

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

**Date of meeting:** 25 October 2018

**Subject:** TRO 84/2018: Proposed Residents' Parking Zone (MB)

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

**Wards affected:** Central Southsea

**Key decision:** No

**Full Council decision:** No

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## 1. Purpose of report

- 1.1. To consider the public response to the proposed MB Orchard Road area Residents' Parking Zone (RPZ), in the context of parking problems and the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MB parking zone" means the proposed Orchard Road area RPZ located between Goldsmith Avenue and Jessie Road (to the north and south) and Victoria Road North and Fernhurst Road (to the west and east), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 84/2018  
Appendix B: Public views submitted

## 2. Recommendations

- 2.1. **That the MB parking zone proposed under TRO 84/2018 is implemented as advertised, with the exceptions of cul-de-sacs Chestnut Avenue and Fernhurst Road.**

## 3. Background

- 3.1 The MB zone appears on the Residents' Parking Programme of Consultation approved in July 2018, and is the next area on the Programme to be considered.
- 3.2 As per paragraph 4.2.1 of the Residents' Parking Programme of Consultation report to Traffic & Transportation in July 2018, those areas that have already been surveyed and/or taken part in formal consultation by the Council at least twice within the past 5 years will not be subject to a further informal survey. The MB zone falls into this category, having been subject to consultations/surveys in 2014 and 2015.
- 3.3 Therefore, statutory consultation on a proposed parking zone has been undertaken, to operate a restriction of 'MB permit holders only' between 4pm-6pm daily.

**3.4.** The former MB zone (2012-2014) operated 24 hours a day with a 2-hour free parking period for non-permit holders. This type of scheme is no longer promoted, as they are inefficient to enforce; it can be easy for non-permit holders to overstay the free time allowed and the areas where restrictions are proposed do not always require them to be in operation 24hrs

**3.5** The same restriction has been proposed and formally consulted on for the MC zone under TRO 87/2018 (see separate Traffic & Transportation report), with suggested operating times of 5pm-7pm: the overlap within the staggered operating times will make it more difficult for non-permit holders to 'hop' between zones and avoid enforcement.

#### **4. Consultation and notification**

**4.1** Statutory 21-day consultation and notification under TRO 84/2018 took place 30<sup>th</sup> August - 20<sup>th</sup> September 2018, requesting comments from the public and statutory consultees.

**4.2** Statutory 21-day consultation is not the same as a survey. The Council puts forward its proposals, consults with statutory bodies (police, fire & rescue etc.) and the public has a right to object. The Council has an obligation to consider any objections received (see paragraph 7.3 of Legal Implications).

**4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (170) and 2 copies of the proposal notice and accompanying letter were delivered to every property within the proposed MB parking zone (1760). The consultations resulted in hundreds of residents responding with their views, either in favour of the proposals, lodging objections, or making comments and submitting suggestions to be considered.

**4.4** The University of Portsmouth and local schools were also individually notified of the proposed MB parking zone.

**4.5** The University was requested to share information on the consultations being undertaken in Central Southsea and of the wider Residents' Parking Programme of Consultation. The aim of providing this information was to alert students to the proposed parking restrictions and associated costs so they can make an informed decision about whether they need to bring a car with them to Portsmouth.

#### **4.6** Consultation outcomes

Interpretation of the information provided by local people in response to the proposed MB zone is as follows:

153 in support

95 in objection (9 of these did not provide an address)

8 unclear either way

- 4.7** The consultation has highlighted a number of factors that contribute to the severe parking congestion in Central Southsea. The following types of parking represent all-day and longer-term parking, meaning spaces are taken up and are less likely to become available for others to use when needed.
- 4.8** Long-term parking by the following groups has been identified as contributing factors to the parking congestion:
- temporary residents with vehicles registered elsewhere (e.g. students);
  - more than 2 vehicles at the same property address (business or residential), particularly Houses in Multiple Occupation (HMOs) whereby 3-7 rooms are rented to individuals and many use vehicles;
  - overspill parking from the adjacent LB Somerstown RPZ to the west;
- 4.9** All-day parking or parking in higher volumes by the following has also been identified as contributing to the parking congestion:
- local employees (particularly in relation to businesses and services around Fawcett Road and Albert Road, and including staff at 3 schools);
  - commercial vehicles, car sales, garage repairs;
  - railway commuters (Fratton mainline railway station has only 66 parking spaces and is located adjacent to the GA Fratton RPZ);
  - visiting football fans on match days.
- 4.10** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, in response to the issues raised by local people.
- 4.11** 16 students responded to the consultation, the majority (14) in objection to the proposed parking zone. The grounds for objection were either that more than 2 vehicles are already in use at a shared house or that students would not be able to obtain Resident permits as their vehicles are registered elsewhere.
- 4.12** Permit costs  
As can be seen from the responses, a number of respondents questioned the permit prices, particularly as when the former MB parking zone was in operation (2012-2014) the first Resident permit was issued free of charge.
- 4.13** Ultimately, it is for residents to decide whether or not the parking problems they experience outweigh the cost of a permit scheme, which can improve parking availability for residents with cars registered to the area. Where residents feel parking is not a particular problem they are understandably less likely to support restricted parking.
- 4.14** Visitor permits: a few residents queried the use of 12-hour or 24-hour Visitor permits for a 2-hour restriction of 'permit holders only'.
- 4.14.1** The Visitor permits, having identifiers printed on the front - or as per electronic registration - are used for all respective parking zones, which operate restrictions at various times, including some with free parking periods for non-permit holders (1 - 3

