Parking compliance: 96%

Mobility credits

3.17. Mobility credits projects, sometimes referred to as "Universal Basic Mobility", provide credit to eligible residents to use on transport services. They often promote more sustainable transport modes, reducing the need to have access to a private vehicle. The mobility credits scheme that forms part of the FTZ programme was designed to evaluate the way eligible residents in the Solent region would travel if they had more financial freedom to do so.

¹ [Solent-FTZ-E-scooter-Trial-Factsheet-Summer-2023.pdf \(solent-transport.com\)](#)

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- 3.18. A key objective of the project is to understand what impacts mobility credits have on participants, such as improving access to employment and education, and influencing travel behaviour.
- 3.19. The Solent mobility credits project provides £50 of travel credit each month for 12 months to residents aged under 30 and in receipt of council tax support.
- 3.20. It launched on 1 December 2023 in Havant Borough, and expanded to cover Portsmouth, Southampton, and the Isle of Wight on 1 February 2024. Of the 296 applications from eligible residents in Portsmouth, 226 have become mobility credits participants, having registered an account with the Breeze app and received their first £50 of mobility credit on 1 February 2024.
- 3.21. Participants can use their mobility credit to purchase all travel products and services available in the Breeze app.
- 3.22. In addition to a baseline survey at the point of application, participants will be required to complete two further feedback surveys during the 12-month trial, and a final post-intervention survey two months after the end of the trial.

Dynamic Demand Responsive Transport (DDRT)

- 3.23. Pilots of existing schemes on the Isle of Wight and in Southampton are underway in phase one and involve applying DDRT technology and operating principles to two existing Community Transport providers – SCIA Dial-a-Ride and FYT Bus.
- 3.24. DDRT for Portsmouth will be a shared transport service which runs to a timetable using taxis, private hire vehicles or minibuses. It can be more economic than a conventional bus, as journeys only run when they are booked.
- 3.25. It will be open to the public, with fares like local buses. It is 'dynamic' because journeys may be booked even after the journey has started.
- 3.26. The Portsmouth scheme is being developed to follow in phase two in 2024, with Portsmouth City Council also securing funding through the Bus Service Improvement Plan (BSIP) for two pilot schemes, which should start in early 2024. These schemes will be complementary to the FTZ-funded DDRT trial as detailed in section 3.31 below.
- 3.27. The first BSIP-funded pilot is a citywide scheme to provide public transport links to unserved areas of the city, connecting residents with the conventional bus network or taking them direct to destinations such as Ocean Retail Park, and addressing the travel needs of residents isolated by geography, age, mobility, or income.

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- 3.28. These DDRT pilots are not intended to replace taxi and private hire provision in the city but will build on the old dial-a-ride model and best practice nationwide. This will include promoting a service which is open to all and not seen as limited to sections of the community, which often undermines the sustainability of such schemes. The vehicle will be clearly branded, telling people where it is going and that it is for them.
- 3.29. An assessment of likely demand and proposed routes has been evaluated with input from Age UK Portsmouth, Sheltered Housing managers, councillors, and representatives of organisations advocating for those with disabilities.
- 3.30. A second pilot will look to provide a taxi-share service for Port Solent, likely to link with the X4 bus route, Tesco, North Harbour Tesco Cosham. Taxi-share operates to a timetable and has fares similar to local buses, but only runs when a journey is booked.
- 3.31. A survey of Port Solent residents was undertaken. with responses received from 138 residents. Two thirds of whom said that they would probably or definitely use such as service to get to the X4 bus service on Southampton Road, visit Tesco or go into Cosham to catch the train or other buses or use local shops.
- 3.32. Respondents said the most popular time to use the service would be between 9am and midday. Seven businesses also responded to the survey, and it is likely that the proposed service would operate from 9am to 2pm to cater for the lunchtime trade. The pilot could be extended or adapted according to usage.
- 3.33. So that people can book by smartphone app and telephone, the service will use a back office booking system provided by Padam Mobility. A discovery exercise is underway between Trafi (the Breeze app developer) and Padam Mobility to work towards integrating DDRT into the Breeze app.

Solent Go enhancements

- 3.34. The FTZ has facilitated the creation of the new 'Saver 5' ticket and there is an aspiration to develop further new products.
- 3.35. All products are being integrated into the Breeze app to make buying and using tickets even easier.
- 3.36. Solent Transport are working to make new bus tickets in Portsmouth available through Solent Go to especially help families, groups, and young people.

Breeze for Business

- 3.37. Following the pandemic when it was determined that Liftshare was no longer a viable project, funding was reallocated from the FTZ programme to a new initiative, Breeze for Business.

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- 3.38. Breeze for Business is a business engagement project, which, aims to engage with large trip-generating sites in the Solent area with the purpose of enabling them to promote Breeze to their staff, visitors, customers, and others associated with their organisations. Through this engagement, Solent Transport and its local authority partners are seeking to influence travel behaviour change. By promoting the use of Breeze, organisations can help staff, visitors and customers choose more sustainable transport options, while also helping to achieve their sustainability goals.
- 3.39. The Breeze for Business dedicated webpage went live in June 2023, hosting a suite of digital materials and toolkits to help businesses promote Breeze. The materials on the Breeze for Business webpage are free to download and are available to all businesses at this link: <https://breezeuk.app/breeze-for-business/>
- 3.40. Solent Transport are actively supporting around 46 priority organisations, including 16 in Portsmouth, to develop their engagement plans for the promotion of Breeze to their staff and visitors. Options to deliver bespoke corporate features and services for a subset of those organisations are also being explored with transport engagement staff from the participating authorities.

Theme 2 – Sustainable urban logistics

Drones for medical logistics

- 3.41. This project aims to research how Uncrewed Aerial Vehicles (UAVs), or “drones”, could be used to facilitate medical logistics in the Solent area, and trial UAV deliveries of time-sensitive and regulated medical samples Beyond Visual Line of Sight (BVLOS) for the benefit of the NHS and to improve the quality of life of the residents of the Solent area.
- 3.42. Solent Transport and its delivery partners have identified locations to take off and land drones, allowing finalisation of the Airspace Change Proposal to submit to the Civil Aviation Authority (CAA) to allow further flying trials in 2024.
- 3.43. A review has been undertaken of the capabilities of commercially available drones, with regular reviews planned annually to inform the type of drones used in the FTZ trial.
- 3.44. Solent Transport is also negotiating a partnership with Hampshire and Isle of Wight Constabulary and Thames Valley Police Drones Team to collaborate on flying activity and share data throughout the project.
- 3.45. Project partners have tested dropping bespoke medical packaging from a drone at different heights up to 400ft to test how well it protects the medicines inside.

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- 3.46. The FTZ trial will provide a greater understanding of how drones could be integrated into the NHS supply chain and what processes might be required to facilitate this.
- 3.47. Hospitals could get test results and give vital medicines to patients more quickly which, ultimately, saves lives. Moving some NHS logistics off the road and into the sky could also help reduce congestion and improve air quality.
- 3.48. Long-term, it is hoped the local skills and knowledge developed through this project can enable the Solent area to be a centre of excellence in this emerging sector.

Micro consolidation

- 3.49. This project will trial "micro consolidation" hubs in Portsmouth and Winchester from summer 2024, delivering goods to private homes and businesses more efficiently by consolidating parcels into a single hub from which the "last mile" of the journey to the destination address can be completed by lower emission modes such as cargo bikes. These projects are designed to trial their potential to reduce the large and growing number of goods vehicles circulating in Portsmouth and other cities nationwide.
- 3.50. In Portsmouth, a longlist of approximately 50 potential sites was evaluated through data analysis, site visits, and input from Solent Transport's academic partners.
- 3.51. The Bridge Shopping Centre and Cascades Shopping Centre emerged as the most suitable, scoring highest against a set of criteria agreed by the project team and the council. The criteria were categorised as follows:
 - Availability
 - Social / environmental impacts
 - Parking spaces
 - External access
 - Highway capacity
 - Payment / hours
 - Internal operations
 - Utilities
 - Security
 - Visibility
 - Density
- 3.52. The planning requirements for both shortlisted sites are being investigated, while engagement with operators is underway to seek feedback on the sites and operating model to ensure it is a commercially attractive proposition.
- 3.53. While the Cascades site is located inside the Clean Air Zone and the Bridge Shopping Centre is located outside it, operators will be required to ensure all their vehicles are compliant with the council's Clean Air Zone standards regardless of the site selected.

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- 3.54. A report is planned to be brought to the Cabinet Member for Transport with further details of the site and operator selection process.

Macro consolidation

- 3.55. Macro consolidation projects are designed to reduce overall delivery trips into urban centres by consolidating goods on to fewer vehicles.
- 3.56. There is an existing Sustainable Distribution Centre (SDC) in Southampton, operated by Meachers Global Logistics on behalf of Southampton City Council.
- 3.57. The FTZ project team has reviewed the existing use cases of the Southampton's SDC to understand current consolidation activity and inform recommendations for further trials and in the Solent region, for example deliveries to the University of Southampton halls of residence.
- 3.58. The possibility of using existing local authority courier vehicles and routes to undertake additional pick-up and drop-off activity for local NHS trusts is being explored, aiming to reduce the overall numbers of vehicles on the road.
- 3.59. While no macro consolidation trials are planned for Portsmouth as part of the FTZ programme, FTZ-affiliated researchers at the University of Portsmouth are preparing a theoretical study that could be used to inform future macro consolidation in the city.

4. Next steps

- 4.1. The Solent FTZ programme and associated funding is scheduled to end on 30th June 2025. Monitoring and evaluation of the programme will continue for the duration of the programme with a full report brought to a Cabinet Member for Transport meeting on completion.
- 4.2. In the interim, the council is working with Solent Transport to understand how some projects within the FTZ programme (for example, the bike share scheme) might continue beyond June 2025 and be incorporated into "business as usual" for the council, noting any resource implications. In principle, all projects that continue after that date will need to be self-sustaining, so commerciality is being carefully reviewed across the programme to inform future recommendations.

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Signed by (Director)

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

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

Title of document	Location
Solent Future Transport Zone	TT 29 Oct 20 - Solent Future Transport Zone report.pdf (portsmouth.gov.uk)
Portsmouth Micromobility Operations	Micromobility Operations Transport Committee Report FINAL.pdf (portsmouth.gov.uk)
E-Scooter Trial Factsheet, Summer 2023	Solent-FTZ-E-scooter-Trial-Factsheet-Summer-2023.pdf (solent-transport.com)

Agenda Item 7



Portsmouth
CITY COUNCIL

Title of meeting: Cabinet Member for Transport decision meeting

Date of meeting: 29 February 2024

Subject: GC Shearer Road Area Potential Residents Parking Zone - Formal Consultation

Report by: Felicity Tidbury, Assistant Director - Economy, Planning & Transport Directorate

Report Author: Kevin McKee, Senior Advisor, Parking Programmes

Cabinet Member: Councillor Gerald Vernon-Jackson, Cabinet Member for Transport

Wards affected: Fratton

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 This report presents the results of the formal consultation carried out in the GC Shearer Road area on the proposed residents parking zone detailed in TRO/10/24.

2. Recommendations

That the Cabinet Member for Transport considers the representations made following the formal consultation for GC Residents Parking Zone and;

2.1 **Approves the implementation of the zone as advertised under Traffic Regulation Order 10/24 but with minor amendments detailed below;**

2.2 **Extend the parking bays on the north and south sides of Hampshire Street to meet the eastern kerb but retain double yellow line on the eastern side between the two bays as described in paragraph 3.23,**

2.3 **Note that a 5m E-scooter parking bay has been installed outside the Co-op on New Road under TRO 24B/22,**

2.4 **That following the implementation the effectiveness of the zone is monitored and if the Director of Economy, Planning & Transport in**

consultation with the Cabinet Member considers it necessary that changes are proposed.

3. Background

- 3.1 The Council has developed programmes for consultation on potential Residents' Parking Zones (RPZs). The Council uses a two- stage process. The first stage is to conduct an informal survey where households are asked questions about whether they have parking problems, when they occur, what is causing any issue and whether a permit scheme would be helpful.
- 3.2 Generally if there is a parking issue and the majority of respondents think a permit scheme would be beneficial the area progresses to the second stage. A parking scheme is designed, a Traffic Regulation Order (TRO) created and formal consultation is conducted on the detailed proposal.
- 3.3 The formal TRO consultation has always produced a lower response than the informal consultation. The formal consultation asks people to consider the detail and provide comments and views on what is needed differ considerably. Where people object it is important to consider the reasons given and whether in the light of those reasons the proposal will still meet its intended propose.
- 3.4 The TRO is the legal order which enables the Council to control the highway and issue permits. There is a legal process for introducing a TRO. As part of that process the comments received during the formal consultation are reported to the Cabinet Member at a formal meeting for a decision. The comments are normally reproduced in full, with personal information removed, so a judgement can be made on the views expressed and the reasons for them.
- 3.5 The GC Shearer Road area was surveyed at stage one in March 2022 by distributing letters to addresses in the area. In that survey 65% of those who responded thought a residents parking scheme would be helpful.

[GC Survey Results.pdf \(portsmouth.gov.uk\)](#)

- 3.6 There has been a delay in coming forward with formal proposals for this and other areas due to changes in members of staff, vacancies, and pressure of work on the team which designs zones and writes the Traffic Regulation Orders (TRO). To help drive the consultations forward the Cabinet Member for Transport agreed in October 2023 to an accelerated programme using consultants to carry out work.
- 3.7 The GC zone was proposed with a two-hour permit holder only restriction applying 4pm to 6pm everyday. These hours were selected to follow the pattern set by successful zones in the Southsea area. In these areas it was found that the two-hour restriction created more parking space for residents while providing flexibility for people visiting and providing services to residents.

- 3.8 In the MD zone, which has similar controlled hours 4.30pm to 6.30pm to those being proposed for GC, a survey was undertaken 6 months after the introduction of a two-hour permit only restriction and 81% of residents who responded felt it was easier to find parking space after the zone was introduced. The full findings were reported to the Cabinet Member on 16 July 2020.
- 3.9 Having a permit only restriction makes enforcement easier and more effective. The Civil Enforcement Officers (CEOs) only need to check a vehicle once to see whether it has a permit. With other zones where there are parking places which allow non-permit holders to park for a maximum period of time, for example 1 hour, 2-hour etc, a CEO needs to record seeing the vehicle twice.
- 3.10 The first observation is to record the vehicles presence and then the CEO needs to return after the maximum allowed stay to see whether the vehicle has exceeded the limit. The CEO can only measure the time a vehicle is parked from their first observation. The vehicle could have been parked for a considerable time before the CEO first sees the vehicles. This is a time consuming process and means it is harder to deter non permit holders vehicles.
- 3.11 A two-hour permit holders only restriction deters long stay vehicles which are not able to get a permit, it reduces the number of commercial vehicles being parked in residential areas and controls the number of permits each household can have when there is significant pressure on parking. This reduction in parked vehicles makes it easier for residents to park throughout the day.
- 3.12 The two-hour time slot proposed for GC, 4pm to 6pm, was chosen to apply before and when many people are returning home from work, but the effect of the restriction will be to reduce the number of vehicles parking for long periods in the area. It means vehicles not associated with residents will not be able to park when there are Saturday Football matches at Fratton Park. Restricting parking to two hours means there is considerable freedom for residents to have visitors and tradespeople to visit without the need for a visitors permit.
- 3.13 The formal consultation ran between the 15 January and 5 February 2024. A public notice appeared in the Portsmouth News, letters were delivered to all properties in the area which included the public notice and other details of the scheme. Yellow copies of the public notice were put up on street furniture in the area. A copy of the public notice is attached in Appendix A. Detailed plans of the proposal were available online and for inspection at the Civic Office. The response rate was similar to other consultations on residents parking schemes.

Issues Raised during the formal consultation

- 3.14 210 responses were received. These are detailed in Appendix B with addresses and personal details removed. Officers have grouped the comments in general terms on whether they generally support the proposal, sometimes with reservations or are generally opposed to the proposal. It is important to

consider all the comments as a whole and note that the classification can be subjective and is provided as an aid.

- 3.15 When considering introducing a residents parking scheme it is obviously useful to understand how residents feel about it, but it should be noted that the decision is not a vote. The requirement is to consider the comments made and decide whether the scheme is appropriate. The full text is included so a reader of the report and Cabinet Member making the decision can make their own judgement.

General Issues

3.16 **Parking Problems**

While some respondents have said they do not have a problem parking, majority of respondents do consider parking is an issue in the area and this is consistent with the findings of the informal survey.

3.17 **Hours of Control**

The largest area of comment is the proposed hours of control. Many who support the idea of a permit scheme and those opposed it, have commented/raised concerns that the hours are not long enough to make a significant difference. A two-hour permit only restriction was chosen for the reasons explained in paragraphs 3.7 to 3.12 and offers a balance to deal with many of the problems residents currently face with parking, without being overly restrictive for those residents who need or have regular visitors. Even with the limited hours proposed some residents are concerned about the impact on their visitors. This is a balance and will not address all concerns but has worked well in other areas and has made a significant difference. The controls are designed to:

1. Remove vehicles left by non-residents for long periods or which are rarely used by residents,
2. Control the number of vehicles per household where there are more vehicles than space,
3. Reduce the number of companies registered commercial vehicles by only allowing vehicles required for emergency call out or where it is the only vehicle at the postal address,
4. By doing the above creates more space for residents with permits at all times and not just when the controls apply,
5. Prevent parking by football supporters going to Saturday matches at Fratton Park, and to
6. Allow flexibility for visitors.

3.18 **Enforcement**

A number of respondents questioned how the zone would be enforced. The council has a team of Civil Enforcement Officers who check the restrictions are

being complied with and they will patrol and where necessary issue tickets. The City Council also targets enforcement against persistent evaders and when necessary, removes offending vehicles. As well as regular patrols there is a contact form on our website: <https://www.portsmouth.gov.uk/services/parking-roads-and-travel/parking/> and a phone line 023 9268 8290 people can call 7am to 10pm daily to report any problems.

3.19 Cost of Permits

There were suggestions that the first permit should be free, and others were concerned about the impact of the additional cost of permits on finances already under pressure from the cost of living crisis. Some even suggested that the whole scheme was intended to make money. The permit charge of £30 for the first permit helps to cover the running costs of the scheme. If no charge is made, then the costs of implementing and running the scheme would need to be found from Council Tax. The charge for the second permit and potential third permits are set to deter residents from having unnecessary vehicles.

3.20 The process is focused on consultation and as part of the first stage of consultation we judge whether there is a parking issue and whether those who respond think one would be useful. Then there is a second consultation and again the responses are carefully considered before a decision is made to implement the zone.

3.21 Parking by Football Supporters

The proposed times of 4pm to 6pm will make it a contravention for football supporters to park in the area during the Saturday Matches which kick off at 3.00pm as they will not have a permit. The permit only restriction also makes enforcement easy as a Civil Enforcement Officer will only have to check whether a vehicle has a permit, and if it does not, they can issue a Penalty Charge Notice. This can be done while the supporters are in the ground watching the game. There are fewer evening kick-offs, and the restriction does not cover these games. If the restriction was extended into the evening to cover these games, it would apply every day, and this would have an impact on visitor parking throughout the year.

Specific Issues raised

3.22 Double Yellow Lines

In a zone parking in the whole area needs to be controlled, so where it is not appropriate to park, we do need to introduce yellow lines, formally known as waiting restrictions. The additional waiting restrictions proposed are listed in the Public Notice in section B of the notice. The intention is to keep these to a minimum and in view of the comments some changes are recommended.

3.23 Representation 42 refers to a proposed stretch of yellow line at the eastern end of Hampshire Street shown on the plan below. It would not be possible to have

vehicles parking across the eastern end and against the north and south kerbs because the vehicles on the north and south kerbs could become trapped by other vehicles parking in the bays along those kerbs. However, it is recommended to extend the bays on the north and south sides to meet the eastern kerb but to retain the double yellow across the remaining width of the carriageway.



Plan of existing and proposed restrictions



View looking eastward down Hampshire St towards the closed end.

3.24

Representation 106 refers to additional yellow lines in Cranleigh Avenue and adjacent road. The representation suggests that six parking bays will be lost by the proposal. The plan below shows what the area would look like if the proposal is introduced. The only new yellow lines in Cranleigh Avenue detailed in the Public Notice "Cranleigh Ave – north side, 4m west and 3m east of the entrance to Harry Sotnick House" and are intended to ensure there is clear sight lines around the access and it is not recommended to change this. However the representation also suggests that the garage beside No1 Cranleigh Avenue is not in use and a parking space could go over it. The officers will investigate this and if the garage cannot be used an extension of the bay will be proposed.



Plan of existing and proposed restrictions



View from Fourth St looking north towards The Harry Sotnick Centre

3.25

St Mary's Road South side

Representation No. 183 suggests that households on the south side of St Mary's Road (even numbers) will be unable to get permits as they are not included in the GA zone to the south and not proposed to be included in the

proposed GC zone. The south side of St Mary's Road is included in the GA zone between Woodland Street and Clarkes Road.

3.26 Portsmouth Academy

Representation 179 is written on behalf of the Portsmouth Academy and details the large number of staff who drive to the Academy. The school day finishes at 3pm and the Academy is requesting that the hours of control for the zone are moved to start at 5pm to allow teachers and staff time to finish up and return to their vehicles. In a number of representations parking by the Academy staff is cited as adding to parking pressure. In other zones schools have been able to work with the proposed restrictions and by managing their own parking differently. It would also be possible for the Academy to buy permits for teachers and staff who do need the extra time. If the zone is agreed officers will work with the Academy to look at ways of reducing the need for on street parking, while supporting the Academy's needs.

4. Reasons for recommendations

4.1 The feedback from the formal and informal consultation suggest that many residents are experiencing parking problems and believe a resident parking scheme would be beneficial. The majority of those who live in the area and responded to the consultations supported the idea of a residents parking scheme. In the first survey there was almost 2 to 1 in favour.

4.2 However it should be noted that there is concern among many of those who responded to the formal consultation about the effectiveness of a two-hour permit only restriction. Similar schemes with a two-hour restriction have been successful in other parts of the city. In particular a survey of the MD zone which has similar hours to those proposed in the GC area found that 81% of respondents found it easier to park after the scheme was introduced. It should also be noted that the number of vehicles registered in Portsmouth is growing and problems may get worse. It is recommended to introduce the scheme as set out in section 2 of the report.

5. Integrated impact assessment

5.1 An integrated impact assessment has been completed and is attached as Appendix C.

6. Legal implications

- 6.1 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, convenient and safe movement of vehicular and other traffic (including pedestrians);
 - (b) the provision of suitable and adequate parking facilities on and off the highway; and
 - (c) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 6.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 6.3 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.
- 6.4 In determining what places can be so designated the local authority is required to consider both the interests of traffic and those of the owners and occupiers of adjoining property and in particular shall have regard to:
- (a) the need to maintain the free flow of traffic;
 - (b) the need for maintaining reasonable access to premises; and
 - (c) the extent to which off-street parking accommodation is available in the neighbourhood
- 6.5 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.
- 6.6 The local authority may modify an order before it is made, whether in consequence of any objection or otherwise. If in the opinion of the local authority the modifications make substantial changes to the order the authority should notify any persons likely to be affected by the modifications and give such persons an opportunity to make representations which should be considered before the order is made.

7. Director of Finance's comments



- 7.1 The set-up cost to implement the extension will cost approximately £60,000, which includes advertising the Traffic Regulation Order and installing appropriate lining and signage for the parking zone. These costs will be met from the On Street Parking budget.
- 7.2 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, the spending of which is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the extension of the scheme is operation, however it is envisaged that one additional Civil Enforcement Officer will be required.
- 7.3 The Council does not have information on the number of vehicles registered to addresses in the proposed GC zone; it is therefore difficult to estimate the income that would be generated from the sale of permits. Based on a similar size zone the income could be approximately £25,000 to £30,000 per annum.
- 7.4 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.