hours) and others that operate as 'permit holders only' at different times. 24-hour visitor permits are less likely to be used in some RPZs but remain available.

- 4.14.2 12-hour permits authorise parking for *up to* 12 hours, therefore covering all parking zones instead of different visitor permits being produced for each individual parking zone.
- 4.14.3 Whilst Visitor permits could be produced for 2, 5 or 8 hours, for example, which has been suggested previously, the minimum cost would still be £1.10 to cover the production and administration costs. However, introducing further permit types could increase the potential for residents to purchase insufficient time for visitors, who may stay longer than planned and then further permits would be required at additional cost.
- 4.14.4 If visitors are likely to be parked within the MB zone during the 4-6pm restriction, then a Visitor permit would be required - the minimum cost as described is £1.10, which authorises *up to* 12 hours' parking.

## 5. Reasons for the recommendations

- 5.1 The restriction of 'permit holders only' is particularly effective in preventing long-term parking, whereby non-residents leave their vehicles parked all day or for several days, weeks or even months without moving them. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for residents.
- 5.2 Restricting parking to permit holders between 4pm-6pm also aims to make it easier to find a space when the demand for parking is highest (in this case when the majority of residents return from work), but can prevent many vehicles from parking within the zone altogether.
- 5.3 There will be a balance for any residents who may be at home during the day and/or receive regular visitors, including some older people, the 2-hour restriction is more flexible and requires fewer visitor permits to be used.
- 5.4 Similarly for any tradespeople, for example, who may be required to carry out work on various premises during the day, there is no requirement to provide permits.
- 5.5 Time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce as enforcement staff do not have to give each vehicle 1-3 hours from first observation before returning later to see if it is still present, thus providing a more effective scheme for permit holders.
- 5.6 Chestnut Avenue and Fernhurst Road  
It is recommended that Chestnut Avenue and Fernhurst Road (cul-de-sacs) are removed from the proposed MB parking zone, due to the 22 objections (no support) from residents and the future potential to include the roads in the ME parking zone consultation later on in the Programme.

- 5.6.1** Chestnut Avenue and Fernhurst Road were included in the proposed MB parking zone due to their location at its eastern boundary, and at the proposed MC parking zone's northern boundary. This gave residents an opportunity to provide their views on parking, particularly as they may be affected if permit parking is introduced nearby.
- 5.6.2** Whilst roads can be removed from proposals should residents indicate that permit restrictions are not wanted or necessary, roads cannot be added to a zone without undertaking a new consultation. This is why Chestnut Avenue and Fernhurst Road were included in the proposed MB parking zone at this stage.

## **6. Equality Impact Assessment**

- 6.1** This report has undergone a preliminary Equality Impact Assessment (EIA) and a full EIA is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010. Blue badge holders would remain exempt from the 2-hour restricted parking window daily.

## **7. Legal Implications**

- 7.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 7.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 7.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 7.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

## 8. Director of Finance's comments

- 8.1** The cost to set up the scheme will be in the region of £7,500 for setting up and advertising the Traffic Regulation order and installing appropriate signage. This cost will be met from the On Street Parking Budget.
- 8.2** The cost of enforcing the zone will also be met from the On Street Parking Budget. This could cost up to around £30,000 per annum. This will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCN's) this income is remitted to the Parking Reserve. This is obviously dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.
- 8.3** It is difficult to estimate the amount of income that could be generated from Residents Parking zones through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not known until the scheme is in operation. Nor can it accurately estimate the amount of income that would be generated from the sale of Scratch cards.
- 8.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MB zone there are 1,760 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,607. The 2011 census also stated that 66.6% of Households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 8.5** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £48,210 per annum in first permits alone. When the scheme was in place before on a 24 hour Monday to Friday regime the amount of income generated from the scheme was £38,000 in total, only £15,900 came from permits and the remainder came from the sale of Scratch Cards. This is far less than the £48,210 quoted above.
- 8.6** The new schemes operating hours are much reduced from the original scheme this would suggest that the amount of income generated from Scratch cards is likely to be much less than was originally accounted for.
- 8.7** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit

prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

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

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

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

Title of document	Location
256 emails / letters	Transport Planning team (content reproduced within the report)