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Signed by:

Appendices:

- Appendix A - Public Notice for TRO 10/24
- Appendix B - Responses from the formal consultation
- Appendix C - Integrated Impact Assessment

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

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

Title of document	Location

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



Signed by Councillor Gerald Vernon - Jackson, Cabinet Member for Transport

APPENDIX A - PUBLIC NOTICE

**THE PORTSMOUTH CITY COUNCIL (GC ZONE: SHEARER ROAD AREA)
(RESIDENT PERMIT PARKING ZONE AND WAITING RESTRICTIONS) ORDER 2024**

- 1. Notice is hereby given that Portsmouth City Council proposes to make the above Order under the Road Traffic Regulation Act 1984.
- 2. The effect of the Order would be as follows:

a) introduce parking places for GC Permit Holders only 4pm-6pm, where kerbside parking is currently unrestricted in the following roads (except those lengths of road described in b) below:

Whole Roads		
Avondale Road	Durban Road	Inverness Road
Belmore Close	Ernest Road	Langford Road
Beecham Road	Ewart Road	Little George Street
Bettesworth Road	Fifth Street	Manor Road
Burleigh Road	Fourth Street	Power Road
Cowper Road	George Street	Shakespeare Road
Cranleigh Avenue	Glencoe Road	Shearer Road
Cranleigh Road	Hampshire Street	South Road
Daulston Road	Harcourt Road	
Parts of Roads		
New Road (between Kingston Rd and George Street)		
St Marys Road (between Fratton Road and the boundary of No.171/Kingston Cemetery)		

b) to introduce "no waiting at any time" (double yellow lines) restrictions in the following roads:

- i. **Avondale Rd** – east, south and north sides between No.3 and the rear of Nos.18-30 Cranleigh Rd, on the corners and opposite/between new parking bays;
- ii. **Beecham Rd** – north side, 8.5m outside No.41;
- iii. **Bettesworth Rd** – north-west side, 7.5m around the build-out outside Nos. 11-13; south-east side, 3m south-westwards from Shearer Rd junction and 5m around the build-out outside Nos.8-10;
- iv. **Cranleigh Ave** – north side, 4m west and 3m east of the entrance to Harry Sotnick House;
- v. **Durban Rd** – north side, 3m outside No.17 at the dead end;
- vi. **Fifth St** – east side, 6m outside Nos.113-115, west side, 5m on the corner, rear of No.155 St Mary’s Rd, southern end between Nos.155 & 157 St Mary’s Rd, extending northwards for 4m each side;
- vii. **George St** – south side, 6m eastwards from South Rd junction;



- viii. **Glencoe Rd** – west side, 9m on the bend opposite No.64, east side, 12m on the bend north of No.64;
- ix. **Hampshire St** – eastern end, extending 3m outside and opposite No.118;
- x. **Inverness Rd** – east side, 1.5m north of No.64a, south-east side, 8m across the car park entrance west of No.56, west side, 5m in front of Norrish Court utilities entrance; and
- xi. **Power Rd** – north side, 3m between Nos.17&19, south side, 3m between Nos. 16&18 (to enable access to bay at dead end facing Nos.22 & 23).

c) To introduce: Waiting limited to 30 minutes, no return within 1 hour (GC Permit holders exempt) in the following locations:

- i. **Ernest Road** - *east side*, for 17 metres south of its junction with New Road;
- ii. **Langford Road** - *west side*, for 14.5-metres south of its junction with New Road;
- iii. **New Road** - *south-east side*, within the layby between Ernest Rd and Inverness Rd

3. A maximum of 2 Resident permits per postal address would be authorised each year. A third permit may be issued to a postal address if there is sufficient capacity within the zone. The current charges for permits are as follows:

Resident permits -

£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 in the parking zone)

£150/year for first permit

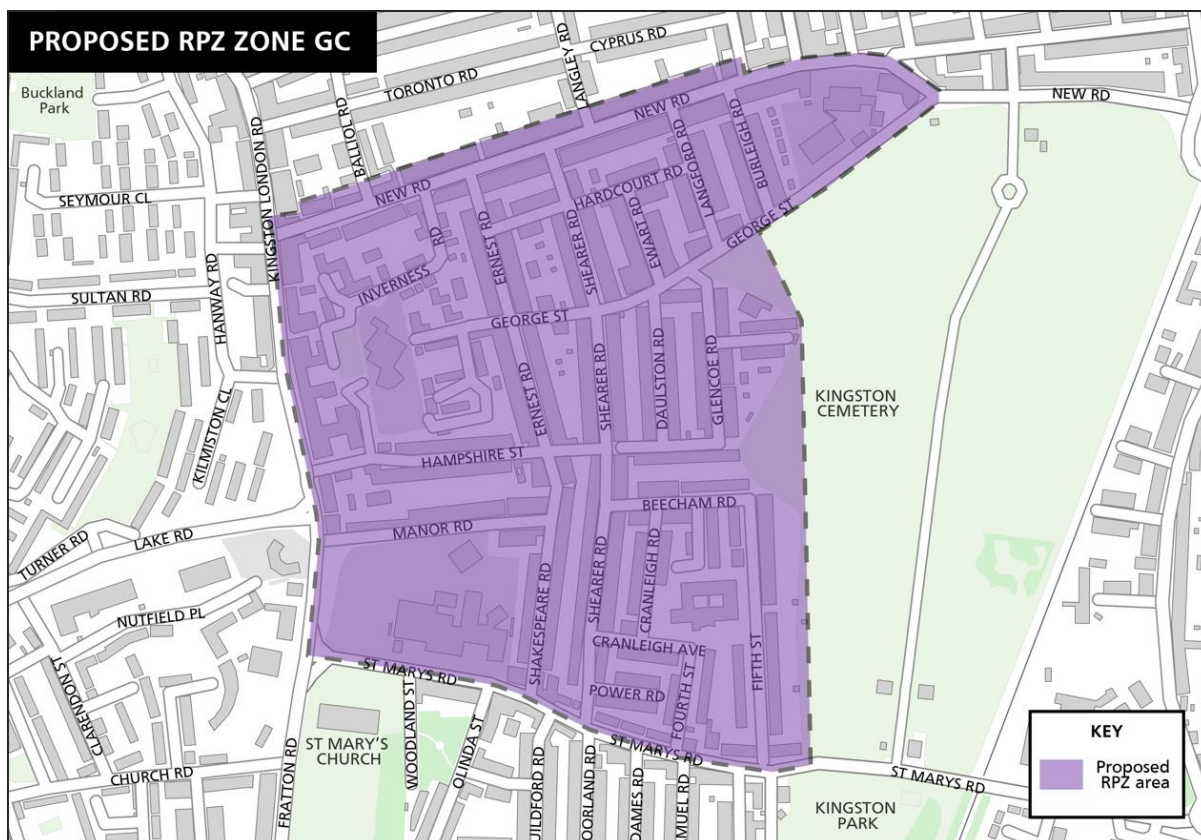
£300/year for second permit

£630/year for each subsequent permit

Blue Badge holders and **motorcycles** are exempt from displaying a permit within the parking bays.

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.

4. PERMIT ELIGIBILITY for the GC : All properties within the GC zone boundary



5. Copies of the draft Order, plans and Statement of Reasons are available to view on Portsmouth City Council's website: Search "Traffic Regulation Orders 2024" at www.portsmouth.gov.uk Alternatively, they can be viewed at the Civic Offices, Guildhall Square, PO1 2AL, Monday to Friday between 9am - 4pm. Printed copies can be obtained by calling 023 9268 8501.

6. Persons wishing to support, object or comment on these proposals must do so by sending their representations to TROteam@portsmouthcc.gov.uk or by post to Traffic Regulation Orders, Parking Team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref: **P010/2024** by **5 February 2024** stating name, address and the grounds of objection/support. Information will be shared with Project Centre Ltd, working in partnership with the City Council on this consultation. Under requirements of current access to information legislation, please note all representations submitted in response to this Notice may be made available for public inspection. Full details of the Council's Data Protection privacy notice can be viewed on the website.

Dated: 15 January 2024

Felicity Tidbury, Assistant Director of Regeneration (Transport) | Portsmouth City Council

APPENDIX B

General Support for proposed GC zone (from within zone)

1. Resident, Beecham Road

I've just received a letter from the City Council with proposals regarding the proposed RPZ Zone GC. I have been a resident of XX Beecham Road for 1 year. I'm renting a floor at that address. I have a car and I park my car close to my home. I'm sorry that I have not received the Survey form last year.

I have parking problems in the area where I live. I think a residents' parking scheme would be helpful to me. I think the reason for the parking problems is Commercial Vehicles, Some households have too many cars, and Matchday Visitors. Mainly Overnight, evenings and afternoons. I'm considering myself as a disabled (chronic back problems - physical). I do have not a blue badge. I'd like to apply for a Permit. My vehicle is registered for me at my address.

I'd like to report you 2 more things.

1. 95% days every month some cars park on double yellows in the above-mentioned area. Every street.
2. Often I have blocked access to the back gate to the property by other cars. Is there any solution for it?

2. Resident, Beecham Road

I am a resident at Beecham Rd and I'm very much in favour of the proposed GC Residents Parking Zone.

I've lived here for over 10 years, which has been long enough to observe an increase in vehicles parked in the area, including cars apparently owned by people who live in the GA zone. A neighbour has even had to resort to parking overnight wholly on the pavement on the corner of Beecham Rd and Fifth St, this has been happening repeatedly and with increased frequency. Finally, the streets fill up completely on match days.

I hope the parking zone is put in effect, and starts to reverse the trend.

I would further advocate for an increase in the cost of second and additional permits, and for council tax reductions for households with no cars.

3. Resident, Bettsworth Road

As a resident of Bettsworth Road I am very pleased to see that an effort to improve the dire parking problems in my street are at last being looked into. Our parking problems in Bettsworth Road have been exacerbated recently by the redevelopment of the Marriots Furniture showroom in New Road being converted back to terraced housing.

There being no on road parking on the side of New Road where this is taking place has meant that the developers' work vans and cars have been congesting the adjacent Shearer Road and Bettsworth Road in particular. Indeed, it is not uncommon for me to arrive home to find a building contractors' van parked outside my house and being used as a mobile workshop!!

Your map of the proposed RPZ Zone GC indicates that those residences on the North side of New Road from Lynn Road entrance to Kingston Road are to be included in the scheme! It is therefore clear to see that once these newly converted properties are occupied they will be parking their vehicles in Shearer Road and Bettsworth road in the exact same way as the developers are doing so at present but with a permit to remain indefinitely.

Therefore, whilst I appreciate the efforts being made to ease the parking problems in my area I do not anticipate any real benefit apart from discouraging long stay offenders and some commercial vehicles. I hope to be proved wrong.

4. Resident, Burleigh Road

Firstly I'd like to say that I am all for the Parking Zone Restrictions, the only thing I'd like to add is, would you consider Everyday 4pm - 7pm as a lot of us in the area work until 6pm including weekends and still struggle to park at about 6:30pm. Also during Pompey Football Matches it's impossible to park on Saturday afternoons. This has become more of an issue over the last few years due to the increased number of commercial vans parking all day and night over the weekends.

5. Resident, Burleigh Road

I am writing to say that I approve of the proposal for the new parking zone, GC Shearer Road area (PO10/24). Parking in this area has been increasingly becoming difficult to be able to park after work and during football matches, as fans will park in the area, meaning I have to then plan my day around availability of parking spaces. Not only that, but there are also more work vans parked in the area which are large transporters taking up more than an average size space. Looking forward to seeing what the results will bring.

6. Resident, Burleigh Road

I am writing to you to offer my feedback on your proposed residents' parking zone in respect of the Shearer Road area.

After carefully reading your proposals, I would like to express my support for the parking restrictions. However, I would ask that you consider stronger restrictions, if possible.

While I agree that evening times are the most difficult to find adequate parking space, I believe this continues long beyond the 6pm end-of-restrictions time proposed.

I, myself, work on-call through the evening and have often found that, when arriving home between 4pm and 6pm, parking is available, but, when arriving home later on in the evening and at night, opportunities to park become severely limited. I know, also, that a few of my neighbours work such later hours and, hopefully, they also have written to make you aware of this issue.

Thank you for offering the opportunity to provide my feedback and I look forward to hearing of the developments in this matter.

7. Resident, Burleigh Road

Regarding Residents Parking Zone here is my answer.

I want Resident parking zone for our area.

Too many times when I'm coming home between 4 and 6 a clock and there is no any space to park, too many people in the same house with more then one car, even cars witch are not being moved for weeks.

8. Resident, Burleigh Road

I am writing to respond to your recent letter about proposed parking permits in the GC Shearer Road area. I would like to express my full support of implementing this programme. As a resident it is a daily inconvenience that I will not be able to park near my home after 6pm. There are a significant number of work vans parked on the roads which are larger than standard cars and take up valuable space. This is the case on most days of the week. There are also some vehicles parked in the area which have clearly been abandoned as they have not moved for several months, which also takes up valuable parking space. One of these vehicles recently was vandalised and set on fire. This occurred during the Christmas period. It has caused sharp pieces of metal and glass to be left on the public footpath which is a hazard to pedestrians and dogs walking past and yet the vehicle has not been moved. I can provide photo evidence of this if necessary.

The situation is also made worse on Saturday afternoons and Tuesday evenings when Portsmouth FC supporters who are non-residents use up the free parking to attend home matches. I have witnessed this myself.

The significant number of parked vehicles in this area creates a hazard when driving through as the road is very narrow. We have often witnessed collisions between the parked vehicles.

Myself and my partner have both had knee operations and often find we are travelling long distances from the car to the house with heavy loads, such as food shopping, which is increasing the strain on our physical and mental health. Given the stress that this has caused myself and other residents I do hope that this programme is implemented as soon as possible. If you could please respond to ensure that you have received this email that would be greatly appreciated.

9. Resident, Burleigh Road

I don't often need to park in the road as I have a garage, but I know a lot of people who do, including those over in Malta Road and Chichester Road areas.

I also have previously lived in Fratton where we had full permit parking.

I would support not just the proposal of restricted parking at certain hours, but a full permit requirement. When I lived in Fratton I was always able to park when we had the full permit. My neighbours would have even more chance of parking if the Shearer Road area was a full permit parking requirement.

My concern with restricting the hours of 4-6pm is that not everyone finishes work at that time, including myself. I know people who live in Malta Road and Chichester Road who work flexible hours too, but have to park 3-5 streets away. The same applies to people in the Shearer Road area too.

There's also an ongoing safety issue with people parking illegally in and around George Street, when they collect children after school. They are making it unsafe to manoeuvre around cars due to them being parked on corners. They are restricting the view up the road, making it risky to pull out, and are blocking pedestrian access to paths. They are blocking access to the service road behind Burleigh Road, again making it unsafe to pull out onto George Street because we can't see oncoming traffic until we are already in the road.

10. Resident, Cranleigh Avenue

I have received a letter regarding Residents Parking Permits in the Area, and what I do think would be a good idea but there are some issues with a couple of things.

My first issue is, not Everyone has a 9-5 Job, some people work night shifts some people do different shifts and some people even work weekends, if you do put a permit parking in the area it would have to be for 24/7 then all residents will get the benefit out of the permit parking, Weekends can defiantly be a nightmare when parking around this area especially when Portsmouth plays at home or there is festivals happening in Southsea.

Also how is this going to be Policed I know with budgets and costs we wont be able to have it policed 24/7 but maybe on the weekends when Portsmouth are playing at home would be the beneficial time for this.

I do hope you take this into consideration as it would beneficial us a lot in the area but we need it longer not just for 24/7 hours.

Please contact me if you need anything else.

11. Resident, Daulston Road

I support the parking zone as I live in Daulston Road & would love to be able to park near my house

12. Resident, Daulston Road

In response to your letter re Residents Parking Zone we will be happy to see this implemented in our area. It would help this area if all abandoned vehicles were removed swiftly!

13. Resident, Daulston Road

I had a letter through my door that expressed that the was a proposal to introduce parking permits in my area.

I would be in favour of this happening.

I live in Daulston Road and parking is a nightmare in the evenings and sometimes weekends.

I have spent countless hours driving round trying to find parking one time it was an hour and half with my six week old baby.

The parking here rules my life really. I tend not to leave the house after 6pm due to parking restrictions and at times when I have had to venture out past 6pm when returning home there's no parking which resulted in me parking on double yellow lines. Other residents park on double yellow lines with their cars hanging right over which makes it impossible to turn the corner.

I have a 3 month old baby and having permits would give me the peace of mind that I can venture out on weekends and be able to park safely on my return home

14. Resident, Daulston Road

Evening

Just to feedback my views of SUPPORT for the parking zone. Do believe its the right policy to take to control the level of parking and the large vans seem to be increase in the area and hopefully this will help limit some of them. I would like to see the restricted times increased to 7pm rather than to the 6pm proposed.

Its a shame that we cant use the local school as extra parking at night time, but appreciate it would be hard to manage.

15. Resident, Daulston Road

Good Evening

I would like to share my views, basically Bring it on. The points picked up in the survey seem to be a fair representation of what I see happening in the area, also since other areas have Permit parking it has pushed extra vehicles into the area especially commercial vans, which was a trend seen in other areas.

My only build would be longer rather than 4pm-6pm, increase to 4pm-8pm. Majority of people still work until 6pm, this would give them that little bit longer to get home and hopefully find a space.

My understand that the wardens don't enforce the parking when Pompey are playing at home which is a shame, but do understand the safety of the wardens needs to come first. Could ticket cars when the match is being played.

Hopefully the extra revenue will be partly used to help enforce the parking restrictions if successful

16. Resident, Daulston Road

Having received the letter/notification of suggested permit parking I have some feedback.

I would gladly welcome permit parking to the area and feel it is much needed, the letter stated this was to help residents as they struggled to park when getting home in the evening. This is correct it is always a struggle. However the proposed timing is 4-6pm which I don't think is sufficient. If I arrive home at 4pm there are still plenty of open parking spots, the issue is the later timings. Having an extended slot, 4-8pm or something similar or even to have full time resident permit parking would be ideal.

Also the cost of the permit if the original timing is kept, why is it the same cost as those areas that have full time permit parking, this doesn't seem fair if the permit is only for a couple hours a day for which most days I wouldn't even use as I don't arrive home from work until 6pm most nights.

I would gladly welcome permit parking but feel the timings need to be adjusted/extended to really have any affect.

17. Resident, Durban Road

I have no objections to parking permits, it's been needed for a long time. My concerns are about the times, there at least 5 houses in this road that have 2 or more cars that finish work after 6, so parking restrictions won't affect them and so the problem with parking in our road won't go away because they will still be able to park, it needs to be later to prevent them from taking all the spaces.

Also we should have the same parking restrictions as the other side of St Mary's Road as we have a nightmare parking on match days as all the supporters use our roads to park and the residents from the other side of st Mary's rd also park over our side if they haven't got a parking permit

18. Resident, Durban Road

As a 17 year old (turning 18 this year), I do agree with the parking permit zone and I would like for it to go ahead BUT there is one major defect which I believe should be changed to be more fair for the younger generations.

The pricing for parking permits is personally unfair for younger generations for when they begin to drive. I'm expecting to be purchasing a car by the middle to the end of this year and not only I would have to fork my money out on MOT, petrol, insurance etc, but now the permit too which for the third car would be £300. I do understand why you enforce this which is because of wanting to make car ownership less attractive so I would like to see at the very least drop the prices down because for a 17 year old who's not long going to buy his first car, it's going to be expensive and baring in mind, people my age would may want to start driving and buying cars might not even earn enough money to get a permit.

So my overall views is yes I do want a parking permit zone here but please drop the permit prices down to make it fair for younger generations.

19. Resident, Ernest Road

I would like to support the proposed Parking Permits in Sherear Road area, I have been asking for something to be done for years now. I am put off driving after about 4 as unable to return to a parking space. With parking permits being used the south side of St Mary's Road it pushes all parking into our area.

20. Resident, Ernest Road

YES we would like permit parking asap. Fed up of commercial vans every night

And teachers parking from the school all day, why I don't know they have a car park.

21. Resident, Ernest Road

I support permit parking as can't get parked from 3.30pm

22. Resident, Ernest Road

I will be very happy if permit holder coming on my street because is always full and some neighbours got more then 3 cars/household. I support the permit holders

Thank you

23. Resident, Ewart Road

I wish to register my support for the proposed parking zone GC , hopefully this will go some way to alleviating the ongoing issues with parking in this area. Having lived at my current address for over 20 years, I have noticed the problems get worse over the period. Some of the problems I have noticed are:

An increase in large commercial vehicles parking overnight and in some cases for longer periods.

People parking their commercial van or car around the Graham Arms area, going for a drink and then leaving their vehicle all weekend before collecting it the following week.

On matchday many people from outside of Portsea Island park up to go to the game and then leave their vehicle overnight before collecting it the following day/week.

People having a second older car just to use as a way of reserving a parking space outside their house for their primary/newer car.

People with a so-called garage who stick signs outside saying "do not park garage in constant use" when it clearly isn't and its just a way of reserving a space, some garages are not even wide enough for a modern car!

People with several cars who do DIY mechanics in the road and leave the cars for days on end.

People with a disabled bay outside their property who have two cars and abuse the system by not using the bay for what it was intended for.

All the above, I have seen, and most are still happening on the road I live on, which is one of the smaller ones in the area. I would think that anyone who opposes the implementation of scheme come from one of the categories above.

24. Resident, Ewart Road

I'm a resident of Ewart Rd and received the letter about parking permits on Shearer Rd. I wanted to confirm that I fully support this idea. I've just become a driver and am already concerned about having to park streets away from home and walk in the dark so this is a very welcome intervention!

25. Resident, Ewart Road

I support this area to become permit controlled as i struggle to get parked even close to my house and on football day i see all the supporters using this area as a free carpark and leaving me unable to park anywhere by my house so this would help fix this problem

i support this

26. Resident, Fifth Street

Thank you for the consultation letter received today.

We fully support the proposed parking zone in the Shearer Road area.

We are especially supportive of the proposed double yellow lines outside our house and the north side of Beecham Road. It will deter people from blocking the corner of the road, often making it difficult for vehicles to turn.

One additional point I'd like to raise. There have been times in the past that fire engines have struggled to get down Beecham Road and onto Fifth Street to deal with emergencies. This is often caused by wide commercial vehicles making the road too narrow to pass. This is especially an issue during weekends and evenings when the road is usually full with people at home from work. This obviously poses a risk if there was an emergency. I'm not sure if anything further could be done about this to avoid the issue before it causes risks in the event of something like a fire on our street.

27. Resident, Fifth Street

Just received the letter about the above.

We are definitely for this proposal we live in Fifth Street.

28. Resident, Fifth Street

I live in Fifth Street and have just received notification of the planned consultation re the proposed residents' parking zone GC. I fully support the implementation of the parking zone, however there are a couple of points I wish to make:

The proposal is that the restrictions are in place between 4-6pm only. Personally I would prefer the restrictions to be in place at all times with parking by vehicles without a permit restricted to 2 hours, as in other areas of the city.

I understand the rationale behind the restriction time slot of 4-6pm but this would not alleviate the extra vehicles that park here on match days when Pompey are playing at home. Kick off is usually 7:30pm so vehicles would not park here until after 6pm anyway and not every resident works a 9-5 day so those arriving home after 6pm will still be unable to park. A more realistic timeframe would be 4-8pm.

Finally, the restrictions will only work if they are enforced and residents' permit areas (and the residents' parking bays in Fifth Street which payment is charged for) need to be policed daily to ensure compliance.

29. Resident, Fifth Street

We were very pleased to hear that at last we are going to have permit parking, however are a little confused as to why it is only for two hours 4pm until 6pm.

In order to make it easier for residents to park in the evenings after work would it not be more suitable to make the restrictions between 4pm and 6am, thus meaning that all the work lorries and vans , which now blight the road, would not be able to take up space.

We used to be able to park freely at all times but since the introduction of permit parking the other side of St Marys road it has becoming increasingly worse and more recently seems to have become a work van /lorry car park. I am concerned that it will still be very easy for a large van or other vehicle to turn up and park at say 5;30 and take a chance no one will be checking for half an hour and then stay all night.

Who will be checking on the permits especially at weekends and Saturdays when Portsmouth are playing at home. Will permits have to be visible in vehicles so residents are able to see those who are abusing the system.

I am in favour of the permit zone but think we would be better served if it was for a longer overnight period.

30. Resident, Fifth Street

On Monday 2nd August 2021, there was a house fire in Fifth Street, Fratton. The fire brigade could not reach the address because of obstructions caused by so many parked goods vehicles exceeding 3500Kgs gross vehicle weight (GVW).

The fire engines had to park in Beecham Road whilst the officers attended the scene on foot. It was a kitchen fire that Hampshire Fire and Rescue Service successfully extinguished. There was, apparently, significant damage. The incident was without injury; this time!

There are significant obstruction problems in this area primarily caused by vehicles, that if these regulations were in place, would not be permitted to lawfully park.

Fire and ambulance vehicles struggle to negotiate these streets at best. Purely on the grounds of health and safety this proposed scheme should proceed.

My partner and I support this scheme.

31. Resident, Fifth Street

I agree with the proposal in the main however, I would like to extend the times from 3pm to 8pm to catch the worst of the football parking.

Also it says that bluebadge holders and motorcycles can park in parking bays?

As I pay for a bay if someone with a bike can just park in my paid for bay, for however long they like does this mean I will be refunded for the bay?

32. Resident, Fifth Street

I am very happy with your proposal and will be willing to pay £30 per year fee. I would like to say Thank you so much for all your hard work in putting this in place.

33. Resident, George Street

I am emailing regarding the proposed GC Residents Parking Zone.

I work in a local secondary school and tend to return from work around 6pm each evening. Frequently I am unable to park in Inverness Road or Belmore Close, New Road, Ernest Road or even Shearer Road and so park on Kingston Road. This is due to the

increase in commercial vehicles which are parking in the area. During term time this is manageable as I leave for work before parking restrictions come into force on Kingston Road but in school holidays and on Saturdays this can be problematic.

Whilst I am supportive of the proposal, I am concerned that if most of the commercial vehicles are registered to an address within the zone, this would not reduce the issue.

34. Resident, George Street

Thank you for your communication regarding resident permit scheme. I am very delighted that you are going to enforce the resident permit in my area. This is what we have been looking for ages.

I'm sure everybody will get benefit out of it, but if you could implement full resident permit holder would be even better. People from outside this residence area are taking advantage to park their trucks vans in this area for weeks after weeks.

Also, as for my understanding people having two or more cars are refusing this for many times as they needed to pay for it, but paying annual fee is not the end of the world, as long as you have opportunity to get your parking after you return back from work. This will make a significant change in every day life.

This is what has been promised by the counsellors before the election, and I have voted for them for this agenda.

I'm hoping this will come into force very soon.

35. Resident, George Street

Thank you for informing us about the implementation of resident parking zone in my area. I have been waiting for this to come for ages, because this has become a tremendous problem for the resident down here to park after finishing their work. This area has become a golden spot for the people who wanted to dump their cars, van and trucks for not just days or weeks, but in some cases in months.

I was expecting you were gonna implement a resident permit holder only, but at least 4 to 6pm restricted permit will help a little bit. It would be more appropriate if you could implement no more than three hours parking, which is gonna be more effective and more convenient for the residents living here.

We have elected our counsellors because they promised us that they would implement this, and this is now an obligation upon them to enforce this to come.

I look forward for a positive change very soon.

36. Resident, Glencoe Road

Totally agree with the proposed plans regarding Shearer Road Area - PO10/24 asap.

This will hopefully resolve some of the issues as mentioned in your letter.

I am disabled, however people parking in front of my garage is a huge problem as it needs to stay open for any medical vehicle access for my medical needs. People are parking on it and I am now consulting for legal advice regarding this issue! Just a nightmare.

Thank you for your proposal as it would help many people in the community in this area like myself....fingers crossed.

37. Resident, Glencoe Road

We are home owners in Glencoe Road Portsmouth and we support the proposal.

An idea on more considerate parking would be good too. It seems not many car users take care when parking and park in a space big enough for 2 cars. Maybe marked spaces?

38. Resident, Glencoe Road

We recently received a letter regarding a proposed residents parking zone

We would fully support introducing parking restrictions, however, personally I find that 4pm-6pm isn't quite the worst times for parking. So my only feedback would be to suggest the restriction times were slightly later, perhaps 6pm-8pm. Or even potentially extended to something like 6pm-9/10pm if that was possible

39. Resident, Hampshire Street

I wholeheartedly support the council bringing parking restrictions in and around Hampshire Street.

There are certain streets such as George Street, where so many trade vans park, that the actual driving width and places to pull in, are so restricted that coming home from the Eastern Rd direction, can be very difficult.

There are often multiple cars meeting each other and snarling up the road, due to the lack of spaces to pull in.

Also there aren't many weeks where I don't see broken wing mirrors either hanging off or laying in the road.

Not to mention vehicles parking on the zig zags outside the school, because they are leaving before 8a.m.

Also the dust carts have a difficult time in the mornings.

And, over the years there have been, numerous vehicles parked up for months, often not in good condition, but, taxed etc so that we can't even report them.

There is at the moment a presumably, tax and insured vehicle by the Mermaid pub, which has a long wheel based trailer, connected to it with a burnt out wreck on the trailer, it is taking up easily 2, possibly 3 spaces. It's been there so long that weeds grow around it.

In Hampshire Street there are at least 3 possibly 4 HMO's, which again causes massive problems.

So please bring in the restrictions, it would make a lot of people's lives easier.

Just in my part of Hampshire Street, there are also 3 or 4 neighbours with company vans, and some of those are LWB railway work vans.

40. Resident, Hampshire Street

Referring to your letter January 2024 regarding the above, as a resident at Hampshire Street I'm writing to show my support for such arrangement.

When residents return from work it is often somewhat of a nightmare parking near your home and if you're lucky enough the same street on where you live, I know that this is a problem many of us share in this area.

It would be great to have this implemented, in my opinion, as soon as possible.

On a separate note I often find cars parked on the double yellow lines near the entrance of Hampshire Street (next to the care home), the cars not only block pedestrian access but also almost fully block the entrance to the road and to people's homes. I have

reported cars parked here many times and it's clear that this is a common problem. I don't know an immediate solution to this issue besides building some sort of island where the double yellow lines are to prevent parking and to make drivers slow their speeds on approach to the road, the island similar to what you find further down the road.

41. Resident, Hampshire Street

We are in favour of the Residents Parking Zone

42. Resident, Hampshire Street

Thank you for the details of your proposals for the above area.

Living in Hampshire Street I can see the advantages of introducing a Residents Parking Zone. What concerns me would be the introduction of yellow lines at the eastern end, outside and opposite No 118. I can see no benefit and it would severely reduce the number of parking spaces available. I know some cars/vans park in the centre of the road at times in this cul-de-sac. Would it not be better to have a cross hatched no parking area in the centre of the road? I feel this would be a better solution for the local residents

43. Resident, Harcourt Road

I live in Harcourt Road and wish to advise of my support for the proposal for permit parking. I would suggest however it is not strict enough and should be all day rather than just 4-6. The number of non residents and work vehicles parking in the area is ridiculous at weekends and evenings. I often have to park 5-10 minutes away from my house and with 2 autistic children this is tricky to explain.

Hopefully whatever the outcome, the permit area will help the parking situation.

44. Resident, Inverness Road

Good morning

I have revised Ian letter about parking permit I live in Inverness road I think it's a good idea. It might stop people parking on yellow lines and vans too. I have put my name down for a parking space in the area but no luck yet. But I have noted that in Norris Court there is only ever 2 car parked in there. Maybe i could park in there Obviously I would pay.

Stay safe and healthy.

45. Resident, Inverness Road

Having received a letter regarding the proposed GC Permit Holders Only .

I am writing to endorse the introduction of parking restrictions in the street where I live. Although I am not a car owner I welcome the fact that family or friends would have the opportunity to visit me with the use of a visitors permit .

It has become increasingly difficult for any visitors to be able to park in the road where I live.

I live in Inverness Road and each day the available parking in the road is taken up with non-residents and numerous transit vans owners and visitors /staff of Manor Infant school .

I am hoping if and when permit holders only for residents is introduced that as well as parking being available between 4pm and 6pm that it will also free up parking during the mornings when again it is so difficult to park anywhere close to the block of flats where I live.

46. Inverness Road

Although I am very pleased to hear about parking restrictions in Inverness Rd. I really don't think two hours a day, will make a lot of difference. I live at No XXX and I have a dropped kerb, and people still park over the entrance.

I am a retired lady and need to go out during the day, for shopping etc. You worry about parking when you get back. So it would be good to have some restrictions, for part of the day as well.

There are only four of us in this part of Inverness Rd, that have cars, so it is such a nuisance when you come back and can't park.

There is already a permit car park, which other people use. Also we get lots of commercial vehicles parking here and they can be here for weeks. A car dealer parks vehicles and leaves them, same as vans. Sometimes vans park over the weekend and bank holidays. Some Taxis also park.

I really think it would be good to have some restrictions through the day, as two hours a day will not help us very much. Especially when you are older and rely on parking outside your property. I hope you will reconsider and extend restrictions for more than two hours a day.

47. Resident, Langford Road

At last !!!!

Yes I am all for this as parking is horrendous and I do not get back in the city until way past 6pm and I can never ever find a space . In fact I have to drive around for a long time each evening and usually park anywhere between 2-6 streets away . I am totally and utterly fed up with this and I never ever in a million years ever use my car to visit friends and family in the evening due to not be able to park and end up cancelling things I would like to do or pay for taxis ! Which is also a nightmare calling a taxi as my street is closed !!!!!

I have been wanting this for 16 years!!!

May I also propose that the time is raised to 7pm as it's not taking into consideration for residents as myself who do not work in Portsmouth.

May I also propose that you only allow residents of Langford Road to park in this street 24:7 all the time as most of the road is shut due to the collapsing of 2.5 houses and also there is an electric charging system taking up 2 spaces so I can't remember when I had the luxury of being able to park in street. There is also a co-op at the end of Langford Road and people all day long park illegally on double yellow lines and single yellow lines and often restricting access to Langford Road . Nothing is ever done , I have never ever seen in the 18 years I have been living here a single street warden as it's beyond a joke . Considering all the issues I think only residents of Langford Road should be parking there . But I know Nothing will be done . This is an accident waiting to happen !

I only have 1 very small vehicle and living here to park my car is a joke.

48. Resident, Langford Road

As requested,

I support this proposal- YES

49. Resident, Manor Road

I am writing in response to your letter regarding the above.

I am fully in favour of the parking scheme but not sure such a small window will be effective enough.

I live in Manor Road and the parking during school term times is non-existent. All the school staff park in the street starting from 8am through to 4-5pm. The restriction proposed I feel would not address this issue, obviously I am open to hear how you think this would.

Is my understanding correct in that there will be a parking restriction ONLY between 4-6pm? All other times anyone can park here?

I would really appreciate some clarity on this as I am not sure this was clear in the paperwork sent through.

50. Resident, Manor Road

Thank you for the opportunity to air my views regarding the Residents Parking Zone coming to Manor Road

It's become increasingly difficult to park in Manor Road and surrounding area especially during school term, so I do support the residents parking scheme.

However to impose a 2 x hour No parking zone is not nearly enough. You say a longer period is difficult to enforce but surely the deterrent of knowing its residents only will help deter any illegal parking?

I would like to see a 4 x hour window or 2 x 2 hour zones such as 09.00 to 11:00 and 16.00 to 18.00 or 15:00 to 19.00

I think signs informing people of how to park considerately or marked parking bays should be considered. Drivers will often park right in the middle of a space that 2 x cars could potentially use.

51. Resident, Manor Road

I realise everyone will have their own perspective but here is mine. I live in Manor Road opposite The Portsmouth Academy and our road regularly has large commercial vehicles parking along it, especially over weekends. So firstly would the proposed parking restrictions be applicable 7 days a week to stop vehicles being parked up over weekends?

I'm 100% in favour of paying for a permit and introducing restricted parking within our area. With our road having the school car park access I would have liked to have seen a 1hr parking - no return within 2hr applicable just to stop our road turning into a car park when the school has an event at weekends or later into evening, I have seen their car

park cannot cope due to having reduced in size over the past 10 years with people visiting the school just finding it easier to stop in our road and not even try the school grounds.

I will definitely hope and look forward to seeing how the proposed restrictions could change parking within our road, many a time I have arrived home at the end of the working day and sat waiting / driving in circles for upto an hour for any space to become available.

For reference I have lived here for over 10 years now and the parking has progressively worsened since surrounding local areas have been restricted and not ours. For the past 2 years I have been working in and around the London area leaving before 6am and arriving home anytime between 6-8pm depending on A3 traffic conditions. (12-14hr working days and then not being able to park within 2-3 streets) who wouldn't pay £30 to try to prevent this.

52. Resident, New Road

I support the residents parking zones but I think 6pm is too early it needs to be 8pm as usually any time after 8pm I could be looking for a space from anything from 10 mins to an hour, and I believe this is the same for many people.

Day time parking isn't really an issue it's more so from 5pm - 9pm.

53. Resident, New Road

I am interested in a parking zone for GC Shearer Road area and hope it will put an end to commercial cars & vans parking in this area parking all weekend. Plus quite a few of my neighbours have 2 or more cars which seem to bag prime spots close to my home!

Not sure if the permit between 4-6pm will stop this but willing to see how it play out.

54. Resident, New Road

I fully support the proposed GC parking zone

55. Resident, New Road

I want to thank you so much for your support in this matter as parking area, which is seems so harsh to find a spot for everyone's car.

56. Resident, New Road

I am responding to your letter that you have sent me regarding permit parking New Road.

I absolutely concentrate to having permit parking around the PO2 area. I struggle to park at all hour of the day due to the school and being so close to Fratton park on the days of the home games. I would like to see permit parking in this area for hours of the day 7 days a week with a 2 hour no return for the areas covered.

57. Resident, New Road

We fully support this proposal, before moving into the area last year we didn't know how bad the parking situation was.

If we return home any time after half 5 then we can expect to be circling the area looking for a parking spot for at least 15 minutes.

There have been multiple occasions where we have not been able to find a parking spot and have decided to take the risk on double yellows rather than waste our lives searching for something that should be readily available to local residents.

With the addition of 9 new homes on new road in place of the old furniture shop, we ask that you look into additional parking spaces on New Road itself.

Or a redesign of the parking bays to allow for more effective parking.

58. Resident, New Road

I would like the express support for the above parking proposal. 👍 Parking in the area has been increasing bad for quite awhile. Parking after 6pm is impossible currently; like myself many people drive round and round the area trying to park, increasing air pollution locally.

My concerns is whether the 2 hour window is long enough.

I understand that it's possible to get visitor permits: are permits limited to actual visitors? For example someone parking a work van in the area, can they just buy a permit n park in the area?

59. Resident, New Road

We were very pleased to hear about the proposed residents only parking for New Road/Kingston Road. Unfortunately we feel that 2 hours is insufficient and would be

better extended until later in the evening, say 10pm. We already have new houses and extended houses being built and renovated with potentially more cars and have a lot of work vans and delivery vans parked up overnight. Some of these arrive after 6pm.

There is very limited parking on New Road in particular and parking is difficult in the evening and at night.

Thankyou for listening to our concerns.

60. Resident, New Road

The parking permit is such a good idea!

We have so many commercial vehicles dropped here on the weekend making it impossible to park - and during the week we have cars from out of the area (Friday night is the mass changeover - cars disappear vans arrive!)

Please please give us the permits!

Especially as there is now a new bedsit being built (20 rooms with no allocated parking)

Many thanks!

61. Resident, New Road

There are no car owners at the above address and parking is not allowed outside the property. However would broadly support having a parking zone if it was properly enforced.

62. Resident New Road

Firstly I would like to begin by saying that I support having a parking zone in the area proposed. However I have some concerns regarding the timings proposed.

I live on New Road and already at a disadvantage with parking due to the amount of housing there and no parking on the road. That with a HMO at 51 New Road being granted permission for loft conversion for an additional 2 bedrooms and the development of Marriotts turning into 8 new properties. The prospect of a parking zone was welcome news at this time.

However from the proposal, I can see you are putting restrictions in place for 2 hours between 4pm and 6pm. Now although I can appreciate this will help with management of the parking scheme in theory, in reality it makes no improvement to residents parking in the area. Some commutes do not mean that residents will be returned by 1800. For myself I don't usually get back until 19:30 after collecting child from childcare, etc. I appreciate not everyone is in the same situation, however £30 a year and still not being able to benefit from the parking zone is very disappointing, and from the discussions I have had with my neighbors some have the same concerns. Also 2 hours with nearby areas without residential zones just means that non residents can easily return to the area after 18:00 and therefore will still be to the detriment of residents.

I also don't believe you appreciate how restrictive it is attempting to go out to family functions, parties, life events and on return home to begin panicking about where you will be able to park at night. I understand your incentives are for people to utilise local transport but with 4 children and some events not in Portsmouth it makes it near impossible.

I understand how good this can be for the local area and the residents, but I believe you have done too low a restriction to provide a full benefit to the residents in the proposed GC area. I believe a 6 hour restriction from 1600 - 2200 would provide a better benefit and get a better buy in from the residents.

I hope you take my concerns on board and are reflective of other residents.

63. Resident, Shakespeare Road

Good evening

We just received a letter regarding permit parking, we would love for this to happen! Please can this be approved :) we support this

64. Resident, Shakespeare Road

Good morning,

On behalf of our family i would like to inform this message to key personal, we support the proposed parking zone.

65. Resident, Shakespeare Road

I do support the parking Zone because so many vehicles get left in my road for months taking up precious parking spaces. I have reported some vehicles that have been parked here since September. I attach photos of two of these. I live in Shakespeare Road.

The only thing I don't agree with is having to pay for a first vehicle and then not being guaranteed being able to park in my road.

66. Resident, Shakespeare Road

I am very pleased to see, that the area, north of St Mary's Road, is finally getting a resident zone and I will support any parking restriction for this area. However, I would prefer the restriction, to be the same as the GA zone, 2 hours no return to zone within 4 hours, 24/7. The parking difficulties for those living in Shakespeare Road and Manor Road are, for the most part, day and night. I'm not sure, a 2 hour restriction between 4 & 6 pm, will make much difference. But, any parking restriction is better than no restriction.

I look forward, to seeing the new GC zone, put in place.
Thank you.

67. Resident, Shakespeare Road

we are happy with the proposal but would there be room for a no return within 1 hour on our end?

We currently are unable to park outside on our part of the street even during the day as the school behind us has limited parking and their teachers park on our roads. We've also been told they are renting out offices in the back building which means more cars on our roads. I have a 6 month old baby and find myself having to park on Ernest Road frequently because of this which is crazy! This does let up during the school holidays so definitely a big cause of the issue for us.

68. Resident, Shakespeare Road

I propose/ support for the resident parking zone to come into force.

I have issues parking all the time. With a baby it makes it harder for parking as well having to park roads away.

I propose for individual car parking space markings on the road as well as this will help in the area to ensure people do not park badly to allow more people to park up their own road.

69. Resident, Shakespeare Road

I am totally in favour of the parking scheme.

There are constantly influxes of cars from south st Mary's road leaving their cars/vans here for days on end. One person who lives in Guildford road has a car (permitted) for his zone, but down Shakespeare he has work van, campervan & another car.

This is running with for some reason lots of teachers / assistants from the Portsmouth academy park their cars down the road and manor every day from 8-3:30.

The scheme I would like to be made greater in time from 3-6pm to enforce these cars to park in the school which baffles me why they don't.

As before we have car dealers down the road, Who park umpteen cars / vans down the roads as they use the home address as the base.

Kind regards and hope this gets approved.

70. Resident, Shearer Road

Good afternoon,

I'm please you are looking at our parking problem in our area. Although I'd rather not have to pay for parking I am prepared to due to the amount of cars and vans dumped in our roads.

I live in shearer road. There has been a car parked next door for at least 4 months. No one knows who owns it. It is taxed and MOT so has every right to be there!

The people who will object are the people who have cars and work vans, some have 2 or 3 cars per family and also work vans. There are a lot of vehicles parked in our non permit roads from roads opposite which are already permit. Hopefully it would stop those parking in our road?

Evenings are really bad for parking, especially after about 7pm. Daytimes vary.

Let's hope the plan goes ahead.

71. Resident, Shearer Road

Broadly in favour of the proposal.

Feel it's wrong to charge for the first permit.

Also I don't agree with the business van definition, an L4 Mercedes sprinter (of which there are two which park where I live) is 7.5m in length but only weighs 2500kg.

A fair strategy would be to set a single permit length definition so anything over an estate car or similar incurs a second permit if available.

72. Resident, Shearer Road

As per subject I am in support of the proposed plans and having parking permits

Reason: it's extremely rare I can find a parking place upon returning from home after work or at weekends due to lots of cars and commercial vans, end up parking many streets away and sometimes forget where, wife is also having knee/leg issues and finds it hard to walk back to the house from where ever we park and is a pain to bring back groceries for the same reason.

73. Resident, Shearer Road

In response to the letter I received I wish to share my view that I strongly support the parking zone proposal. I'm a single parent with a son with special needs and the inability to park after work/School causes a great deal of stress for our family.

74. Resident, Shearer Road

In some respect I'm glad this is happening, parking down Shearer Road should be ok, but it's because of the people the other side of St Mary's Road parking down Shearer Road (Guildford, Moorland, Adams etc), these streets all have residence parking only, so at present all the van, works van drivers all park down Shearer Road, if what you recommend comes into force it will not change Shearer Road residence problems, the van & work van drivers will park outside their own houses until 6pm then just move their vehicle to our street. If this is to work, Shearer Road and surrounding streets need to be in line with other streets where parking permits are already in force, thank you.

75. Resident, Shearer Road

Responding to letter sent through on 24th January.

We will be more than happy with the proposal as parking that time is a nightmare.

Our question is only if the permits will include weekends ?

During the matches day is impossible find the parking space .

76. Resident, Shearer Road

I am writing in support of the proposed residents parking zone GC Shearer Road area.

I do feel however the proposed hours of 4-6pm will not fully address the parking issue for two main reasons.

1- Football match day parking is a big issue in the area, and home matches at Fratton Park occur outside of these times.

2 - Some people park inconsiderately in order to "save" a parking space for another car in their household. Having a time when cars without permits can park, will probably lead to this happening more frequently

It was noted on the parking survey in 2022 that overnight parking was as big of an issue as evening.

I think having either extended hours of permit parking only or a 1 hour non permit parking only zone (like KA Old Portsmouth) would work better, and be better for residents, especially those who work shifts.

77. Resident, Shearer Road

I am writing about the new GC RPZ zone. This is perfect for me and I'm looking forward to it. We only have two small problems, that we live in the same household with my older son (separately), and they also have a car. (and I and my wife also have two cars) My other problem is that the company provides me with a service van for my current job, will I be able to register this as well?