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

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

## Appendix A: The public proposal notice for TRO 84/2018

### THE PORTSMOUTH CITY COUNCIL (MB ZONE: ORCHARD ROAD AREA) (RESIDENTS' PARKING PLACES) (NO.84) ORDER 2018

30 August 2018: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 32, 35, 36, 45, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and parts III and IV of schedule 9 to the 1984 Act. The effect would be as detailed below.

**SEND YOUR COMMENTS ON THIS PROPOSAL TO:**  
[engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) by 20 September 2018

#### CURRENT PARKING CHARGES

**Resident permits** - A maximum of 2 Resident permits per household will be authorised each year unless capacity allows. Resident permits are electronic: physical permits are no longer issued  
 £30.00/year for first permit

£100.00/year for second permit (from 1 Jan 2019)

£590.00/year for third permit (from 1 Jan 2019) - if zone parking capacity allows

#### Visitor permits (for visitors to residents)

£1.10 for 12 hours (from 1 Jan 2019)

£2.10 for 24 hours (from 1 Jan 2019)

#### Business permits

£140.00/year for first permit (from 1 Jan 2019)

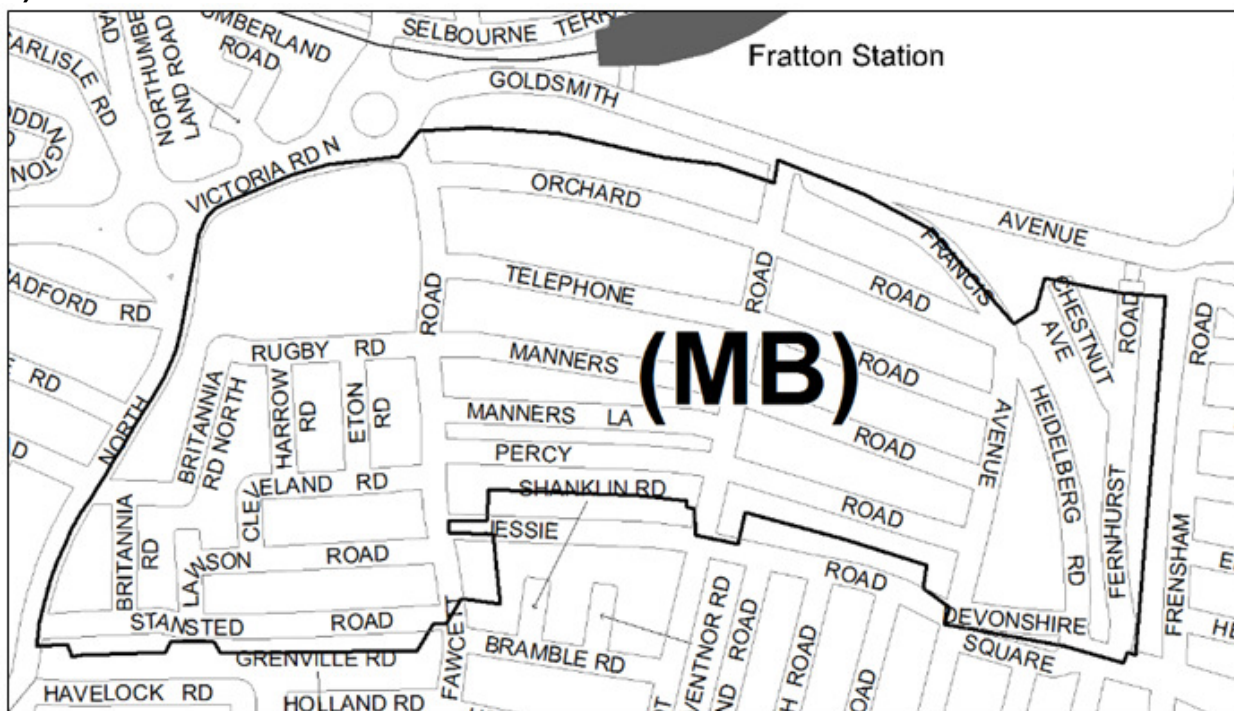
£280/year for a second permit (from 1 Jan 2019)

£590/year for each subsequent permit (from 1 Jan 2019)

**Replacement/amendment of permit** - £10.00 administration charge

Blue Badge holders and motorcycles are exempt from the parking zone restriction.