78. Resident, Shearer Road

Yes I agree with this proposal.

79. Resident, Shearer Road

We live at XXX Shearer Road and want to give our opinion regarding parking on our street. We have lived here for over 3 years and also pay over £300 in fines monthly. The public parking space is not enough for all the inhabitants of the street and many other cars belong to people who live in the streets next to ours. The license plate of our car is XXXXXXXX you can check the amount of fines paid. Unfortunately we have a job during the evening and when we get home around 11 pm we hardly find parking. We would also be happy to pay for parking. With this email we want to let you know that it would be appropriate to reserve parking on our street at least for residents. Would it be possible to buy a space near our house?

80. Resident, South Road

Received the paperwork through the door this morning and 100% support the idea.

We live in South Rd and in all honesty, we do have off road parking.

But on a couple of occasions, I have had the parking guys out to ticket people parked across my drive.

But I think it's a brilliant idea especially in the roads like Shearer and Ernest Rd, that are absolutely full of work vans etc after 5pm. Not helped that some of the houses in the George Street area also have garages, but obviously not used for their cars.

One thing I would ask, is will this also be managed on football days.

81. Resident, St Mary's Road

I fully support the introduction of the GC Parking permit, although I think it should be a 24hr restriction instead of just 2hr. A 24hr one will stop people from out of the zone moving their company/extra cars after 6pm. Sure it will be inconvenient for them but I think a 24hr restriction will work better.

82. Resident, St Mary's Road

I'd like to register my support for the planned proposals I think its an amazing idea being 1 of the residents that would benefit hugely from the time frame so we could park it would be brilliant. me and my wife have resided here for just shy of 7 years and it's always been a problem on the parking front with us having 2 cars and myself a motorbike as well the only thing I could suggest which could improve your proposition even further would be to extend the resident permit zone by 2 more hours so from 3pm-7pm but if that's not possible I would still accept the 4 till 6 idea, and I would personally like to know if there will be a warden going round and checking all valid permits to make sure its being followed to the letter

83. Resident, St Mary's Road

I have read the information sheets you sent out regarding the proposed residents parking scheme for the Shearer Road area with some interest.

After looking at the parking survey results, you seem to have identified the key reasons why parking is a problem in the Shearer Road area such as commercial vans, taxis, all those already in a residents parking area with more than one vehicle, match day fans etc.

I feel the proposal of parking restrictions between 4pm and 6pm is a step in the right direction, and as you say, "it will deter the long stay parking but also mean non permit

holders will have to leave when most permit holders are arriving home, and more spaces will be available in the evenings".

Fine for the problem of long stayers and the football fans, but as most people seem to finish work after 5pm then the problem of the commercial vehicles, those not wishing to purchase additional permits for their own area and such, are still arriving home about the same time as "the permit holders" i.e. around the 6pm time, so the parking spaces will still be taken up with these other vehicles. Also this does not help those working shifts or unsociable hours.

I feel a total residents parking scheme would be the only way to completely alleviate this problem, but as you seem reluctant to do this, perhaps by extending the restriction from 4pm to say 7 or 8pm seven days a week would be more beneficial to residents than the 6pm cut off?

84. Resident, St Mary's Road

We are not opposed to a parking scheme in general, our concern is the time of the restriction.

This only serves for those who return between 4-6pm, what about those who don't? For example those who do shift work, or are part time, returning before 4pm or after 6pm.

A two hour restriction at this time serves no purpose at weekends, especially when Portsmouth FC play their home matches. It feels like we will be restricted to returning home between 4-6pm when we go out on the weekend or face not being able to park, therefore no different than how it is now. Are the fines for non-permit holders going to be substantial enough to deter those who are happy to incur a small fee for parking while they watch the game?

The cost of permits is the same for those in a 24-hour restriction zone, why is this scheme not cheaper?

Will we be able to park in the 24-hour restrictive GA zone, literally across the street, where there always seems to be spaces if there are none available in the neighbouring streets on our side? (St Marys Road).

Will the scheme be reviewed a few months after it is put in operation, so we have the opportunity to give more feedback?

General Support for proposed GC zone (no address given)

85. Resident

Fully SUPPORT the proposed parking zone. It is very overdue!!

86. Resident

Dear Sir/Madam,
Myself and my partner support the proposals.

87. Resident

Good evening

I wish to support the proposed parking zone GC Shearer road area PO10/24

88. Resident

Dear Sir/madam

I support what you are thinking but timing you should do from 5pm to 5am not 4pm to 6pm because after 6pm if you with your family somewhere or need to go emergency in hospital when you come back there will be no space again as a taxi driver I know how hard to get a parking after finish your hard night shift .

So I humbly request you that please extend the parking time restrictions, I know people from Southsea they park there car in our area and call taxi to go home again 2/3 days later they came by taxi I picked there cars also people live in our area some houses got 5/6cars also work van ,so you can imagine if one house got 5 cars the whole road is gone also I will request you all to come at night time to see the George Street how bad it is full of work van parked you are not going get a parking

So please extend the timing help the residents.

Thanking you

89. Resident

Mostly I agree with what the Council might be planning to do with this parking scheme north of St Mary's Road, this is unusual that I agree with anything the Portsmouth CC say. Do they mean to do what they are saying ?

There are too many work vans, 3 car house holds who need to be dealt with strongly. Parking round here if you come back from work at night, is bad, before 4pm you should be okay but I used to work late shifts.

Anyway, my one criticism, sure, tax these van merchants, 3 car house merchants out of business but 1 or 2 cars bit cheaper, like 1 car a fiver to cover cost of a disc for life or until you change the car, 2nd car a bit more then 3rd and 4th charge what you like.

You have no need to renew a one car house hold at 30 quid a year, you only need to issue 1 disc until I die or change the car then profit from the merchants with work vans, Mercedes Sprinters that type, big ones.

90. Resident

It's ridiculous we can't find no where to park in the evenings or day time and when we are forced to park on yellow lines your out here giving tickets at silly o'clock

Nice to see the council is finally using their heads

91. Resident

Following the proposed residents parking zone on the above zone, I'm supporting the proposal. Residents only should not be only between 16:00-18:00. There are multiple vans that park after 18:00 and stay overnight which makes the parking impossible after 19-20:00. The residents only bays should be between 16:00-22:00 in my opinion to prevent people coming back after 18:00 parking their vans / lorries overnight or during the weekend.

92. Resident

I fully support the proposal, though I would maybe extend the restrictions up to 7pm.

93. Resident

We support the proposal for a parking zone - St Mary's Road up to New Road from Fratton/Kingston to the Mermaid pub. It has become impossible for us to park near our home on George Street at particular times of day and our street and surrounding streets are full of work trucks and vans. Quite often they park up for whole weekends and take numerous needed space for residents.

We understand the need to charge for a permit and £30 for the first car seems a realistic amount, however, the proposed cost for a second car seems very expensive. That is a concern.

94. Resident

Hello, yes please.

95. Resident

We support this proposal, however we do not feel it is not strict enough. If all commercial vehicles are registered to homes, then no extra parking will be generated.

I work full time, however do work from home occasionally. If I drive anywhere, I often can not find parking on my return. Also after work, I return at 17.30, no where to park. I would be happy with more permit parking for longer periods.

96. Resident

I would very much support the proposal for the introduction of parking permits.

Although, I would of preferred that the permit times would have been what is already in place on the other side of St Mary Road or at least during hours that would support those who work shifts or out of the city returning much later than 6.

Whist I appreciate you are trying to encourage people to travel by other means this is not always possible as often people start work before bus services start or do not work with the city and require a car to get to and from work.

I also understand that anyone can still park over night from 6pm which appears to defeat the object as parking is at a premium within the city at this time.

However that said, something might be better than nothing so please see my reasons in support the permits below:

- 1) To make it fair for all residents within the city. I don't think by having it in one area really solves the problem it just moves it to surrounding area as it has done here in the Shearer Road area.
- 2) To reduce the number of cars that are parked/left for the weekend due to football. Maybe this will encourage park and ride.
- 3) To reduce the number of cars that park within this boundary to avoid permit payment. This would certainly free up spaces this side of St Marys Road.
- 4) Reduce the number of taxis that chose to park their cars up for a few days or more when they themselves maybe on holiday.

5) Reduce the number of cars/vans being parked by workers that are not residents within this area.

6) Reduce the impact that parking has on HMO and those who rent rooms through air b and b/student housing.

97. Resident

It is great news that permits are finally being introduced in our area.

However the 4pm to 6pm won't resolve all our issues. This window prevents us leaving our homes after 6pm as anyone can still park on the street.

Also with the football, Portsmouth have weekday kick off for 07:45pm which means people still can park their cars and go to the football.

The two hours no return method may have been suitable as cars will be coming and going by not being parked on the street all day. This also stops people bringing work vehicles home to park overnight unless they pay.

The two hour window feels like we need to rush home and park our cars and stay indoors all night as we don't want to let our parking space go.

Also the price for the permits should depend on what kind of zone we have? As the zone isn't in place for 24hrs it's only for two hours.

Slightly off topic my property was burgled Jan 2023 and my vehicle has been scratched twice in that time. We believe the area needs more security such as cameras.

Only two days ago around 2am someone was trying to open my car door which I spotted on our doorbell camera.

Hope this feedback helps and hopefully others feel the same.

98. Resident

In reference to your letter about the parking permits I would like to say it is a good idea but I would like the time to be longer 4pm to 10pm as this gives shift workers time to

get home as well. The other part of the proposal to do with double yellow lines was the new lines outside 116 Hampshire Street and No2 Glencoe, I can't see what the problem is it a cul-de-sac and putting lines down will take 4 spaces away.

The parking overnight on corners causes more problems than anything else and we very rarely see a traffic warden in the area so bringing in permits won't make a difference if the wardens don't come around.

Mainly Opposed to the proposed GC zone (from within zone)

99. Resident, Avondale Road

I am writing to say that I do not support the introduction of the above scheme. I feel this will not change anything. It is not Regeneration of Transport only moving cars from one area to another.

There are too many vans allowed to park within the small roads of the City. After all, they are residential streets not commercial parking areas for all the company vans that are parked, due to said companies closing their depots.

The size of some vans are too large as they can be upto 3150kgs, which is a large van and takes up a lot of space. I know not all vans are this big but there a good few that are really too large, being long and wide. Some even have trailers attached. Emergency vans are another matter and the workers may need these on call outs, but removal vans and scaffolding vans should not be parked in these streets. Van size should be reduced. Companies get away with having to pay to keep their vans in depots, and then it falls back on residents to pay for parking, and still not guaranteed a space near their home.

I am lucky that I have a drive, but now I will have to pay for visitors and any workmen I may need to use, to park. It is a money making exercise under this Regeneration scheme. Seems another form of tax after paying Council tax and Road tax.

I am sure most residents vehicles will be registered properly but there are lots of vans that park on double yellow lines now, which probably will not be registered, they seem to move around a bit within the streets, so I cannot see this changing, as I don't foresee more enforcement officers bring employed to check the area, after all I have rarely seen any in the area to date.

I had a sofa delivered last year and the delivery company told me that they had problems turning into Beecham Road due to vans/cars parking on the corners of the road, both sides on double yellow lines. I also feel this is dangerous if an emergency vehicle needs to get through.

I could carry on but I think that you understand where I am coming from, and I don't think it will change the outcome of this scheme not going ahead.

100. Resident, Burleigh Road

I object again to the proposal as does my neighbour.

The 4pm to 6pm window serves no benefit for parking. I do shift work and finish late often and am a Carer and rarely get home at a normal time. I except and prefer that often i have to park past Baffins near the Eastern Road and walk a mile home!

I accept the walk as if i had to buy vouchers my partner and family would have to pay to visit for socializing and dinner and normal life and consider the fee an intrusion on personal freedoms for a normal way of life for already financially strained households including pressures here.

I do not use mobile phones for apps with dexterity issues caused by RSI and also feel running my life off an app is awful just like having to pre-book to book a run to the tip.

The scheme also does not guarantee a parking space anyway so please note the objection.

101. Resident, Burleigh Road

i don t support this action for two reasons 1st it does not guarantee me a parking space 2nd its going to cost more money we are already on a stretched budget as it is.

102. Resident, Burleigh Road

I am writing to you to send my strongest objection to the Proposed GC Residents Parking Zone in which I live.

My objection to the area becoming permitted is due to firstly, the idea of having to pay road tax and council tax to then pay a further 30 pounds to be able to park somewhere near my home. My Wife and I both have jobs that take us out of the city requiring us to have vehicles, thus, putting us in the bracket of having to pay a further 120 pounds. At a time with many inflations happening across the board and most of us barely getting by due to these increases. It will make it increasingly difficult for those of us that do work and need to travel out of the city. For those of us that do, it feels like we are now being penalized. I agree that parking can be difficult and there are times where I cannot find a space right away, especially if I work a longer day and get home late. There is nowhere to park. But, hasn't this progressively gotten worse due to other areas in the close

vicinity becoming permit parking and those who cannot afford to pay the extra extortionate amount for the second vehicle having to find parking elsewhere and walk a few minutes home.

There are those of us who, the government has said, have kept this country going through rough times. An example, Lorry drivers. We cannot keep lorries on the side of our streets in Portsmouth. With obvious reasons being, roads are too small and lorries are too heavy. So these people need to travel to get to where their lorry is kept. Some on the outskirts of the island but there are also those off the island with little public transport routes leading to these locations. These individuals now have to pay out an extra fee to do a job that essentially keeps the country flowing with no additional income to pay for this.

An extra complication for those like me is the company I work for leases its vehicles and I don't have the same vehicle at all times. With the permit being for a specific vehicle I will need to change the documentations numerous times throughout the year adding additional aggravation to me, the council and my company just to enable me to park in the area close to my home.

If the city itself could provide local jobs to local people and pay enough for those people to be able to afford their homes on that salary and not have to find work out of town then more vehicles in the city wouldn't be an issue.

Why isn't the first permit free at least and then the next 30 pounds? I get that there may be plans to deter people from having vehicles in the city but this cannot happen overnight.

It feels like those who do have a vehicle are being punished.

103. Resident, Burleigh Road

I object to this proposal going ahead. I do not think the residents will benefit from this as they are not guaranteed a parking space and I know from other areas that have these zones.. residents still find it difficult to park near their homes and we will have to pay for permits even though it does not guarantee a parking space. Why should we have to pay for permits to park in our roads???

104. Resident, Burleigh Road

Initially I considered residents parking to be a positive, The proposal consultation starting 15th Jan, does not help residents at all. It is a free for all after 6pm not helping

shift workers/NHS employees, not helping residents at all. This appears to be a way of extracting extra revenue for the council from families trying to live through a recession. People are struggling to pay rent/ mortgages even feed their children, its appalling.

My daughter won't be able to park as she is using a lease car, she pays about £400 a month for the privilege, its for her own personal use, its ridiculous. Large companies who's vehicle's are parked on the roads should have been targeted, i.e. Mountjoy, working for Portsmouth City Council, and SSE vans etc.

The council is just pushing the parking problem into other surrounding areas.

In addition, relatives and friends will now have to pay to visit, how about older people who need the support this proposal will just isolate them further, its already a horrible city to drive in to.

If I could afford to move I would, I am to old to get another mortgage and to work for to much longer, I love my house/home, my neighbours are lovely but living in Portsmouth is becoming a nightmare, even the city centre has been run into the ground, while Southampton is thriving!

105. Resident, Cranleigh Avenue

In response to the proposed residents parking zone, GC Shearer Road area (PO10/24)

The parking problems in this non controlled zone are caused by the residents of the controlled zone (the other side of ST |Marys Road) who park their extra vehicles in the non controlled zone to avoid paying the extra charge.

Also the staff of Harry Sotnick care home all park their cars in Cranleigh Avenue/Rd during the day so having a 2 hrs controlled time zone is not going to do anything to ease parking problems for residents during the daytime.

Another problem is the commercial vehicles that the drivers bring home to achieve free transport and then park them in a non controlled zone in order to avoid paying the charge for a second vehicle and due to the size of the vehicles they displace two car spaces and are often partially parked on the footpaths thus causing damage.

If we are expected to pay, the 4-6pm is too small a window as not everyone comes home from work at that time and therefore a 24 hrs permit zone is what is needed and would be more acceptable. I don't understand why we would only get the 2 hrs when Guildford Road side of St Marys Road have a 24hrs no parking zone.

I really don't see how this is going to benefit the residents and i do not find it acceptable that I would have to pay when I don't think it will stop people who are not residents parking here.

106. Resident, Cranleigh Avenue

I object to the proposed parking zone.

Firstly, with only 19% of responses received I think it's ridiculous that you're trying to go ahead with this.

Secondly, the only time I have problems parking within a 30 second walk of my house is at night (10pm). I park at this time once a week and 3 out of 4 times I can park within 30 seconds of my house, and always within 1 minute walk.

The vast majority of journeys I can park 4 or less houses away.

The survey reported that 35% of people said evening was when they had parking problems, and the same amount said overnight. Your letter says that you've proposed 2 hours permit only between 4-6pm. This theoretically helps the evenings (although after 10 years of living here I have never had a problem parking between 4-6), but it won't help overnight.

There has been the odd car that has been parked long term that I don't think is belonging to anyone local. But its not a big problem. There are also only a few work vans in the area too, and again most of those are peoples main mode of transport and live within the proposed zone.

The main issue around by us is Harry sotnick care home, which is run by the council, and whose staff have been told not to park in their large car park so park on the surrounding roads! A lot of the evening and overnight staff start work after 6pm so the new proposal won't stop them parking on the roads.

Other than that most of the people that park in the road are people that live here, so I find it hard to believe that permits will make any difference.

The proposal also means that there will be more double yellows in the area, meaning we will actually be losing at least 6 spaces from our road and the next road. I would have

thought that the few people that will no longer be able to park here long term will not outweigh the amount of spaces that we will lose by new double yellows going in.

On that note I can't work out the benefit of the 4 meters worth of double yellows outside the care home. Ambulances are able to turn in and out of the care home even when someone is parked as close as they can to the drop curb near the entrance.

We only have one car in the family, so it's not the cost that is a worry to me, although I would rather spend my £30 on something else. It is the extra admin involved in when we have visitors and work men, to sort them out with a parking ticket.

I personally can see no gain to this proposal. Only more issues.

I would also ask that you permit staff at the care home to be able to park in the car park overnight. There are no visitors at that time so I don't see why they can't.

I've just looked at the maps where the proposed bays and double yellows are going. It looks like the bays are not going to go over the 'garages' next to 1 and 2 Cranleigh Avenue. This is absolutely crazy. They are too small for any vehicle to get in to. They are also fused shut where they are never opened. The owners of these garages are happy for people to park there because they are not used as garages as they can't be. This means 2 more spaces lost down the road.

I now strongly believe that this proposal is actually going to make it harder for people on the road to park down it, and we'll have to pay for the privilege.

107. Resident, Cranleigh Avenue

I wish to object to this proposal as it has not been thought through properly and there has not been a proper understanding of the needs of the residents. For example

1. I should not pay for an annual parking fee as I bought this house because of the free parking. This is an additional cost I am not prepared to pay. It should be free for residents
2. Fines and tickets - this should fund the money residents payments and reduce the yearly fee we have to pay

3. Football days - these are usually during the hours not on the schedule and like Wembley, you should consider this method for these days. event day restrictions should be used

3. Visitors and people staying over - my mother often comes to visit me with different relatives and different cars. This has not been taken into account as they usually come during the proposed parking restrictions. I am not prepared to pay for this as I am on a low income and they use different cars. I cannot afford to pay for them on different systems. It should be that I am allowed a visitor as and when I wish and not restricted to the times set by the council.

So I propose

a. that it should be free for the residents living on the street

b. No fee for 1 car

c. event days should have restrictions for those who do not live on the street

d. visitors can be added on a site when they visit rather than registering another vehicle which is not registered at the street address but anywhere in the UK

I will strongly object to these proposals and a rethink should be done with proper consultation with residents

108. Resident, Cranleigh Avenue

Hi, I live in Cranleigh Avenue and like many other residents have had to put up with vans and staff from the Harry Sotnick residential home parking in the road. I work shifts which vary through the week and I don't believe that the restrictions between 16.00hrs and 18.00hrs will make any difference to the traffic on my road and the others around me. And will not benefit me in the slightest, and will cost me £30 a year and make no difference to my road at all. Plus it would cost a further £180 for my partner to come to my house over a year.

If we are to have residential permits, it should be a much longer time slot than two hours for the residents to get a space and gain any benefit from this scheme. This would still not prevent company vans from parking in my road after 18.00hrs and leaving their vehicle over night. To make a permit worth while, the hours that other vehicles cannot park in my road need to be extended considerably.

109. Resident, Daulston Road

I generally object to the parking scheme as yet another 'cost' levied against residents, with no guaranteed benefits.

I am also aware the PCC does what it wants, so have no doubt that this scheme will go ahead.

With that in mind, I would like to suggest the proposed scheme extends fully along New Road to Copnor Rd and fully along St Marys Road to the bridge, which would free up the many spaces currently occupied by numerous STORED vehicle which (in some cases have been parked for more than 2 years in the same space), including Commercial vehicles (scrap vans, vehicle recovery vans, removals vans, scaffold lorries etc), trailered vehicles and trailers, large vans, horse boxes and caravans/campervans thus creating spaces for actual residents of the area.

It is also critical that you do not issue more permits than spaces available, else this renders the whole scheme nothing more than a money making exercise.

110. Resident, Daulston Road

I am writing in regards to the newly proposed Resident zone for Shearer Road area.

As a resident here on Daulston Road, I have mixed feeling about this proposal, since it only restricts parking between the hours 4-6pm. This wouldn't benefit the residents who arrive home after 6pm since cars would be allowed to park there and lots of vans would park there after 6pm. Usually between 4-6 there are loads of spaces available anyway, the main issues are when you arrive home at a later hour and there are an insane amount of vans parked on every corner and even on double yellow lines.

It seems excessive to pay for a parking permit just for your days off. Also if you need to go shopping in the evening when you come back there will be no spaces available.

I would like for the zone to become a resident parking zone, but the Council has to either re-think the times it goes in effect (5-7pm or even longer than two hours) or make it 24/7 so we as residents can benefit from it.

If not I don't really see the point doing a zone where parking is restricted between 4-6pm, especially that the parking permits will cost as much as areas which have this in effect 24/7.

111. Resident, Daulston Road

I strongly disagree this will make parking better. The cars that are here are residential. therefore of no benefit to permits. Too many people have more than one car,

therefore all that will happen is household will apply for 2 permits, which is money making. I know of one household with three cars and im sure they are not alone. Therefore this will not solve the parking issue UNLESS u only give out x1 permit only to each household. This I would then not object. but this will never happen, as already stated to applying costs for 1,2,3 cars.

The only problem is football home games, every two weeks, Saturday afternoons. Non residential drivers then park in our area, otherwise again its residential drivers any other time.

I also strongly object to paying for a permit, as a road tax payer and council tax payer.

I also object as I have a garage. I foresee more cars parking across my garage to not park in parking bays. I have ongoing issues already and feel this will worsen.

I also object as a single person, I have visitors at different times of days. And object to paying for them to visit as they too pay road and council tax, if they come for dinner.

If permits do go ahead, who and how to you intend to police this. I have difficulty with parking attendants coming to ticket a car across my drive!!!!

I'm interested in this response.

112. Resident, Daulston Road

I am e-mailing to inform you of my views surrounding the proposed permit zone from St. Mary's Road to New Road. I am a resident in my area and believe that the current form of the proposal would be inadequate.

The idea is that the permit is enforced between 4-6pm, as residents supposedly have issues finding parking at that time. Contrarily, from my own and neighbours experiences, there is ample parking even after 6pm. The issue is finding parking later in the evening, around 8pm or after. Having a permit only from 4-6 simply allows for people to leave drop off their vehicles after that time period and then removing them the next day. It would not address the difficulties in finding parking in the late evening/night.

I believe that a 4-6pm permit zone would not be beneficial at all and simply result in residents paying to parking without any improvements in the situation. In my opinion, the permit would only be effective if it were to be enforced 24/7 (allowing for up to 2/3 hours stays for non-residents). If this is not possible, then I would suggest that leaving the parking situation how it is without any alterations would be the best course of action.

113. Resident, Daulston Road

I just want to object to having parking permits on our street. Daulston Road

114. Resident, Ernest Road

I am in receipt of your letter outlining the above.

I do not think parking restrictions or more double yellow lines are necessary in this area. I live in Ernest road and I never have a problem parking my car.

Extending yellow lines will make parking more difficult as it will reduce the space in which cars can be parked.

Please explain if we have to give workmen a parking scratch card if they are going to be working after 4pm, for example if I was to have a big job done on my house that involves a longer working day .

The first permit should be free for residents the second permit £30 and many houses have more than two cars for example if you have sons and daughters living with you and everyone has a car, and work outside of Portsmouth so can't use public transport, where are they supposed to park? Likewise multiple occupancy flats and houses ,how can possibly only up to two permits be issued what about everyone else in the house ,where do you suggest they park?

This scheme is just for the council to make and take more money from already struggling families, it will not really help in areas where it's difficult to park This area not being one of them.

Please publish the percentage of people who want this scheme, anything less than 85% then the scheme should be abandoned

115. Resident, Ernest Road

We regret to inform you that we reject the idea of the parking zone in and around Ernest Road, as it seems unfair for us to pay an annual fee for only 2 hours of parking per day.

116. Resident, Ernest Road

I live in Ernest Road and work shifts for the NHS. Most often 0530-1330, or 1200-0000.

I DO NOT WANT THE PROPOSED PARKING RESTRICTIONS TO GO AHEAD.

The proposed restricted hours will not help me at all.

I generally don't have issues until after 1800, usually from 2000 onwards I have to hunt around the local roads for a space, seeing many spaces that are not big enough due to previous poor parking but often many of these 'half spaces' amount to many wasted parking spaces, that on my later shifts would likely still be filled by the time I get home. All your proposed restrictions would do for me is force me to move my car on my days off to avoid charges, or force me to spend money to still not be able to park when I get home.

I think marking bays might help those that seem to be specially challenged, and removing the empty 'flower beds' and tree spaces would provide more room for cars and prevents some of the wasted half spaces. Also, any restrictions on vans, lorries and other non B class vehicles would help parking on this residential road.

I don't know what the answer to city parking is, but it's not this. I don't really see how this idea helps any one, except the revenue from parking charges and fines going to the council...

117. Resident, Ernest Road

I have read the proposal and feel that restricting parking between 4-6pm in our area will not make a difference or improve the current parking issues we have as most people in the area tend to return from work or their daily activities after 6pm.

So the current proposal I do not support, however if the parking restriction time could be extended from 4-7pm, I will be in support of the proposal as I feel this will be more effective & improve the current parking situation.

I do feel however if this is introduced it will need to be reviewed & the residents who live in this area consulted, to see if this does improve parking for those who live here & if not the parking restriction scrapped.

I hope you take on board my above views.

118. Resident, Ernest Road

I am writing to you regarding the proposed residents parking zone:GC Shearer Road area.

After much thought, I object to the proposal of permit parking for several reasons.....

1. The parking in the area is a problem, I agree, but we are a very condensed island and I feel parking is a problem pretty much the whole of Portsmouth. We have known this for many years and if residents choose to live in Portsmouth, then we accept that parking is an issue with the amount of housing in Portsmouth.

2. The area can be more of a problem when Portsmouth FC play at home at Fratton Park. However, this does not happen every week so I feel this is not really a problem. As a resident in Portsmouth, I make sure I know the football club fixtures and can plan my day/parking around the times that traffic and parking would be more difficult. I don't see why others can't do the same.

3. I feel there needs to be a review on areas in Portsmouth that are not used appropriately and could be potential parking areas to help with more space. For example, in the area proposed, there are 3 car parks(2 in George street, E court and W court, and 1 in Inverness Road) that are for the residents of those houses. These car parks are rarely used as most residents of those houses are elderly. They are usually empty day and night, and residents in the area used these car parks when no spaces on the road are available which can result in parking tickets. This can be very frustrating as there are many spaces not being used.

4. There seems to be a lot of commercial vehicles parked overnight in residential roads. These are mainly big vans and trucks which take up more than 1 average car space. As I walk from one end to the other of my road yesterday, I counted 15 commercial vehicles in my road alone! This is usually average number, sometimes more some evenings. Maybe if these vehicles were allowed to park in car parks, like I ones I've mentioned in point 3, then there would be more space for residential cars.

5. I've spoken to several of my neighbours in my road regarding this proposal. I have not met, as of yet, anyone that agrees to the permit parking.

A few have mentioned that the charges proposed is too much as they feel that it is a money making plan which I'm tending to agree with. I feel the amount for 2 cars is a lot for a year in such hard Financial Times as it is now. Most homes have 2 cars per household.

6. The time 4-6pm proposed is not an acceptable time for permits for the amount charged. I would disagree with the proposal that most permit holders will be arriving home at this time. The time frame should be into the evening as people tend to go shopping, after school clubs, hobbies and social events after work and into the evening. So even if a resident has a space in 4-6pm, they can't leave their space after that to do any social outing for shopping as they would not be able to park near their house after 6pm.

I do have other issues and concerns for permit parking, but I'm aware how long my email would be. Feel free to contact me for any further assistance in my objection for the proposal permit parking.

119. Resident, Ernest Road

I object to the parking permit scheme as my wife is disabled and this will put additional stress on money on us.

I feel all the time that the council will give planning permission to all of these new properties - especially the ones in new road where Marriott's furniture store used to be. There will no parking.

I strongly object.

120. Resident, Ernest Road

I am totally against the gc parking scheme being proposed to the Ernest rd and Shearer rd proposed scheme. I have lived at XX Ernest Rd for 31 years and there is 3 cars in my household and we always find a parking space. You stated between 4 and 6 ther...

121. Resident, Ernest Road

The 2-hour non-resident exclusion zone is just a ludicrous plan to tax vehicle owners in the area. It solves nothing and just involves more roadside signage, surveillance (thus more consequent expense to council and residents), and annoyance that will be ignored by out-of-area vehicle owners who are unaware and is unlikely to be enforceable, except for occasional fines that will often be challenged and if found to be unfair, will also add to any expense to Portsmouth Council, or just ignored and unpaid at further expense to us all.

Limiting to 2 hours between 16:00 and 18:00 will do nothing to improve the parking problem in the area. If residents need to be out in the evening for any reason, including emergencies, we find the non-availability of parking spaces late at night an unavoidable burden and hindrance and may create issues relating to personal safety and well-being.

Firstly, all commercial and recreational vehicles with larger roadside footprints or vehicles with trailers (hereafter "Vans") longer than standard domestic vehicles belonging to households in the area parked during the day and overnight, need to be identified and either removed or attract a regular payment to discourage lazy owners, company employees or householders from parking large work or recreational vehicles, or vehicles inactive for long periods near our homes in the area. Whether these vehicles have company liveries or are unmarked and where they are registered can be discovered by

council parking wardens. The identification and removal of derelict or abandoned vehicles (regardless of their DVLC status!), by their appearance of unroadworthiness, should be flagged by your parking wardens and investigated. Many have stood for months on St Mary's Road outside Kingston Cemetery, on Hampshire Street between Shearer Road and Ernest Road, and on New Road, without any movement or council action over the last few years.

All households and HMOs with "Vans" or households with multiple vehicles at one address need to register all vehicles if more than one is at the address. Such a census could lead to charges for "Vans" or subsequent vehicles. Their "eco-friendliness" may form a sliding scale for any charges levied.

If the council requires £30 each year per Fratton household to alleviate the parking problems on our roads, then it needs to be levied as a general increase in council tax throughout the Portsmouth area, not just a creeping, expanding tax spreading outwards, in a somewhat arbitrary manner away from the city centre.

122. Resident, Ernest Road

Regarding the proposed parking times, we are a household of shift workers, so find that parking is also an issue beyond 6pm and would like to propose there be a time restriction past 6pm.

We would then have more chance of a parking space within the area.

Therefore, we object to the proposed parking zone.

123. Resident, Fifth Street

I am writing to strongly disagree with the proposal of parking permits for Fifth street!

Parking is not an issue in this road, we have ample space available especially if a household has 2 cars(which ours does).

I find it absolutely ridiculous that you would even consider this given the current financial struggles that we everyone if facing.

Having to find an extra £150 a year might not seem much to you, but for me and my family that is a whole months' worth of food shopping!!!!!!

If you are happy to let me and my family go without essentials in order to pay for this stupid parking permit then on your head let it be!!!

I hope you reconsider your decision!

124. Resident, Fifth Street

I object to this proposal because,

1. The parking problems not due to cars or even Fratton Park fans. The problem is commercial vehicles parking up from Friday evenings until Monday mornings (longer if the drivers go on holiday.) So a specified parking area somewhere for them would be more beneficial to everyone. Daily they would park up later anyway.
2. The first permit for the household would pose a problem if it is assigned only to a car registration number because it would have to be changed if there is a change of vehicle. Also, quite a few residents are elderly and rely on family and friends for transport and companionship so that first permit would be better used as the resident preferred so that family and friends can stay over, actual time factor is part of that because if family and friends had to leave at 4pm, they are then alone, also, some residents have carers calling who need to park to support them with personal needs, creating more problems than it would solve.
3. If football fans (they would have to leave at half time) and commercial vehicles cannot park they would then clog up the access road to garages behind houses.
4. Would locking posts be provided for the paid for parking bays? If not, Street parking residents would read the signs as permission to park in these bays, many people already assume the bays are for residents of the flats.

125. Resident, Fifth Street

Please regard this email as my expression of opinion in regards to the GC Permit Holder proposition intended for Fifth Street.

Our household would like to oppose this parking zone for our street. We currently 90% of the time do not have a parking problem in our street. We have 3 small children and we can always park relatively close to our property without concern.

What has not considered by the council is the problem residents face on match days. On Saturday home games, parking in our street can be near on impossible from 1pm onwards until 6pm. This has a huge impact on the plans you make for the day as if you come back at say 3pm, you will very rarely find a space in the street.

I would like to see a road signage situation to cover on match days. I believe that the roads surrounding Fratton park ie. Apsely and Frogmore have a restriction in place for match days meaning residents can park in their own road.

126. Resident, Fifth Street

I have off road parking but still have family and friends parking on a casual basis so my answer is no restrictions

127. Resident, Fifth Street

I would like to take this opportunity to express my objection to the proposed parking permit zone in the po1 area, specifically Fifth street.

The first and most obvious reason is that there is no parking problem in fifth street, one side of the road either has its own off road/allocated parking or is a care home with their own car park. Only when football is on is there a parking problem and as i see it the parking zones/permits will not prevent this.

The second reason is that I don't believe that any one in their right mind has voted for this, we are, essentially, paying a 'tax' for the status quo, the permit does not guarantee a parking space it just ensures that we will be paying more money to the council without actually solving the problem. A step toward solving the problem would surely be to stop building more houses and build more parking instead! I'm sure with strategic compulsory purchase orders and a bit of redesigning the problem could be solved without draining the public of more money!

Third is a financial reason personal to me and my family but i should think our situation is not unique. There are five working people in my house, one works in the care home over the road so does not require a vehicle, one works in Chichester, one in Southampton and one works locally but requires a vehicle to transport a large cache of tools. I work in the dockyard so don't use a car to get to work but i own my own house, am nearly 50 and think i should be able to own my own camper van without having to pay for the privilege to park it. With four vehicles required I'm looking at an extra £750 per year approximately on my household bills. Public transport is simply not an option, it's too expensive, unreliable and takes too long for the Chichester/Southampton workers and is just not feasible for the one who requires tools. My youngsters would love to move out and buy their own properties but due to the governments continued failure of certain policies house prices have been constantly rising and they simply cannot afford them (again I'm sure this is not a unique situation), to now add another 'tax' to their outgoings is just going to make that move even harder.

In conclusion i can't help but think that this is just a 'money grab' by the council, i can't see it solving the parking problem, people will just park elsewhere until all of Portsmouth is a parking zone and then it will just go back to normal and I strongly object to having any payment imposed on me let alone one for no foreseeable benefit!

If you are able to reply to this message could you please inform me as to what steps I can take to get this decision revoked?

128. Resident, Fifth Street

I would like to object to the recent proposal to introduce parking permits in our area. I do not believe that our road has a parking issue and over the last 3 years I have lived at our address have never had a problem parking regardless of the time of day. I arrive home from work midway through the proposed parking time slot and very rarely park anywhere other than outside my property and at the most a few doors down.

With costs for everything increasing every month, i do not agree that we should have to find an extra £150 to be able to park in the exact same way that we do at the moment.

129. Resident, Fifth Street

Myself and my parents live down this road in separate houses so I am sending this on behalf of them as they don't have email access.

My father has lived in this street since birth for 73 years and has never ever had a problem parking vehicles and he has been known to have multiple vehicles in previous years. My mother also has never had a problem either and was always able to park when going to and from work at different hours.

I am able to park my car nearly always outside my house or very close a few doors up. I have to get up and leave some mornings at 4:30am and arrive back around 7:30am with no problems. I also may return around 3:30pm without any problems and also sometimes at 7:30pm, also having no problems parking. I have lived in this road since birth 35 years ago, and then moved into my own house down the same road. I have never seen a problem with parking for any of the residents. They all generally are able to park directly outside their house or very near.

I hope this helps!

130. Resident, George Street

As a resident with allocated private off street parking I would like to know if a permit will be required for vehicles not parked on the road side ?

Will a permit be subject to inspection on vehicles in private drive ways ?

I am also interested in understanding the financial justification for the cost of a £30 annual permit.

As a Council tax paying resident I am in opposition to the scheme as it will increase my cost of residency.

131. Resident, George Street

I don't support the proposed parking zone because it's plenty of parking space here.
Thank you

132. Resident, George Street

I don't agree with the parking zone and adding permits around this area.

133. Resident, George Street

I hope this email finds you well. I am writing to you as a concerned resident of George Street, and I wish to express my deep reservations regarding the proposed introduction of parking permits in our community.

I ask you to not go ahead with the parking permits.

As a home owner with all the rising bills I do not have the money to fund these permits.

George Street has traditionally provided ample parking spaces for its residents without the need for permits. Implementing a permit system now raises questions about the necessity of such a change.

I kindly request that you reconsider the decision to issue parking permits on George Street. I believe that the voices of the residents should be heard and taken into consideration when making decisions that directly impact our community. I hope you understand the gravity of the situation and consider alternative approaches that prioritize the well-being of George Street residents.

134. Resident, George Street

I would like to share my view for you to not introduce parking permits within the Shearer Road area.

There is no need for these permits as there is ample parking and permits do not create more spaces.

Please do listen to our views and do not introduce these permits. The introduction of the double yellow lines (south road) should not happen! There is no need for this, there is plenty of space and people do not normally have any issues here.

The introduction of permits should not be introduced within this area.

This will negatively impact businesses and working class people.

I personally will be put into debt if the permits come into force. Furthermore, with the continuing cost year after year I will face having to sell my car and not be able to get into work.

Please ensure these do not go ahead.

I have spoken to my neighbours and within George street numbers XX to YY are against this happening.

I live in George street and disagree with the parking permits being introduced. I cannot afford them neither is there a need for them.

There is ample parking in George street.

Please do not introduce them.

135. Resident, George Street

I object to the parking permit scheme as I feel it is another money making scheme for the council and invisible tax. We pay enough in cost of living crisis and to add an additional expense would force us to sell our cars.

We are hard working people and the permit proposed would not discourage people from parking here. Most people don't finish work and get home until after 6.

136. Resident, George Street

I'd like to object to the residents parking requested for George Street, New Road and the surrounding areas for the following reasons.

According to numblefins.co.uk, the average number of cars per house hold in England (excluding London) is 1.3 cars. The average car length, is 3.7 metres.

Parking is horrendous in Portsmouth and I completely understand the challenges the council have in resolving this, however, by implementing the parking restrictions to George Street and surrounding areas, you will be making the parking problem worse

rather than better. George street in particular has minimal number of residents in comparison with other roads and for that reason there is a good amount of space which is fairly shared by the residents who live in streets which lead from both sides of New Road. George Street parking allows people access to the Mermaid Public House, The Cemetery (when this is closed due to football matches) as well as other shops, the Florist, the Chip shop, the Coop, the Spa which will all be impacted by the restriction in parking at peak times.

To improve the parking, it would be recommended that people are allowed to park in the bus stops but with the restrictions that they are to move before 0700 and to park after 2000 or cars will be towed away, would increase the parking availability through New Road by approx. 15 parking spaces (safely). In addition, you could release the restrictions outside the school gates in George Street to only be effective during Term Times – there is a full 6 weeks where people are not allowed to park here but where the school is closed.

With the proposal for residents parking, as a resident in Carnarvon Road, this completely restricts our parking availability when, from the analysis below, our side of New Road is already the most impacted on parking availability.

I've conducted the following analysis, whilst I accept this is purely based on averages and this can be challenged in many ways, it does provide a very clear view on where the challenges for parking actually lie and by reducing access to George street for residents leaving opposite side of New road, you will in fact be giving space to an area which has more parking access/availability in the first place.

248 approx spaces are available between 5 roads in the list for the request for residential parking in comparison with 8 available between 3 roads on the opposite side.

Road	Number of houses approx	Road length (metres) x 2 parking on both sides where	Minus 10% garages, yellow lines, roads cutting	Car spaces required based on average	how much space needed based on 3.7 metre car average (metres)	Metres remaining	Car spaces this equates to (car numbers)
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		applicabl e	throu gh (metr es)	house hold			
George Street	80	1204	1084	104	384	700	189
Avondale Road	16	170m * Garages on one side so 85m is taken into consideration and only 50% properties	77	10.4	38	39	10
Shearer Road	212	1204	1084	275	1018	66	17
Shakespeare & Ernest combined	200	1204	1084	260	962	122	32
							248
Opposite side of New Road							
Carnarvon Road	100	560	504	130	481	23	6
Lynn Road	80	456	411	104	385	26	7

Langley Road	86	440	396	112	414	-18	-5
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137. Resident, George Street

I'd like to object to the residents parking application requested for George Street, Avondale Road, Burleigh Road, New Road, Shearer Road, and surrounding area for the following reasons:

1. Implementing residents parking from 1600-1800 each day disproportionately affects shift workers and those commuting from out of town. Residents parking will limit accessibility for a diverse group of individuals, potentially excluding those with unconventional schedules or longer commutes. This will create a situation where parking policies favour one group over others, leading to inequities and frustration within our community
2. Residents parking will impact our local shops by discouraging customers from visiting as parking becomes more restricted. If the residents-only parking limits available spaces for shoppers, it might lead to reduced foot traffic and lower sales for businesses in the area. Additionally, customers who are not residents might find it inconvenient to comply with parking restrictions, choosing to shop in areas with more accessible parking instead. The Chip Shop, Indian take away and Cycle shop are all small businesses where they rely on the trade - a reduction in trade due to parking restrictions could see them close which is directly working against government initiatives for small businesses.
3. No analysis has been conducted since 2012 on whether residents want residents parking, in 2012 more than 50% said no, if a re- run of this survey was conducted it is likely to indicate an increased volume of 'no' and more of a negative impact to the community.
4. George Street has 80 properties and over 1000metres of road, residents living in the community who don't have residents parking will now be significantly impacted and unable to park in this area where there is currently ample parking for all residents in the area.

5. Reduced Accessibility for Visitors: Residents-only parking may limit available spaces for visitors, impacting the convenience of family and friends who want to visit residents.

6. Increased Traffic Congestion: In this areas if residents parking is enforced, non-residents may circle the remaining roads searching for parking, contributing to increased traffic congestion and pollution!

7. With the cemetery parking restricted for visitors on match day, you are now reducing access for people visiting their loved ones. These people will be forced to park in roads such as Carnarvon Road, Langley, Byron where the residents are already struggling for parking.

8. People in George street / surrounding areas who do not wish to buy permits will now be forced to park in roads such as Carnarvon, Langley etc, where the ratio of road space to property and car availability is significantly more restricted than for the residents who have requested residents parking.

I believe it is important to strike a balance between addressing residents' parking needs and considering the broader impact on the community to create a fair and inclusive parking environment.

138. Resident, George Street

I would like to lodge my objection to the proposed parking zone Shearer road GC.

I do not agree with this proposal at all.

I'm quite content with the current parking restriction as they are.

139. Resident, George Street

I would like to start by saying that I am against the residents parking zone in the shearer road area.

In my house hold we have 3 vehicles and what is being proposed is that one household can obtain up to 2 permits, with a potential allowance for a third. What happens if a third gets rejected? Am I not allowed more than 2 vehicles at my property?

Regarding the visitors parking permits, how is it justifiable to ask friends and family that come to visit that they now need to pay to park their vehicles. How is that fair? Whether they are staying for 10 minutes or 2 hours, why do they have to pay to park their car outside my house when they come to visit. Surely enforcing this will make friend and

family visits less frequent thus making us feel secluded because our family have to pay to visit us. Consequently this will have an impact on our overall well-being.

Now to the financial side of it...

Your proposal states that the first permit is £30 a year, the second permit is £120 a year and for a third permit it would be £300 a year. So from what I have stated above with having 3 vehicles at my household. I would need 3 permits at a costing of £450 a year, I would have to pay £450 a year to park at my own house? How does this make any sense ? With the current inflation of household bills, grocery shopping, vehicle tax and insurance and everything else going up in this current climate, how is it justifiable that now an additional bill of vehicle parking permits on top of everything else is to be introduced? Once again, the working-class citizen is getting penalised. Many people are struggling to pay the bills they currently have, introducing this parking zone charge on top of that will only add more stress to what they already have thus making their mental health deplete and struggle to cope. I believe this to be ridiculous that residents would have to pay to park their own vehicles at their own house.

In this email I have also attached some photos of my road and the availability of parking in the evening time. I have never found it an issue to park and on a regular occurrence it is never full up.

I kindly request that you reconsider the decision to implement parking permits on George street. I believe that us as residents should have our voices heard and taken into consideration. I hope you understand the magnitude of damage this could create to us residents of George street.

Thank you for taking the time to read this and I hope you consider our views on the matter. I await will await your response.

I look forward to hearing your views on this.

140. Resident, George Street

I would like to strongly object to residents parking in George Street and surrounding areas.

Firstly, residents parking does not solve the parking problem in any area. It just moves it to another area. This then causes terrible problems for that area.

George Street has very few houses but it is essential to be able to park there, especially on football days as the cemetery is closed to cars and I like to visit my parents grave. My husband has a disabled badge so can't walk far.

Parking to visit our daughter in Carnarvon Road is difficult near her home, but I can drop my husband off and then park in George Street. Any restrictions will mean this will be impossible when we go to her house for tea.

You allow houses to knock down front walls and install drop kerbs so no cars can ever park outside these houses too. Kirby Road is a typical example. Houses have driveways and garages but you still allow front walls to be removed and drop kerbs installed. You really don't seem to grasp the concept that this and residents parking makes parking worse. I know, for a fact, that someone with 2 cars in a residents parking area, parks one car in a non residents parking road and swops them. This again shows that the problem is just moved.