#### A) MB ZONE BOUNDARY







**B) MB PERMIT HOLDERS ONLY 4-6PM**

Within marked and signed parking bays on the sides and lengths of the following roads where on-street parking is currently unrestricted (whole road unless otherwise stated):

1. **Britannia Road**
2. **Britannia Road North**
3. **Chestnut Avenue**
4. **Cleveland Road**
5. **Devonshire Square** (northern section)
6. **Eton Road**
7. **Fernhurst Road**
8. **Francis Avenue**
  - (a) South side, 96m outside odd Nos.247-281
  - (b) North side, 15m opposite Nos. 275, 277 and 279
  - (c) West side, 31m between Orchard Road and Telephone Road
  - (d) West side, 32m between Telephone Road and Manners Road
  - (e) West side, 20m between Manners Road and Percy Road
  - (f) West side, 32m between Percy Road and Jessie Road
  - (g) East side, 43m northwards from Devonshire Square to the school zig zags
9. **Harrow Road**
10. **Heidelberg Road**
11. **Lawson Road**
12. **Manners Road**
13. **Orchard Road**
14. **Percy Road**
15. **Rugby Road**
16. **Stansted Road**
17. **Talbot Road** (between Goldsmith Avenue and Jessie Road)
18. **Telephone Road**

**C) FREE PARKING BAYS (NO RESTRICTION)**

Marked / signed parking bays outside non-residential properties

1. **Francis Avenue**
  - (a) North side, existing 66m half-kerb parking opposite odd Nos.247b - 267
  - (b) Northeast side, 99m length outside Lidl car park
  - (c) Southwest side, 40m length opposite Lidl car park
  - (d) East side, 104m length outside Fernhurst Junior School

**D) PERMIT ENTITLEMENT:** All properties within the MB zone boundary shown at Part A.

To view this public notice on Portsmouth City Council's website, visit [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk), search 'traffic regulation orders 2018' and select 'TRO 84/2018'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the main reception, Civic Offices during normal open hours.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to [engineers@portsmouthcc.gov.uk](mailto:engineers@portsmouthcc.gov.uk) or post to Nikki Musson, Transport Planning, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 84/2018** by **20 September 2018** stating the grounds of objection/support.

Under the provisions of the Local Government (Access to Information) Act 1985, any written representations which are received may be open to inspection by members of the public. These are anonymised. If the proposals require approval at a public decision meeting, representations are included in the associated published report, and are also anonymised.

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

**Appendix B: Public views** (please note all emails and letters have been replied to, containing the information provided within this report)

Objections: numbered responses 1-95  
 In support: numbered responses 96-248  
 Unclear either way: numbered responses 249-256

**OBJECTIONS TO PROPOSED MB PARKING ZONE**

**1. Resident, Britannia Road North**

I AM STRONGLY AGAINST IT.

Q1 What law says the amount of vehicles a person is allowed to own at his residents.

Q2 If there is such a law<How many.

My Statement.

I have lived here in my home for 42 years, For the first 3 years I had 1 vehicle, For the next 30 year ish I have had 2, For the remainder of that time I have 3 different types of vehicle. I own my own home and my motors, (no credit) how I have done this is I started work when I was 15 years old, I worked and saved to get this, Now I am retired.

I will not accept your or other people's votes that will affect my life style and MY money that I have earned over the years

This Residents Parking is a money making scam engineered by you, You force it on one area, Those who can/want conform to your demand move to the next available area, and so it goes on and on

I will not be conforming to your demands or move to the next area along. YES. I do know what will happen. First I will get parking tickets, that I can't/won't pay, then after a period of time it is doubled. Then you call in the court bailiffs (hired thugs from a collection agency) when they don't get anything from me they then clamp my motors, (Restrict My right to travel) When that doesn't work they then confiscate/tow/steal my property Then my life will be over. NOW. You say that won't/can't happen, If it's happened before then it can happen again. It happened in Germany in the 1930/40s, What it amounts to is. Bully, Blackmail, Extortion.

**2. Resident, Chestnut Avenue**

I am emailing to strongly object to introducing a residents zone in my road.