We all know that the parking permits are granted just so that the council can charge and get more money. It has to be the only reason as it does not solve the problem.

Open up school playgrounds, allow people to park on school zigzag lines at night, weekends and school holidays, stop letting houses become HMO if they don't have driveways for cars, let people park in bus stops at night.....there are lots of other options without making life more difficult residents in nearby roads. The very same people that voted for you and trusted you to put them first.

Please refuse this residents parking application. Don't make like more difficult for neighbouring roads. Please think of other options and help everyone. Be the council that made a positive difference to all the people in Portsmouth.

141. Resident, Glencoe Road

I object to the proposed resident parking zone, as there are always spaces where to park at any time of the day/night. I have lived in a parking permit zone before in Portsmouth and it did not make any difference on how and who parks in the permit zone.

People/cars that park in Glencoe/Shearer area are residents that live in this area, not some strangers. The parking zone survey for Shearer road area was done almost 23 months ago and results definitely have changed in this period of time. Also the entire survey is based on 19% of household responses in this area, meaning 81% did not respond to the survey carried out in 2022. And the results cannot be generalised to the whole area- 28 roads/streets. The survey results are not up to date and a new survey should be done before anything else is done.

Residents already pay rent and bills including Portsmouth City council tax, if a permit zone(GC) will be put in place it will be like living in a paid car park. Basically just paying money to Portsmouth Council. We/residents already have to live in a cost of living crisis and we/I cannot afford to pay for parking permits.

Portsmouth City Council should focus more on developing new car parks, developing more spaces for people to park where. Not making people pay to park on the roads/streets where they live.

I am strongly against/object to the proposed resident parking zone, out of 1910 only 373 households responded to the survey done in 2022. Because of this only and the fact that there are always spaces where to park in the Sheared area I am strongly against the proposed resident parking zone for this area. And don't think we should suffer and have the GC zone imposed on us.

142. Resident, Glencoe Road

I've just received a letter concerning parking permits in the shearer road area. We have had people come around asking about permits in Glencoe road over the last 20 years and each time have been told they do not want them. Parking in this road has never been particularly bad and bar the odd parking on corners(which isn't unusual wherever you go) it's been pretty good. By introducing permits over the area only forces people from neighbouring roads to clog other roads. I object to the introduction of these permits and I believe most of resistance in our road feel the same.

143. Resident, Glencoe Road

I am emailing with my views with regard to the above scheme.

With regard to a residents parking zone in general, I am in favour of a scheme to make parking easier for residents. However I do not believe the proposal for a restriction from 4pm to 6pm will make a significant difference. My reasons for this are that I have never had any issues parking between 4pm and 6pm- there are always plenty of spaces available at this time. The time when it is difficult, often impossible, to park is later in the evening after 9pm. The assumption that restrictions are needed between 4pm and 6 pm because most people are returning from work is misguided in that it does nothing to assist people who do not work 9-5, an increasing group given the gig economy. It is also fails to assist people who return later or who need to go out again in the evening. Finally it puts restrictions in place at a time when they are simply not needed.

I would welcome a scheme to address the parking issues later in the evening, when there is a major issue parking and when parking some distance from home at night

means a walk home alone, which as a lone female I would prefer to minimise for safety reasons.

With regard to the proposals for double yellow lines in Glencoe Road and Durban Road, I object to these proposals on the basis that it would further reduce parking spaces in an already congested area where there is already sufficient room for vehicle access.

I would be grateful if you could take this into account.

144. Resident, Glencoe Road

I am writing with reference to the proposed residents' parking zone. I wish to object to the current proposals for the following reasons:

1) I am at work between the hours of 4 and 6pm Monday to Friday so it seems a very steep charge (£30) to pay for the privilege of parking outside my own home for possibly 4 hours at the weekend.

2) Despite there being a problem in the local area of dumped vehicles which have been vandalised, set fire to etc, this has rarely been a problem in Glencoe Road so the proposed hours do not facilitate a solution to our current parking problem, Most vehicles arrive back just before or after 6pm - those arriving before 6pm will just hang about to park without limitations after the 6pm parking limitation time.

3) Your letter states that evenings were reported as when parking problems typically occur but these times suggested do not correlate with that.

4) We still have an electric car charging space which is redundant and a disabled box taking up two valuable space in the road - the disabled resident left last year and still this box cannot be used by people living in the house or other residents. This is outside number 29.

Please reconsider the 2 hour permit only restriction time.

145. Resident, Glencoe Road

I would like to say I don't think we need parking permits in Glencoe Road. I barely struggle to park here & think it's unnecessary to pay out for parking in my own road.

146. Resident, Hampshire Street

I am opposed to the scheme. Motorists and households are already squeezed by the financial crisis and heavy insurance increases and pay a RFL to use the roads.

147. Resident, Inverness Road

I would like to lodge my objection to the proposed parking zone (PO10/24) GC Shearer Rd.

I do not agree with this proposal at all.

I am happy with the current parking restriction as they are.

This proposal would definitely make situations worse.

148. Resident, Inverness Road

Thank you! At last! We have desperately needed Permit Only Parking for a very long time, but, TWO HOURS?? I'm sorry, that is almost laughable! It will not make the slightest bit of difference. The blatant disregard of the law and parking by most around here will prove that, we already have a permit only car park and people from other roads have discovered it and are using it, so a 'two hour' restriction will mean absolutely zilch! We have a local car dealer who uses these side roads to park his stock in and he sells from these streets, he isn't going to care, Sunrise Linen park their huge vans down these streets, they won't care, all these vehicles at times get left for WEEKS AT A TIME, that's without the six-times-a-night take away drivers that are pulling up and parking every 10-15 minutes from 5pm until gone 11pm, and let's not forget the Taxi drivers who love to park up at all hours day and night and keep their engines running!! So please I implore you, think again, and extend the restrictions, we need far longer than TWO HOURS.

149. Resident, Langford Road

We are emailing to explain our objections to the proposed permitting of our road and surrounding areas.

As a household with more than one vehicle we feel the price for the permits are extortionate for only 2 hours a day.....I believe these are the same prices for areas that have permit parking 24 hours a day, how can this be fair? No doubt these prices will also continue to rise yearly, they are just not feasible or justified in the current financial climate where households are already struggling to manage.

The parking situation in our area isn't helped by Langford Road remaining to be closed, meaning we lose nearly half a road's worth of parking spaces on both sides with no workman or vehicles being on site at all for months and months now.....how long are the residents of Langford Road going to have to put up with this?? If there were works going on that would be understandable but the site has been made safe and now untouched for way too long!!

The neighbours we have spoken with also feel the same and we have urged them to express their objections to these permits also.

Thank you for taking the time to read this email.

150. Resident, Langford Road

In regards to the parking scheme, given the Langford Rd closure and lack of parking it has produced, £150 a year to park outside my own home is excessive.

Although I do have occasional parking issues, this has only been since the road closure but I would prefer to still have those issues and not pay the money, especially as it does not grant any actual location to park.

The residents on my road are restricted from the road closure, not the lack of parking spaces.

151. Resident, Little George Street

I am writing at to raise my objections to the Proposed parking zone in The Shearer Road area.

1, This scheme solves a problem that we don't have at this post code. We can park most of the time.

2, The scheme is so limited, it won't make difference and would only benefit people who work standard office hours and is very unfair to shift workers.

3, The scheme a council tax increase by stealth and it isn't fair we have to pay to park, when we already pay an expensive council tax and is yet another financial burden during a cost-of-living crisis.

4, The £30 fee is from 2015, 9 years ago, how can this still be correct?

5, I didn't like the tone of the letter. It's wrong to demonise people who work or do business in the city that use their cars. They bring money in and often no viable alternative, depending on circumstances.

6, It makes it more awkward for visitors to visit. As someone who lives alone, it can only cause more isolation.

I hope you will give these points due consideration.

152. Resident, Manor Road

I am writing to talk about my views on the proposed GC Residents Parking Zone

I have four points as to why this should not take place

unnecessary waste of time and money

will achieve nothing for the area

an extra Tax is being levied against the people in this zone

Very Restrictive prevent guests of residents

This step is unnecessary as this will not resolve the parking problems in the area parking between 4-6 pm has never been a problem.

the fees for parking permits seem to be a tax on the residents of the area forcing them to pay to keep our cars. this money will not be put back into the area or improving public transport in Portsmouth. however, this money would get used to pay for people to enforce the tax on the residents (parking wardens). this is a misuse of Tax income is and an insult to the people of Portsmouth.

one of the great things about this area is that if you have people coming around there is no issue with doing so going out and collecting parking permits (wasting the time and money of residents)

One of the reasons I bought my home is that I could when needed park my car with nothing else required.

I find the proposition to be insulting money grabbing and restrictive of people who live in the city

153. Resident, Manor Road

This is just another "stealth tax" trying to be implemented by Portsmouth City Council to generate some easy revenue for themselves at residence expense as a result of central government underfunding masquerading as trying to "help their residence".

It is ridiculous to me that we have to pay money for the "honour" of being able to park in our own roads for the properties we already own and pay council tax for. If PCC really had our best interest at heart then this would be a free scheme for local residence, or a one off charge to cover the cost of signage as traffic warden patrols are already in place

and paid for, but by introducing a recurring charge of extortionate proportions, which no doubt with increase in price year after year, PCC has shown that this is nothing but a thinly veiled money grabbing scheme.

I do not support this scheme in any way and do not wish it to proceed.

154. Resident, Manor Road

I have received your proposed residents parking zone.

As a resident of Manor Road I can assure you, you are addressing the issue for your profit only and not in any benefit to a people living here.

Your proposed time of restriction between 4-6pm is ridiculous and absolutely would not sort out anything. That's actually the time with MOST parking spaces, as around 4pm teachers that BLOCK parking for residents are leaving home.

The reason why there is issue with parking during day is because teachers take out spaces for residents, parking them cars straight away (without even checking if there are any spaces available on the school ground) and parking in manner they don't consider others at all, they park as they wish, leaving big gaps between cars and therefore parking and taking space for two cars. Please see pictures attached I took of a teachers car whose car was whole day blocking parking for TWO cars!! This teacher LEFT at 4pm, and in the space she parked 2 cars went and parked after. So its very clear why there is limited amount of parking available. School has lots of UNUSED ground, both around the front reception, as well as around the football field as well as around the small building on the back of carpark area. Students do not go there, this area is fenced and there are bushes, grass and trees only, so parking car would be perfectly safe there and no its never being used by them neither its just grassed area.

With teachers taking the space, this creates strain on pick up times, as parents park on pavements & crossings. If council had priority of safe and reliable transport for all in mind this is where the initiative should be put. Unused ground of school should be converted into parking, which would then create spaces for residents to park and easier pickups for parents.

As mentioned above, on the far end of the corner of the school, there can be a gate via Manor Road, going alongside school football field and Fratton Road toward the st. Marys church, there is spacious and unused plot of land, again fenced from pupils, that could be easily converted into parking.

There is also plenty of space in the front, alongside reception area, that is not being used by students.

Another free area that could be easily converted into carpark is alongside the existing school carpark ,where there is a building on the right-hand side, which has unused grassed area, again this is fenced from pupils access.

So as you can see there are plenty of empty spots, that can be used for parking cars without this interfering or affecting students or putting them at any risk.

This would create absolutely no interference with the ongoing traffic on Fratton Road neither.

When there is school holiday the streets are empty.

So you can understand that your proposed time is absolutely unjustified, pointless and would not sort out nothing at all.

In the evening there is problem with commercial vans of companies (thames water, british gas etc) being parked all around, never have I seen so many vans as they are now. Also, abandonment cars, I noticed at least two cars, who are just parked and left there, not being driven with at all (one in corner of Shakespeare road, the other on Cowper Road),

Evening parking could be easily fixed if residents/or and those vans could use a school carpark during a night time (with time restriction put in place, obviously), that way it would create extra space for residents to park. Again it is gated so school itself is untouched and protected.

So you are proposing we pay same amount but only have exception when there is NOT a problem to park? How is that fair?? Can you explain why all other surrounding areas are 2 hours max stay with no return withing 4 hours. And your proposed restriction time here is 4-6pm only? Why different here? Or is it because you are aware that teachers are taking spaces for residents but you are putting blind eye to it?? In that case I ask you, How do you suggest I go for shopping during day with a baby, carry child and shopping? All this while a teacher parks in front of my house when there is free ground on school!!

If school has funding to employ 2 security guards to pointlessly walk around, them I'm sure a bit of concrete could be laid down to create extra spaces for a teachers cars to be parked.

155. Resident, Manor Road

It has been a long time coming regarding the new parking proposals, but only have permit parking for 2hr between the hours of 16.00 and 18.00 will not work in Manor

Road due to the school, the teacher use the road as their own personal car park and are not considerate of residents when parking there should be a law against inconsiderate parking. A lot of them work until 17.00 hours they are not going to come out and move their cars and that does make it difficult for them also parent's picking their children up.

In Manor road there are no speed bumps or traffic calming measures in place and there should be due to the school, cars speed up that road, it is also not clear that it is only one way once you get past the school I have witnessed the school catering lorry driving up the wrong way and people turning their cars around so they can drive back out onto Shakespeare road, this is very dangerous when children come out of school, also the same on match day.

A better time would be permit parking between 18.00 and 06.00 as there are a lot of people who work shifts who may not finish work until later in the evening, the parking in Manor road is worse after 18.00 in the evening, my daughter is a police officer and works all kinds of shifts tonight she is on a 22.00 to 06.00 shift when she comes home there will be no were for her to park and this is very much the case a lot of the time, she then has to go back to a friends to get some sleep before her next shift, if she is going to be paying for parking as are other shift workers should this not be considered ?

The inconsiderate parking also needs to be addressed this is the main reason that People struggle to park, I have a neighbour who insists on taking up enough room for 2 cars and so does her husband and they think it is funny 4 spaces for 2 cars there should be a fine in place for this or bays introduced so they park correctly in the bays, you could look at herringbone parking in Manor road due to the road being a little wider than others

Having a big zone is not going to help as other people can still park in your road you are paying for it should be permit parking for that rode, so may very large commercial vans park along our road taking up 2 to 3 parking spaces but live in the zone you are suggesting but do not live in this road, Manor road is different to the other roads in the zone due to the School.

I am not sure why I have written all this because no one will investigate it.

156. Resident, New Road

I object most strongly to the proposed parking zone. There will be no where near enough legitimate spaces for the residents averaging 2 vehicles per household (private and company) as there are significant areas including most of new road that are double yellows, extended kirb/tree features and unused diasabled only spaces.. I note from the proposals that there is even a further planned yellows and restrictions areas on your plan.. I don't think you have done your homework sufficiently on this.. You can't solve the parking problems around this area by further restrictions, you either need a magic wand

to reduce the number of cars per household or use municipal land to create residents car parks.. This is also an additional tax too on top of the vast amounts of money parking enforcement already rakes in for the council.

Call me cynical but you are also giving an extremely small window for residents to respond given that this proposal has presumably been passed at principle level for a significant period of time at the council. I wish to therefore lodge an objection at such a short consultation period.

157. Resident, New Road

I would like to let you know that I am against the decision for residents permit zone in this area.

158. Resident, New Road

I am against the proposed introduction of parking permits in the GC area

1 permits do not guarantee a space within the proposed zone ..having previously lived in the southsea area where parking zones exist I experienced this on many occasions

.2 Parking permits do not take account the many scenarios that exist within households eg husband has company vehicle "not registered at their address but needed for work " wife had private car ..or husband has company van for work use and private car for personal use ..Multi occupancy house where differing vehicles needed.

3 parking permits are just another form of tax levied on the motorist/property owner

159. Resident, New Road

Good afternoon, your leaflet is politically slanted, it DOES NOT contain the full charges, ie second car work vehicle etc ..

There simply are NOT enough spaces anyway do this is simply a back doorway of the council raising extra revenue via permits and fines.. It's not anything to do with helping residents.. Your proposals are to add even more no parking zones to an area that has no public car parks and not enough on street parking for the number of council tax paying residents as a result, no doubt, of the historic slackening of planning regs by the council which used to prohibit conversion of single dwellings into two or more without parking provision.. You can't roll back the clock, too many dwellings not enough on street parking spaces.. Permitting is not a conjuring trick.. It's simply regulating and penalising residents for an historic planning cock up by the council, not residents.

160. Resident, New Road

I wish to lodge my objection to your proposed residents parking zone: GC Shearer Road area, ref PO10/24.

I have concerns about affordability, potential negative impact on local businesses, and disproportionate effects on low income families.

161. Resident, New Road

i'd like to write to object to the residents parking application for New Road, George Street, Shakespeare Road etc in Fratton for the following reasons.

1. There is plenty of garage parking and road space in these streets to accommodate the houses plus more. By restricting the parking, you are significantly restricting cars which live on the opposite side of new road having flexibility to park.
2. Parking is already very challenging and you are now reducing the parking availability significantly further and are restricting people who work shifts the ability to park at alternative times
3. George street has 80 properties and over 1000 metres of road space, this leaves over 150 car spaces for other residents which will now restrict them from using them, especially when other areas are struggling.
4. Restrictions should be removed from parking in bus stops out of hours and allow additional 15-18 spaces to be available in New Road - similar to other areas!
5. Access for parking into the cemetery that is restricted on match days now limits people to visit loved ones as limited parking opportunities after working hours
6. The Florist, The Coop, Chip Shop will lose business as it reduces parking availability
7. People who refuse to buy residents parking permits or have work vehicles (which are heavily dominated in that area) will now park in the roads opposite who don't have residents parking and reduce spaces further
8. The council will benefit £30,000 a year minimum and residents will be in a worse position with parking restrictions and we fail to see what the £30,000 will do ?
9. No analysis has been conducted on parking at all in this area, decisions should'nt be made without a business case which provides a positive justification for the application.

162. Resident, New Road

I object to the proposed Parking zone for GC area

Its a lot of money to pay especially if you need a second permit as well considering parking is not guaranteed and if you return after 6pm as not everyone works 9-5 you will still be in the same situation and parking is likely to be unavailable

163. Resident, Power Road

I should like to strongly object to this proposed scheme.

My household has 2 vehicles to park - a private car and a work box van. I would thus be charged £150 per year to park near my own house (as long as you do not charge a business rate for the van in which case it would be more - your paperwork does not clarify this). Also, there is nothing to stop the Council putting up the fees as it sees fit.

This is yet another charge piled on top of all the other charges to motorists and residents and we will receive very little benefit for it.

I accept that parking can be a problem in the area but a lot of this happens after 6pm when restrictions would not be in place anyway.

Although large commercial vehicles can be a problem, the majority of vehicles parked are those used by residents so what would be the benefit of this scheme apart from extra income for the Council?

I do not recall receiving a survey form, although I accept that I may not have noticed it, but am very surprised that residents voted in favour of this.

164. Resident, Power Road

I am an owner occupier living in Power road and have recently received notification regarding the proposed introduction of parking permits in my road.

I am a non driver due to eyesight issues and do not own a car of my own. I do not claim disability benefits or have a blue badge. My long term partner, who does not live at my address, visits most days and parks at my address.

He uses his car to take me to appointments, shopping etc, and on my working days comes to my address to walk, and look after, my elderly dog who cannot be left for long periods. We often have an evening meal together (which is more economical than both shopping and cooking separately) and he will spend the night or go home later in the evening.

If parking permits are introduced our options would be:-

1. Pay for a daily visitors permit which will be too costly
2. Find an alternative parking place between 4 - 6 which will be difficult as the whole area will be permit parking, or
3. He will have to go home before 4.00 pm every day and we will no longer be able to enjoy an evening meal together.

I feel this is discrimination. Residents with cars will only have to pay £30.00 per annum for their 1st permit and £120.00 for their 2nd, whilst I would have to pay £300.00 at least (more than a household with a third car) per annum for him to park at my address. There will also be additional costs for any other guests.

I agree there is an issue with parking in this road, but most of the issues are due to homes with multiple vehicles, cars that are unnecessarily large and work lorries and vans being parked here. Often there are two large vans parked at the entrance end of the road, on opposite sides of the road, which would make it impossible for an emergency vehicle to access the dead end area of the street. I also often have large works vans parked outside my house, blocking the light from my window. These issues will still remain even if the vehicle does have a permit.

Another issue I would like to raise is the trend for car owners to park partly on the pavement. They do this to protect their vehicles from being scratched and in consideration for other drivers, with no consideration what so ever for pedestrians trying to walk on the pavement. Often there is barely space for a single pedestrian to squeeze by, and no chance whatsoever to get through with a pushchair, wheelchair or mobility scooter. The only option is to find a dropped kerb and then continue in the road until there is another dropped kerb and adequate pavement space. St Mary's Road opposite the Spar shop when people want to use the shop, and the wood estate are prime examples of selfish drivers.

Add the additional hazard of people speeding along pavements on bicycles and scooters, and being a pedestrian is now a daily risk. I was nearly knocked down by a speeding pushbike recently - it was a narrow pavement with flat fronted houses and

green and black bins (another seemly scruffy and permanent fixture) on one side, cars on the other, and dark. The person was in black with no lights, speeding along the pavement. He did not slow down and shouted abuse at me for not getting out of the way quickly enough, leaving me very shaky and concerned for my safety.

Are parking permits really a priority in this city where there are so many other Issues, or is it that parking permits will generate income whilst tackling anti social behaviour and making the streets safer would be a cost?

I look forward to your response.

165. Resident, Shakespeare Road

I have recently received information that Shakespeare Road will be turned into a permit zone between 4pm and 6 pm,if I have read this right I will need to pay £150 for my two cars to park for two hours a day.

I find this ludicrous and I assume it starts at 4pm so the Portsmouth Academy can keep filling my road up with their cars even though they have a car park.

Make it 24 hours a day or don't bother.

166. Resident, Shakespeare Road

I think this needs to be longer than 2 hours. I would not be happy paying that amount of money for a permit for two cars to cover two hours a day.

The reasons for this are:

people parking during match days Saturdays and midweek games

School teachers parking on Shakespeare road from 7:30am - 4:30pm, they have a HUGE car park with numerous spaces yet park on the road

A lot of us don't finish work until 5:30 meaning when we get home after 6 there won't be spaces available as the permits finish at 6

I believe to be effective this needs to be in place from: 5pm - 7am

167. Resident Shakespeare Road

I live in Shakespeare road Portsmouth and I support that we do definitely need permits in this road/area but I do not support for the permits to only be in place between 4-6pm. This is literally pointless and will not help or solve the current parking issues. The main

issue down this road/area is the teachers from the Portsmouth Academy School parking down here taking up the majority of the road Monday-Friday 8am-4pm.

Why can't the parking permits be in place to state '2 hours no return within 3/4 hours, permit holders exempt'? This is how it currently is and has been for a while in all of Fratton GA zone, Southsea and Stamshaw and it definitely works from having lived in GA zone previously and also feedback from family/friends/colleagues living in these areas.

It would be absolutely pointless to have to pay for a permit just to try park down my road for 2 hours a day but not being able to park in this area from 8am-4pm and after 6pm sometimes. I can honestly say it would not help the parking issue what so ever. The parking problems are all day everyday particularly Monday-Friday school hours, not 4-6pm.

Please do take this in to consideration.

168. Resident, Shakespeare Road

With regard to the proposed parking scheme I would comment with the following

I came home from work at 1025am on Friday and there was not one parking space in Shakespeare Road .

Most problem are between 8-3.30 and overnight and definitely weekends as I write this (Saturday 27th Jan) is not one space in this street ... and I am now parked in Ernest Road. I don't expect to park outside my house but in the same street would be nice at times

During term time teachers working in the Portsmouth academy are parking 5 days a week in our road , really poor parking (taking up more than 1 space)

Late afternoon on a Friday commercial vehicles park up for the weekend on Saturday morning I counted 20 commercial vans in Shakespeare Road and Manor Road

A builder who lives locally has 2 vans and 2 cars , football parking and people who live in Guildford Road who have 2 cars park here as well.

We have lived here since 1979 and the parking situation just gets worse and worse.

Regarding a leaflet that has been received today from Lib Dems regarding parking permits in PO1

I have previously voiced my opinion on this matter

We have lived in Shakespeare Road for 30 years and watched the parking situation slowly deteriorate.

It has got to the stage that since the Academy was doubled in size but the car park wasn't , during term time from 0700 - 1630 we have teachers parking along the road.

I came home from work at 1025 one morning and there wasn't one space in this road.

Weekends are horrendous , especially if Pompey are at home sometimes we don't take the car anywhere as we probably wouldn't get back in.

The school regularly has specialist evenings / The Family Church on a Sunday and obviously people who have second cars that already live in a permit area.

A builder down here have 2 cars and 2 vans ... the vans can be parked up for weeks.

We once had a van outside my house for 12 weeks

The guy who owned it lived by Fratton Station and said he couldn't afford 2 permits ??

Commercial vehicles are a constant pain taking up 2 spaces and park on a Friday and don't move till Monday. Poor parking and selfish people who dump their cars in the middle of a 3 car bay ...

I have always said I don't ask to park outside my house but in the same road would be nice occasionally ,

4pm - 6pm will NOT go far enough to stop this problem ...

4pm - 6pm will NOT stop selfish parking

4pm - 6pm will NOT stop teachers taking spaces during the day

Not everyone works "normal hours" for people who do nights and come home between 7 & 9 you've probably had it

Regarding my correspondance regarding parking in Manor & Shakespeare roads

Usually during the week in term time you cant park in either road .. you were umming and ahing about wether it was a problem ... well I took a couple of photos today to prove a point because it is half term



169. Resident, Shakespeare Road

Whilst I am pleased to hear that you are considering permit parking for Shakespeare Road (the road on which I live) and the surrounding roads, it would appear that your plans are not worthy of paying for permit parking.

Please correct me if I am wrong, but it seems the parking restriction will only be in effect from 4pm to 6pm.

It is my opinion that this will not solve the issue of parking in this area. There are several factors to the issue of parking which need to be considered.

1. Vehicles, including large vans that belong to or driven by residents from Guildford road area (the permit area between St Marys Road and Fratton Railway station) will still be able to park overnight after 6pm. Most of them arrive along our road from about 5.30pm taking up valuable space so will just delay their arrival home until after 6pm or use the 1hr visiting allowance in their own road before moving towards our roads.
2. Following the reduction of the Portsmouth Academy school car park a few years ago, teachers still use the surrounding roads during the day. This means that Shakespeare Road, Manor Road and Ernest Road are the most busiest during the day as well as evenings. Also, events within the school cause parking issues too, with things such as parents evening. I will mention though, that the religious event that takes place on a Sunday is very well managed by their parking attendants.
3. There seem to be a number of vehicles that are stored on Shakespeare and surrounding roads that do not belong to the residents that live on these roads. This has been reported on a number of occasions and nothing ever seems to happen with them. The main issue being "project cars" or "private traders" as well as dumped vans.
4. Football fans attending Fratton Park often park in the area and we are well aware that nothing is ever enforced during match times for fear of retaliation towards the parking wardens. Something that has been made quite clear by yourselves and Hampshire Police when questioned about it. With many of the matches starting after your suggested restriction times, it won't have any effect anyway.

Although the parking restrictions may assist in stopping some of the issues above, especially for those who work 9-5, I really cannot see how it will make any improvement worth paying permit parking for.

I work various different hours and shifts throughout the day including nights and find it a struggle at most times of the day to park. It often takes just as long driving round in circles to find a space as the actual drive home from work. The only time I can guarantee parking will be available is between 9am and midday.

We have two vehicles within our household, both of which are required due to my shift work (public transport doesn't get me home at 2am) and the distance my other half travels for work. This would cost us £150 a year for permits that would not benefit us in any way.

I have long asked for permit parking in our area and I believe that what is being suggested will be a waste of money. Please could you consider making the restriction overnight (such as 4pm to 6am) as this would tackle the issue more then a measly two

hour restriction. If this can be done then I am all for the permit parking but if you stick with just two hours I will be against the idea.

I have also suggested in the past that maybe marked bays would assist with the issue by forcing people to park more respectfully and alleviate small spaces being left when vehicles of different sizes come and go.

Yes, I want to see permit parking and I won't mind paying for permits but only if it is done properly and not for just two hours.

170. Resident, Shakespeare Road

I am a resident of Shakespeare road and have been for the last 15 years. Parking only ever became an issue when the roads on the other side of St Marys road (Guildford, Moorland, Adames, Samuel road etc) were also changed to permit holder roads. People began leaving their cars on our road for days at a time, sometimes weeks (especially those with large work vehicles!

During the week, we have little chance of parking as the teachers from the Academy all park on our road. Then before and after school, we have all the parents parked up to drop off, pick up their kids! Then, the school hosts a lot of after school programmes, so again, the road is full!

We no longer go out in the evening because we know we will not be able to park our cars and risk ending up having to park on double yellow lines and as the traffic wardens like to say, it's not their problem! We have to deal with football fans who clog the road up, Sunday churchgoers, I could go on!

Most of the issues we have aren't individually massive problems but it's just a constant struggle day in day out now.

In this day and age, people don't seem to work the standard 9 to 5 jobs as much, so I fail to see how your 2 hour permit zone from 4 to 6pm will be effective for any of the residents? But I can see it will benefit the council as all the residents will have to buy permits and probably still won't be able to park!

In our household, myself and my husband have a car each as we work very different jobs, we also have a work van for my husband's construction company and I am looking at booking driving lessons and purchasing a small car for my daughter so we would be having to pay £600 per year for permits and still not be able to park? This seems

excessive and as a resident, i feel we will be penalised because of other peoples inconsiderate behaviour.

We asked if you could simply mark the roads, to encourage people to park properly but were told no you wouldn't do that!

I await your consideration

171. Resident, Shearer Road

I do not agree with parking zone in Shearer Road between 4pm - 6pm this would not benefit me and my partner as we both work out of town and we don't get home until after 6pm also there has never been a issue parking around this area anytime apart from when the football is on.

I have spoken to many people living in Shearer Road and they don't have a problem parking either so I do not see why Shearer Road and surrounding areas need a parking zone and paying for something we do not need, as it is the cost of living is high and many people are struggling to live so we don't need another bill to pay that would not make a difference with parking.

We do not want Parking Zone in Shearer Road and I am sure most people living in Shearer Road and surrounding areas won't want it either.

172. Resident, Shearer Road

Please take this correspondence as a Formal Objection to the above referenced Permit Holders Parking Scheme as proposed by Portsmouth City Council.

Our objections to include but are not limited to the following: -

1) This scheme in no way will make any difference to the parking in Shearer Road, as you have not taken into account Portsmouth FC Supporters parking on the match days & evenings, in fact, you have assured that they will be able to park in Shearer Road with impunity. It is only on match days & evenings that there are issues parking in Shearer Road - proof of which you only have to look at yourself. Also I would cite that during COVID when there were no football matches parking during these times were exactly the same as during any time.

2) The extortion that Portsmouth City Council are exerting on Portsmouth residents, during a cost of living crisis, you are proposing in real terms approximately 10% increase to Council Tax if residents have two cars (which on average statistics is the case), and on closer inspection of the scheme you cannot guarantee that we will be able to park in our

own road, let alone outside our houses. If you cannot guarantee this why should we pay any sum of money to this council?

3) The timing proposed for the restrictions are ridiculous, if I arrive home during this period I can easily park, and have taken note, since receiving this proposal there have been a variety of spaces for me to choose. However, if I arrive earlier then I struggle to park, as parents collecting their children will park in Shearer Road and closer roads as well. We also note that staff to the care home also park in the local roads, and again as they work shifts this time of between 4-6 will have absolutely no effect in being able to park.

4) Local businesses - how will they survive if their prospective customers are not allowed to stay after 4pm?

5) Commercial Vehicles, you will get to decide if these vehicles are allowed to have a permit - if you decided that some cannot park - this will have a serious impact on residents' work. Will you be able to support any person who will no longer be able to work for a company as you have withdrawn the right for the person to park a company vehicle? That in it's self is ridiculous.

6) Why are Motorcycles not included? 3 Motorcycles have the effect of one car space and yet you have not taken this into account?

7) If a resident moves out of this area that does not have car, but a family moves in that has two cars - how do you decide if they can have a permit? Do they have to be entered onto a waiting list? Surely if you have allocated the maximum amount of permits prior to this how can you then issue more? How do you determine who has a priority in getting a permit? Do those residents (including commercial vehicles) that have already had permits allocated - do they automatically get allocation the next year or do you get to decide that a new resident can park before those that have already entered into the scheme.

8) Point 7 and this scheme in general will have an impact on the sale value (or rental value) of houses in this area, reducing the value, as potential new residents will have to allow extra funding for the scheme or may be put off by this scheme. Especially if the move after 6 months I presume there will not be a discount but they would have to pay for the entire year?

9) If Portsmouth City Council continues with this then the whole of Portsmouth will become a Permit Holders Only Parking - destroying Portsmouth completely, ensuring that nobody will want to visit and Portsmouth is dependent on visitors spending money. In effect you are saying to people that they are not welcome.

10) The policing of the scheme is impossible, as we know that Portsmouth City Council do not work after 5pm or during the Weekends, so we residents arrive home and cannot park - where do we go for a space? Who do we contact that will immediately visit the illegally parked vehicles and remove them? After all at the costs that you are proposing that is what I believe residents will expect. If this is not a service you can provide, then the scheme is pointless, and the only advantage is to the council in receiving a lot of money for doing absolutely nothing at all.

11) If residents are having work at their homes, then those working will have to leave at 4pm? Does that mean that the Council are dictating to business operators when their hours of business are?

12) I have lived in this road for over 30 years, and this is I believe the third time the council have tried to push through an unnecessary parking scheme, as I have objected before with the exact same objections as above as you had no answer to them then and you have no answer to them now.

13) I would suggest that you approach Portsmouth City Football Club and start discussing mandatory Park & Ride, instead of demanding that Portsmouth residents pay of the privilege of struggling to park on match days & evening.

14) If you sincerely believe that this scheme is in the residents best interests then I suggest that you give this to us for FREE, for a trial period of one year (not during summer so that you get a false positive) If everybody then agrees that this scheme works then so be it, however, I suspect that the Council knows exactly what the problem of parking is in this area, but they have instead decided to move the onus onto the residents and ensure a revenue for the council instead of tackling the real problem - Portsmouth City FC Supporters.

We await with interest your response.

173. Resident, Shearer Road

I write in response to your letter dated January 2024 regarding a proposed new Residents' Parking Permit Zone.

My response is thus: if you want to collect further taxes, raise Council Tax and stop hiding behind other means. The only issue with parking in the area is generally after 18:00 after everyone has come home from work, so I'm uncertain how a restriction from 16:00 to 18:00 will help with this.

If you really are concerned about residents' parking near their homes, you would issue permits at no charge. The fact you don't highlights that this isn't the priority for you.

174. Resident, South Road

Just received the letter about the parking zone and I would like to object to the proposed parking zone. We have no issues parking round this way.

175. Resident, South Road

I am writing to inform you that I am against controlled parking zone in GC Shearer Road, I have been living in this area for a six years and I know that permit won't improve parking situation but will negatively impact on residents, visitors and generate unnecessary cost for people who already struggling due to cost of living pressure.

Permit zone only imposes a charge for something which is currently free and not guarantee a parking space,

I would like to point it out that Parking issues exist as most of the vehicles belongs to residents, strictly speaking number of parking spaces within an area isn't adequate to the number of household not even mentioning the fact that most of the households have two cars, during the day when most of residents are at work the streets are nearly empty with plenty of parking spaces, the situation change during the evening hours when residents returning home.

Therefore I am saying NO to parking zone,

176. Resident, South Road

The road we live on has no issues with parking and will only cause our guests and us money that is not needed. There are very little reason for people to park in this area unless they live here and therefore believe that restricting number of permits will only cause larger families problems and tradesmen an additional cost to park work vehicles.

Although I understand there are issues with parking in the area surrounding us, I am sure that permits will not be a longterm solution for this and will just seems to be a way to get more money off the residence in a cost of living crisis.

An alternative solution would be that residence could apply for needed number of permits per house hold or visitor passes provided in addition to the two allocated permits.

Without these changes I do not believe it to be beneficial for us.

177. Resident, South Road

In South Road, we don't have any such problem with parking, and I am strongly against the proposal. I have a few visitors every so often, and this would be a big headache to make sure nobody gets a fine every time they pop over.

It's more money I need to pay my bills at the minute when my parking is something I don't have to worry about. I would implore the decision makers to move against this. I've just received a letter through the door regarding proposed parking permits in the Shearer Road area.

I've never had any issues with parking on my road, and the extra permits I would need to buy would be a lot of money when things are as tight as they are already for me!

I strongly reject the proposals and I hope another solution can be found.

If this is an issue for other residents, how about providing 2 permanent permits without reg numbers for each household. Those permits can be registered with the council so you know copies haven't been made.

178. Resident, South Road

I would like to register my objection to the proposed parking zone: GC SHEARER ROAD AREA.

I have lived in South Road (PO15QT) for over 35 years and I have rarely had any problems parking my car outside my house.

The few occasions where parking has been challenging could all be attributed to homes with multiple vehicles and not "non-residents"

I have looked at the results of your survey

([https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.portsmouth.gov.uk%2Fwp-](https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.portsmouth.gov.uk%2Fwp-content%2Fuploads%2F2022%2F03%2FGC_Survey_Results.pdf&data=05%7C02%7CSimran.Mondair%40projectcentre.co.uk%7C7ec5540c322a4e8e32be08dc20c8ae0c%7C3734172ae82a4ac7a3d302949970d5e6%7C0%7C0%7C638421299150162769%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6lk1haWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=xkfKunwYwEkbtgua131GH5zNUEXFbl2MXEPscNRaUwc%3D&reserved=0)

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I think humans are more likely to write a letter of complaint when they are unhappy than write a thank you letter when they are happy.

The apathetic response to your survey might indicate that we are reacting to the "Vocal Minority"

When looking at the numbers rather than the graphs, it is clear that of 1910 addresses in the survey, 373 households responded 19%

Of the 373 responses, 80% thought there was a problem =298

Of the 298, 65% thought a parking scheme would be useful =194

To Summarise the results, 10.2% of the 1910 households surveyed think the scheme would be helpful.

I do not think that your survey data supports the proposal to implement the zone.

179. Portsmouth Academy, St Mary's Road

I am writing on behalf of the staff at The Portsmouth Academy, part of the Thinking Schools Academy Trust, to formally express our objections to Portsmouth City Council's Parking Permit Zone and Waiting Restriction Notice proposal.

The introduction of these plans and permits will cause significant disruption to a number of our school operations, including the parking of our teachers at The Portsmouth Academy. With over 200, employees, more than 80% of whom commute into the city daily, the limited parking availability within our school premises poses a challenge. While we can accommodate only 59 members of our staff in our car parks, the remaining staff must park in the surrounding vicinity of the school. Staff are encouraged to park respectfully in residential areas, and as a school we have always worked closely with residents to monitor this.

A large proportion of our staff members travel from outside Portsmouth, covering distances of 15-20 miles to come to school. We strive to ensure that our teachers can arrive promptly and ready to teach our children without the added pressure of uncertain parking situations. It is important to note that attracting teachers to mainstream city schools is already a significant challenge, and one of the advantages of working at The Portsmouth Academy is the accessibility of parking on or near the school site.

Our concern is also the health and safety of our staff. In light of the proposed permits being implemented, staff will be forced to park at a greater distance from the school site.

A large number of our staff commute independently and leave the school premises individually. Especially during the darker months, it is not advisable for us to promote this practice and potentially put staff at risk.

We kindly request that Portsmouth City Council reconsider the proposal and carefully evaluate the potential impact on the operations and safety of our staff at The Portsmouth Academy. We understand the need for effective traffic and parking management, but we believe a balance can be achieved that supports the smooth functioning of the academy.

As an alternative, we propose moving back the enforcement permit hours to 5-7 pm. Our school day concludes at 3pm, and it is not feasible for our teachers to relocate their cars from the road by 4 pm.

Shifting the enforcement time would provide our staff with the necessary flexibility to complete end-of-day duties without feeling pressured to leave prematurely to avoid fines or cautions.

We appreciate your consideration of our concerns and alternative proposal. We hope that through working together, we can find a solution that meets the needs of both the school and the city.

Mainly Opposed to the proposed GC zone (from outside zone)

180. Resident, Fratton Road

We would like to object to the Proposed Residents' Parking Zone: GC Shearer Road Area (P010/24). Objections are on the following grounds:-

- 1) We seldom find it difficult to park in Manor Road and see no reason to pay the Council yet more money for the privilege of living in this profoundly deprived part of the City, which habitually sees little to no investment from Portsmouth City Council.
- 2) The scheme openly advertises is to 'deter long-term parking by non-residences'. It will therefore discriminate against residents that do not use their cars for commuting and park in the same way as long-term non-residents.
- 3) Many residents use bikes and bus for commuting. This scheme encourages car use so as to avoid the resident parking fees.
- 4) This scheme encourages more traffic movement in and out of the area between the hours of 4-6pm.

5) The scheme does not advertise the full facts. The draft document (<https://www.portsmouth.gov.uk/wp-content/uploads/2024/01/GC-Draft-Order-final-2024.pdf>) clearly indicates that 8. No person shall cause or permit any vehicle to wait on any day between the hours of 4pm and 6pm in the parking places specified in Schedule 4; (a) for a period longer than 30 minutes; or (b) if a period of less than 1 hour has elapsed since the termination of the last period of waiting, and the vehicle returns to any part of those parking places specified in Schedule 4; or (c) unless the vehicle has a valid GC permit. Add to this exemptions 34e) a vehicle being used in connection with any building, industrial or demolition operations, it is clear that the only people the Council want to move their car between 4-6pm is the residents as non-residents can stay and use the area, whilst we are supposed to move out.

6) The scheme will displace cars to surrounding areas, just as the scheme to the south of St Mary's Road has displaced cars into the Shearer Road area.

7) The scheme is designed to raise money for the Council, gives maximum aggravation to residents and visitors of residents with unnecessary complexity. Why a scheme to affect only a few minutes in the day? This is a scheme that affects nobody else parking here except the residents themselves and then enables charging for nothing to take place.

Considering the Council's abysmal track record in this area, we ask that the Council kindly scrap any proposals. Residents parking was not welcome in the past and is still not welcome today. The scheme is designed to make money and offers no benefits for residents.

181. Resident, Jersey Road

I would like to submit a formal objection to this proposal for the Shearer Road Residents Parking Zone, unless residents in my own area, adjacent to the proposal, are also offered such a scheme, say between New Road and Powerscourt Road. I myself live at XX Jersey Road and have one single small hatchback at my address. I would welcome the opportunity of having a residents' parking scheme in my own area.

The current proposal would create severe and unfair difficulties for residents of my own area due to the displacement of non-eligible vehicles from any adjacent roads. Our own area already has a shortage of parking for residents which would be exacerbated by the influx of further vehicles, in particular:

Households with multiple vehicles that either do not want to pay for additional permits or have more than 3 vehicles

Commercial vans that are not registered at the driver's address. We all know that businesses pay their drivers to take their vans home rather than provide parking at their own business premises. Many of these vans take up the space of 2 resident's cars. Furthermore, the drivers frequently finish work earlier than those of us in other jobs and so can claim the parking spaces before the residents using their own cars.

I would also like to complain about the inaccurate response I received hardly more than a month ago to my enquiry about this very scheme. Please see the Email trail below, where a member of your team told me that she was not informed about any published proposal for the specified area. Although this may be true, if she is so ill informed about the business of her department, Aleksandra should not be responsible for answering enquiries from the public.

182. Resident, Station Road

I would like to object to the proposed parking zone described in P010/2024. In particular I would like to object to the area of George Street between Glencoe Road and New Road being part of this zone. This stretch of George Street has very little housing, being mainly comprised of the school on the north side and the cemetery on the south side. This area is one of the few places where people can get parked when their street is already full. I live on Station Road (where a parking zone was rejected, much to my disappointment), and after 17:30 there are no spaces to park due to a variety of reasons. I don't feel it is fair to limit that stretch of George Street to local residents when other streets are not fortunate enough to be in a parking zone. I would also point out that I live as close to that stretch of George Street as some residents in the proposed zone.

Unfortunately we live in a city where the house width is, in some cases, less than the length of a vehicle. Can I suggest you look at the following to ease parking?

Educate residents on how to park with consideration of other residents e.g. don't park 2m from a disabled bay line or double line, don't park in the middle of a space that could easily fit two cars etc

Parking zones should be universally applied across the city, otherwise the council just moves the parking problem onto other streets outside of a zone.

Disabled spaces are promptly removed when the resident moves house

Disabled spaces are planned such that there is either no gap between them or whole car lengths between them - there was an example on Station Road where there was 1.5 car lengths between two disabled spaces.

Ban vans that aren't registered to a resident on the street from parking within the zone and provide alternative spaces (e.g. Burrfields)

Limit the length of vehicle that can park within a zone

183. Resident, St Mary's Road

I will be objecting to the Resident Parking Zone GC (Shearer Road Area) with the reference number P010/2024.

I will be objecting to this on the grounds that:

- The even side of St Mary's Road does not seem to be included in the GC RPZ, and it is also not available within the GA RPZ, so a singular side of St Mary's Road isn't included. This would mean that the residents on the even number side of St Mary's Road will not be able to park anywhere near their homes, including myself.

- Parking permits don't always guarantee parking spaces outside your home, and with the increasing amount of work vehicles and additional vehicles that people have in shared households, HMOs and so on, the parking isn't always guaranteed outside your home, let alone your road.

- These limit parking for visitors and potential carers and support people for residents who may have disabilities and so on. With people having to pay. And although it may be seen as a good rate, to visit their family or clients, they should not have to pay.

- The first permit per household should be free, and it be up to the residents to decide what car that may be for, and then a secondary car should be for cheaper than what is listed. And any additional vehicles, the price would increase to help regulate parking per household.

I look forward to hearing from you. I would appreciate a response of acknowledgment so that I'm aware of receipt of my objection.

Mainly Opposed to the proposed GC zone (no address given)

184. Resident

Just given my view about this parking zone. dont seem why we need one at all. If people want it it's the ones who moan that can't park outside there house. Just drive around and find somewhere. I get in from work sometimes and have too. No problem. Just another money making scheme from the council. People should just stop be so F*_*king lazy and just crack on and stop moaning about parking..it is what it is.....thank you.

185. Resident

I have received a letter about the proposed parking scheme in Shearer Road and below are my views on this:

1) Why is the parking restriction only between 4pm to 6pm? Have you forgotten about the Nurses, Hospitality workers, Delivery Drivers who work shifts? Not everyone is lucky to work in a 9-5 job.

2) The parking is atrocious on Match days, have you considered this? We have random people parking on the streets, so if the parking restriction needs to be added then it must be from 2pm to 8pm on all days.

3) These permits should be free for the residents and you should only charge if there is another car added. (Price, would be £60 onwards)

4) I can honestly say that this scheme is just a money making scheme for the council, I used to live in Reginald Road Southsea and it never worked. It will only work, if you increase the restrictions limit to include more hours.

5) The biggest problem on Fifth street at the moment is Matchday, and with your proposed plan, it's not going to help.

Again, I say this is just a moment making scheme from the council. I honestly give up (like most people), this government and councils in this Country are clueless.

BTW, I work from home , so I never have any parking issues but I am talking on behalf of the people that don't have the time to bring this to your attention. (and yes, I work almost 14 hours per day but I had to make time to reply to this useless scheme)

186. Resident

I have received a proposal re parking zone GC.

I am against the idea. There is no issue parking here between 1600-1800 so no point other than the council claiming more money from residents for zero service.

I do not have an issue ever parking close to my home.

I would suggest perhaps addressing the issue of parking on yellow lines or at school entrances instead? This would be of use to the community to increase safety rather than

just to make money off people who are already paying to keep their cars on the road via taxation and paying for services via council tax which this council do not provide adequately.

187. Resident

Afternoon - just when you think Portsmouth City Council has run out of "money for old rope" schemes they think of another. The GA Zone is nothing more than a money making exercise that will benefit no one but the council to the tune of £60 per household. This scheme offers nothing, if you can't park now it will cost you nothing, but when implemented you still won't be able to park but then it will cost you. It's called NOTHING FOR SOMETHING. We have pensioner neighbours who normally have no trouble parking but will now have to pay £30 NOTHING FOR SOMETHING. We have evening workers who can't park anywhere near their street and still won't be able to, but will now have to pay £30 for when they are home between 1600-1800hr NOTHING FOR SOMETHING. Our road has plenty of work vehicles who will still be able to park as they always have done, once they get the appropriate letter, but now they will have to pay £30 NOTHING FOR SOMETHING. I have more examples ALL of which have NO benefit to the residents but just raises revenue for a council that is what beyond its useful date. In Stewart Place (between Ernest Rd & Shearer Rd) there are fourteen rentable council garages only THREE of which have cars in them, all the rest have businesses, gardening equipment and/or crap in them. The council has been made aware of this over many years as have our two MP's, three previous leaders of the council (that's a laugh) and all local councillors of all parties - when they bothered to knock doors, you have more chance of seeing Elvis now and TODAY nothing has changed. If PCC was SERIOUS about the parking problem (and they are definitely NOT due to the 0500hr early morning traffic wardens out and about incl Saturdays & Sundays raising even MORE money with parking fines) they would evict the tenants not abiding by the garage rental conditions, give the opportunity to rent (and I know of seven who would take up the offer) to genuine users and get ELEVEN VEHICLES OFF THE STREET. All this council wants to do is attract more cars in order to attract more money through schemes like this or parking tickets or to feed their ever increasing amount of parking meters. I am not holding my breath in anticipation this will have any effect with our MONEY PRIORITIZING COUNCIL as money raising is the only subject this pathetic, useless, not fit for purpose council is good at.

Sorry Guys - just got round to reading the last page. £30 for first permit, £120 for second, £300 for third. Even more of a rip off than I first thought - someone at the council is sitting back in their heated office OR WORKING FROM HOME!!!!!! having a good old laugh all at the expense (literally) of hard pressed families

188. Resident

I object to the proposed Residents Parking Zone mentioned above

I live in the area but I don't see a particular problem here and when I arrive home I can always find a parking spot with no issues

I've lived in an area in Portsmouth which had a Residents Parking Zone introduced and it didn't work well at all so I cannot see it working in the above area either

I trust that helps

189. Resident

I propose AGAINST the proposed permits.

There is NO need for the introduction of these.

The residents do not have the money for these permits neither is there a need. People should be able to have their friends and family round without the need to pay to park!

190. Resident

We would like to inform you that we object to the proposed parking zone.

191. Resident

wish to say that I feel the need for permit parking is unnecessary. We do not feel there is a problem with parking here.

192. Resident

I strongly oppose Parking zone for 2 hours only you do you have teachers which park on this road all day long we have two cars in our houseWhich will cost over £150 which is on to cost to live in council tax I believe it's another Stout tax people in this area You were just move the problem to another area

193. Resident

I and my household wish to object to the planned parking permit area for a number of reasons.

1) Due to the continuous cost of living crisis it is not financially viable for most residents to be further financially over-burdened by an extra charge. Residents are already having to deal with increasing electricity, gas and water bills on top of soaring car insurance costs since 2020.

2) The extra charges will not necessarily lessen or improve traffic flow in this area of Portsmouth.

3) Anti-social disorder, burglary incidents and property developers who do not live in the area wanting to renovate and offer HMO services are more of a concern with little or police presence nearby.

I trust these points will be taken into account.

194. Resident

I hereby oppose the parking scheme you wish to introduce as I DO NOT understand the need for permits in the PO1/PO2 Fratton area. Yes, there are a few businesses/schools around here, but not in the same remit as in shopping centres/ visitor attractions areas etc and most these establishment close shop near the 4pm window.

This is just a revenue making scheme that the council benefit from. You may sway say 20 odd cars/vans not to park around here, but then 10 new HMO's and redevelopment from house to flats goes up. This area is run down enough, making it rife for regeneration, so plans are rarely declined. With every 7 bed HMO has the potential of 7/14 cars and parking is NEVER considered within the plans, even if there is opportunity to include. The developers are not interested in parking!

It's a proven shamble in Fratton/Milton on match days where permits are already in place. Parking wardens DO NOT ticket supporter cars even when called, even though there are several provisions put in place for supporters but these cost! The parking zones are not manned correctly at best due to shortage in parking officers!

Classic example: The guy who runs the flooring business on New Rd East, has 3 vans but lives within the proposed New Rd permit area. To avoid paying permits he will just park his van outside the permit zone by his office on New Rd East, avoiding any costs, just adding burden to New Rd East etc and walk away lightly, having to pay for just his wife's car charge! Now he has never caused me any concern so have no issue where he parks them currently.

The school will just obtain daily visitor permit passes for the odd few teachers forced to work after the 4pm shut off and at £1.25 per hour hardly makes this the reason to not drive to work etc. Or being so close to the permit boundary will just park outside it therefore causing the problem to shift again.

We have also had 7 townhouses/flats agreed/being developed on the old Marriot's site. I have seen the site 1st hand and cannot see why parking on the grounds/reduce pavement to allow couple bays, was not enforced for some of the dwellings. This will also only impact Langley Rd and surrounding roads. Why are developments like these being approved when parking is at an all time high!

My husband works shifts for NHS, parking between 4-6pm will have little impact on our household. In fairness its often harder, parking after 6pm not within the time zones being offered. These permits do not guarantee spaces, Milton area proves this!

You live in Pompey you accept you WILL NOT always find parking outside your door let alone in the road, but that's Pompey!! Built way before cars were an issue!

I would prefer an allocated bay setup which would never be agreed as this would COST the council money to setup. Also grinds me on the amount of times I come home to people who have left a car and half space this could possibly be resolved with bays.

Remove the planting beds/neglected trees that are rarely maintained and more often look an eyesore as continuously vandalised and cause damage to pavement

Unclear if in support or opposed (from inside zone)

195. Resident, Avondale Road

I have questions regarding new proposed procedures in Avondale Road.

My house is no X, please can someone in your department answer more clearly exactly where the yellow lines are being painted.

Also there is a dropped kerb outside my property for access to my driveway and garage. Am I required to now have parking permits?

Ideally, I would prefer to speak to the person who will be able to answer my questions, please could you call me on the following telephone number... .

My husband is authorised to speak to you as well.

196. Resident, Beecham Road

I want to raise concerns for residents that have regular daily tea time visitors. It's going to cost a considerable amount to park having to buy permits.

Why can't we have a permanent visitors pass per household?

Also, will the car be registered thus avoiding the threat of a parking ticket should the badge fall out of sight.

197. Resident, Burleigh Road

I've read your proposals for introducing restrictions to the area . I feel some items need adjustment , for example the restriction for enabling residents travel time to get home should be extended to 7pm rather than the proposed 6pm as a lot of people work

further away and work longer hours . I have seen this time restriction set in place in many other cities .

The second item I think is overlooked is weight category of vehicles. You can obtain a permit to park a vehicle up to 3.5t / park this size vehicle which I think is one of the problems - many businesses skirt parking of their large vehicles by making employees take them home and this is visibly causing problems in this area of Shearer road - I feel a weight limit of 3tonnes would reduce this large vehicle congestion as the majority of vans these days are extra long wheelbase Mercedes sprinters or of similar ilk.

For the few people who may have motorhomes and wish to obtain a permit / park vehicles of this size could have exemption under this rule due to logbooks clearly stating it's a living vehicle not goods/ commercial .

198. Resident, Burleigh Road

While I am not at all opposed to the proposed parking zone itself, I must raise a number of objections to the terms:

1. Timing

Only restricting the area from 4pm-6pm is such a small window as to make it pointless. 4pm-8pm would make a real difference to those of us who will need a permit.

2. Lease Vehicles

The current terms read as if, having a lease car, I would not be able to have a permit. Is this correct? If so, it is an unfair term. If I can provide the leasing agreement in my name, I should be able to obtain a permit. After all, I am paying for the vehicle.

3. Cost

The current terms read as though each household would have to pay £30 for 1 permit and £120 for a second! £30 is reasonable, I understand that there is an amount of administration etc to cover for the scheme, but £120 for the second is utterly ludicrous and seems to be a shameless cash grab from the already financially overburdened residents. There is simply no justification for a 2nd permit being this expensive. I could understand that price for a 3rd one, but for a second is absolutely ridiculous.

199. Resident, Cranleigh Avenue

In response to the proposed residents parking zone, GC Shearer Road area (PO10/24).

The parking problem in this non controlled zone is caused by the residents of the controlled zone, who park their extra vehicles in the non-controlled zone to avoid paying the extra charge. However the resident's problem is the commercial vehicles the drivers

bring home to achieve free transport and then park them in the non-controlled zone in order to achieve free parking.

Due to the size of these vehicles they displace two cars and are often partly parked on the footpaths causing damage. If we are expected to pay the 4pm – 6pm restriction, we feel that this is a small window of time as not everyone returns home from work in this time frame therefore a 24/7 controlled zone would be more acceptable.

We also feel that if an additional parking charge were in place on larger vans/trucks this would deter individuals from using them as free transport that choke up the side streets while cutting back on emissions in Portsmouth. By adding an extra charge to these vehicles that continue to practice would then provide more income to PCC.

We would also like to know how this short window of time is going to be policed as traffic wardens in this area appear to be very sparse.

Thank you for taking the time to read this and we hope that our opinions and feeling will be taken into account.

200. Resident, Ernest Road

We think the non resident exclusion zone should be 6pm to 8pm.

201. Resident, Manor Road

Thanks for the information you have provided for residents in the Shearer Road area. Although it is welcome to see the council understanding the issues of parking for residents in the town, especially those returning home after work I don't feel you have grasped the complete picture

I am a pensioner, not disabled, but with mobility issues, when I go out for an hour to shop or socialise it is ALWAYS a worry that I might not be able to park close to my home when I return.

The Academy school uses Manor Road as an overflow car park for staff and visitors to their conference centre (every day during the hours of 8am - 4pm) so a restriction between 4pm- 6pm will not lessen that problem.

I propose a 1 hour waiting time all day for non permit holders would be very useful to residents as there would be more movement of cars creating more spaces

202. Resident, Power Road

I have letters from as far back as 2008 (16 years) about a residents parking scheme covering our road from various people such as

MP MIKE HANCOCK

SIMON MOON (head of transport 2010)

CHARLES STUNNELL (head of transport 2008)

& PHIL SHADDOCK (councillor)

All of the said letters contain different solutions EXCEPT now after all these years it seems that the scheme will now be implemented.

Since the scheme started back on the roads south of ST. Marys Road we have always struggled with parking because basically being the first road out of their scheme we are sort of an overflow road., but we have managed to live with it. We are a small dead end road consisting of 23 houses and between the residents we own about 20-22 vehicles in various sizes from small cars to large vans. Also there is probably about 18-20 spaces so we manage. we all basically know each other as most of us are long term residents. The "BIG" problem I see with the scheme with our small road is the added proposal that at the bay end they are proposing to put Double Yellow lines which will take up at least 3 spaces. I have spoken to some of the neighbours and they agree with the fact that we need a residents parking scheme BUT not the double yellow lines that will reduce our parking spaces by even more

203. Resident, Shakespeare Road

Thank you for your correspondence relating to the proposal of a parking zone in my area.

Firstly upon going through the results of the recent survey, how can a scheme be considered when you have not even received 50% responses of the areas surveyed, based on these findings the proposal should be rejected.

The survey all shows overnight parking was more of an issue than daytime, therefore although the current proposal of non residents parking between 4-6 will alleviate some of the problems, but will not solve the overnight issue.

We object to paying 30.00 for the first permit, we work shifts and currently not able to park leaving us to park several streets away and although the zone gives you options the area we manage to park does not include under this zone.

We pay poll tax and car tax and you are still unable to guarantee a parking space within reason, therefore being made to pay a fee for a service you may not be able to fulfil. This issue in our road is the amount of commercial vans.

Based on this we are unable to make an informed decision.

204. Resident, Shakespeare Road

Been a problem parking for a long time. Don't think this is going to help residents, when there are more commercial vans, more than 1 car per house, people no longer using their cars for work because of parking. Some school staff may end up parking in street because not enough in their own car park. They may not leave the school till later! Not sure that 4 hrs between 4-6pm will help either. I suppose we'll have to see!!!

205. Resident, South Road

I have received your letter to all households, over the recent years you have asked our opinions on said parking and we the residents of South Rd in the actual CUL-DE-SAC have always responded, but to no avail as it seems nobody listens to the actual HOMEOWNERS of said address. I myself have owned my house for 35 years and several others have lived here since they were built in 1978. Several of these are responding by email. Judging by the map and said notice in the EVENING NEWS you state WHOLE ROADS in one section which includes SOUTH ROAD to be honesty nothing is very clear, esp the CUL-DE-SAC NUMBERS 3-45 (NUMS 5,7,9,11,15,17,19,21,23,39,41,43,45 PARK outside these homes) never have any problem what so ever! Also you have to take into consideration that No's (29,31,33,35) have parking in a PRIVATE CAR PARK which they have to maintain via an entrance similar to COACH HOUSE STYLE between (33&34)houses. How do we stand on this situation some people work from home we have NHS Nurses and two primary school teachers, you state a period of 4-6pm whereas most working people arrive home between 5-7pm. Also behind SOUTH Rd is a service road backing on to HAMPSHIRE ST over the years certain houses of Hampshire St have knocked down garden walls and created garages & parking on slabs in said gardens not allowing any South Road gardens to exit in cars where still active this service road is really bad eg DRUG USERS, NON TAXED CARS AND EVERY WEEK FLY TIPPING on DAILY BASIS. Having never seen a TRAFFIC WARDEN, ROAD SWEEPER or COMM WARDEN ON THESE PROBLEMS MY NUMBER (landline) IS PERM ON SPEED DIAL AND HAS BECOME A LAUGHIG MATTER WITH PCC. We have often asked for signage saying residents parking only "FOR CUL DE SAC" it seems as if these permits will create Major problems. Also the last building on left side of South Rd (Serendipity House) No1 to 4 is 4 flats includes two taxis of above occupants how is this ever going to work! More consultation is urgently required with said HOMEOWNERS OF CUL-DE-SAC SOUTH ROAD, IN PERSON REF LOCAL VOTED IN COUNCILLORS.

Unclear if in support or opposed (no address given)

206. Resident

Thank u for the letter for parking permit GC having 4pm-6pm isn't going to solve the parking issue as a lot of people are home after 6 and the vans will still be able to park down our streets so we still won't be able to park anyway. It would be a lot better

permit all day then at least we will get a better chance of not parking streets away from our homes.

207. Resident

Thanks for your letter regarding the proposed plan.

I feel permits would be of great value in the area however I don't agree with the time being 4-6pm. I feel that this wouldn't deter people from parking in the area at 6.15pm or waiting until after 6pm to park overnight which wouldn't then benefit residents.

In my opinion either 5-7pm (if it has to be only two hours) or my preference would be 4-8pm.

208. Resident

I hope this note finds you well. I am writing in response to the literature which we received recently. I would like to, as per the letter, express my views on this.

First of all, I was excited when my partner mentioned the potential of a permit holder zone being implemented in our area and I am certainly all for the idea! However, I do not feel that restrictions only being held from 4 to 6pm is the answer for the following reasons:

- I'm sure there are people besides myself that will arrive home from work outside of these times (on the assumption that these restriction times would enable people to arrive home from work and park)
- Often when I go to the gym after work, I cannot park when I get back around 8pm, which again would not be solved by this proposal.
- large vans and minibuses frequently park in our area, and I suspect that once 6pm would arrive, these large vehicles would still be able to park on the road, taking up numerous spaces.

On the other hand, I appreciate the councils' effort to improve the parking situation, as there are multiple occasions where I am forced to park near the Salem Strict and Particular Baptist Church when I live on Daulston Road. Additionally, I would like to think this would deter non-residents from parking in the area, as often parking is harder to find on match days, but as the matches start later, I don't see these timings helping with that.

I also appreciate this on account of personal reasonings- as an adult dealing with a recent ADHD diagnosis, I often struggle to remember where I have parked my car (an issue which is exacerbated by parking a 10 minute walk from home), which increases

time and emotional stress. I would also like to think this would safeguard my personal safety, as there have been occasions where I have witnessed unsafe and challenging behaviour when returning from work (and when I have had to park further from home), where I have had to lock myself in the car and wait for my boyfriend to meet me to escort me home safely.

Therefore, I am asking you to please consider the restriction timings, with a view to extending this to enable more residents a chance at parking and feeling safer in the area.

Thank you for the opportunity to provide my opinions and I hope this feedback is helpful.

209. Resident

I am writing to you to ask what difference this will make to the residents the hours 4-6pm if you are going to make it resident parking then it needs to be like Portsea all day as residents coming home from late shift still have no where to park as the area is full from the cars coming from the St Mary's area.

210. Resident

I have read through the consultation notes re the parking permit scheme in the Shearer Road area.

I get home from work in the evening about 7pm and can never park. I also go out once or twice a week and can't park at night so end up having to park in the Baffins area.

I don't think the 4-6pm restriction will help myself or many of my neighbours so would prefer it to be 4 - 8pm. I'd be paying for two permits for no reason at all. I saw the results of the survey just had "evening" time listed.

Please let me know your thoughts.

Form name	Integrated Impact Assessment
Reference	IA588006531
Date	19/02/2024



Policy details

Request date	19/02/2024 11:47
Directorate	PCC Regeneration
Service	Parking
Title of policy, service, function	Proposed GC Permit Parking Zone - Shearer Road Area (Fratton)
Type of policy, service, function	Existing
What is the aim of your policy, service, function, project or strategy?	The aim is to control parking in the Shearer Road area to make it easier for residents and other permit holders to park . To introduce a two hour permit only restriction to deter long term parking by vehicles belonging to non residents and to encourage alternative to the car.
Has any consultation been undertaken for this proposal?	yes
What were the outcomes of the consultations?	An informal consultation conducted in March 2022 indicated that 65% of respondents where in favour of a residents parking scheme. Formal consultation took place between 15 January and 5 February and confirmed there were parking issues in the area and most thought that a permit parking scheme would be helpful but there were questions about the effectiveness of the proposed scheme.
Has anything changed because of the consultation?	yes
Please provide details	The comments have been considered and a recommendation to go ahead with the scheme has been presented in the attached report. The detail comments have been considered and a change to the restrictions has been proposed .
Did this inform your proposal?	yes
Please provide details	As above Page 163

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

<p>With the above in mind and following data analysis, who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?</p>	<p>Generally residents will benefit by have more opportunity to park near their homes.</p>
<p>Will any of those groups be affected in a different way to others because of your policy, project, service, function, or strategy?</p>	<p>The 2 hour restricted time period that has been proposed gives considerable flexibility for people who have regular visits. Carers and Essential Visitors can get permits. The cost of permits is relatively low compared to other costs of running a car and this helps off set the impact on those low wages. The limit of two permits per postal address does effect those living in shared accommodation and those with larger families but there is insufficient kerb space to allow large numbers of vehicles to park.</p>
<p>If you are directly or indirectly discriminating, how are you going to mitigate the negative impact?</p>	<p>The City Council promotes a wide range of alternative modes to travel to the car and a residents parking scheme is one way of encouraging people to think/use alternatives. These alternatives can be more cost effective.</p>
<p>Who have you consulted with or are planning to consult with and what was/will be your consultation methodology?</p>	<p>All households in the area have been sent consultation documents. The proposals we also promoted on notices on street and in the Portsmouth News.</p>
<p>How are you going to review the policy, service, project or strategy, how often and who will be responsible?</p>	<p>It is proposed that the outcome of the scheme will be monitored from feedback and changes can be made if necessary.</p>

Crime - Will it make our city safer?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Housing - will it provide good quality homes?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Health - will this help promote healthy, safe and independent living?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	By controlling parking we can encourage people to think about alternatives to using a car, like walking and cycling. These can have health benefits.
How are you going to measure/check the impact of your proposal?	<p>The success or otherwise of the RPZ will be measured by the feedback received from people living, working and visiting the area.</p> <p>Subsequent amendments can be proposed as and when necessary.</p>

Income deprivation and poverty - will it consider income deprivation and reduce poverty?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The cost of permits is relatively low compared to the cost of running a vehicle and it encourages people to think about alternatives to using or having a car.
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<p>How are you going to measure/check the impact of your proposal?</p>	<p>The success or otherwise of the RPZ will be measured by the feedback received from people living, working and visiting the area.</p> <p>Subsequent amendments can be proposed as and when necessary.</p>
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Carbon emissions - will it reduce carbon emissions?

<p>Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?</p>	<p>By making parking more available to those with permits the distances travelled looking for a parking space can be reduced and this reduces emissions. The control over permit issue can encourage people to think about alternatives to the car.</p>
<p>How are you going to measure/check the impact of your proposal?</p>	<p>The success or otherwise of the RPZ will be measured by the feedback received from people living, working and visiting the area.</p> <p>Subsequent amendments can be proposed as and when necessary.</p>

Energy use - will it reduce energy use?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Climate change mitigation and flooding - will it proactively mitigate against a changing climate and flooding?

<p>This section is not applicable to my policy</p>	<p><input checked="" type="checkbox"/></p>
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Natural environment - will it ensure public spaces are greener, more sustainable and well-maintained?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Air quality - will it improve air quality?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The permit parking scheme is designed to make parking easier for those with permits, reducing the time they spend looking for space, and thereby reducing emissions. It also encourages people to consider alternatives to the car and to driving.
How are you going to measure/check the impact of your proposal?	<p>The impact from this policy is hard to measure but will act with other policies and the overall result on air quality will be measured.</p> <p>The success or otherwise of the RPZ will be measured by the feedback received from people living, working and visiting the area.</p> <p>Subsequent amendments can be proposed as and when necessary.</p>

Transport - will it make transport more sustainable and safer for the whole community?

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?	The proposed zone includes some additional yellow lines which will deter parking in places which could cause traffic delays. Making parking easier for permit holders, deterring non permit holders and enforcing these restrictions should reduce the amount of inconsiderate parking which impedes traffic flow.
How are you going to measure/check the impact of your proposal?	<p>The success or otherwise of the RPZ will be measured by the feedback received from people living, working and visiting the area.</p> <p>Subsequent amendments can be proposed as and when necessary.</p>

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

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Culture and heritage - will it promote, protect and enhance our culture and heritage?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Employment and opportunities - will it promote the development of a skilled workforce?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Economy - will it encourage businesses to invest in the city, support sustainable growth and regeneration?

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Social value

This section is not applicable to my policy	<input checked="" type="checkbox"/>
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Involvement

Who was involved in the Integrated impact assessment?	The Parking Team
Name of the person completing this form	Kevin McKee
Date of completion	2024-02-19

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