I have lived here for many years and have never had a problem parking outside my house, neither do my neighbours. Therefore I object to having to fork out £130 a year unnecessarily, especially as the restriction only applies to 2 hours a day!

Chestnut ave is a cul de sac, with NO through traffic or businesses in it so your reasons for it being beneficial by improving access to local businesses and improving the turnover of vehicles is totally irrelevant in chestnut ave

The only day we have more limited parking is on match days, but we get round it. Who would enforce the restriction on match days anyway?

The only way parking restrictions would benefit chestnut ave would be if it were overnight to stop the taxi drivers dumping their cars down here.

I can't speak for the other roads but I can absolutely say that is not needed in chestnut ave.

**3. Resident, Chestnut Avenue**

I'm writing this email, as I am opposed to the proposed Residents' Parking scheme along Chestnut Avenue. I don't see the need for any such permit proposal. Much of the week - excluding match days - there is often plenty of room to park along the street both during

the day and in the evenings.

Also, as a single parent on a strict budget, I cannot afford the added costs, which I'll have to pay on vouchers for my parents and friends who help with school runs, and child care, when I'm at work. I'm sure many of my neighbours will agree with me saying, that the scheme should be scrapped.

**4. Resident, Chestnut Avenue**

I have resided here a few years and have never experienced any problems with parking (99% of the time I get to park directly outside my house as do the other residents at all times of the day). I do not believe the 2 hour restriction will bring any benefit to this area, other than making money for the Council. Even on days when Portsmouth Football Club are playing, the drivers will still park there and just pay. However, if the plan does go ahead I think the first 2 permits per household should be free.

**5. Resident, Chestnut Avenue**

I would like to strongly oppose the parking permit zones in zone MB for 3 main reasons:

1. It didn't work in the past and it's seems it is just a way for the council to make more money on top of the council tax.
2. Organising visitor permits for friends, family or trades people is a real hassle and not necessary.
3. Even on football days I have no trouble parking in my street. I don't see there is a need to supposedly reduce the number of cars per household.

I sincerely hope you reconsider the proposal as I get the feeling it will be extremely unpopular.

**6. Resident, Chestnut Avenue**

I would like to register my objection to the proposals for residents parking in the Orchard Road area (MB zone). The reasons I object are:

- 1, I strongly disagree with having to pay to park in the street in which I live. When our finances are stretched these additional costs are unwelcome and will cause further hardship.
- 2, Whilst we only have one vehicle in our household we can have a number of visitors to our property by family members, on occasion with some who live some distance away (Norfolk) staying for a week or two. Again under the scheme we will now have to pay to see them which should not be the case.
3. I do not consider that 'long term' parking is at the route of the problem that this scheme is supposedly going to resolve, the main issue is that the council have allowed the over development of Portsmouth including numerous multi occupancy properties that have multiple vehicles all adding to the parking problem that is now seen. Adding residents parking will not resolve the issue as residents households that have more than one vehicle are unlikely to reduce the number of vehicles are a result of the introduction of the scheme.
4. We occasionally have use of a disabled relative's vehicle which they will park at our address whilst they are using it. As it is not registered to our property we will now have to pay to park it daily as a visitors car. Further expense that we will incur.
5. The real reason for the introduction of the scheme is to make money so the council can bolster their finances.
6. There are no assurances on the cost of the permits, as costs increase (wages etc) then the cost of the permits will also increase to cover the additional cost.
7. There is a further charge of £10 to change your permit which further supports that the main reason of the scheme is financial.



**7. Resident, Chestnut Avenue**

You say that the aim of the scheme is to prevent long term parking by vehicles in the area. There is not a problem with long term parking. The real issue is too many cars and vans in the city. This has been brought about as a result of the over-development that has been allowed in Portsmouth, coupled with the less than adequate provision for parking for these developments (and indeed other resources i.e. doctors, schools).

Whilst our household only has one currently, I regularly drive my mum's car. It is often parked along my road for a day or two, meaning that unless I move it between 4-6pm, or don't park it until after 6pm, I will need a visitors permit. Equally, if my mum or any of my family or friends wish to visit between 4-6pm I will have to pay for visitors parking permits for them. I also have family that do not live locally, so normally stay for a few days or a week at a time. Again I will have to pay for visitors parking permits for them. Should we need to have a second car, I will need to pay for a second permit. When my son and daughter learn to drive, this scheme may well prevent them having a car, due to the price for the parking permits.

I would suggest that the scheme is simply a "money spinner" for the council.

If it were really to alleviate parking congestion in the area, and to allow residents to park near their home, the permits would be free. Or at least a fee for the first year only to cover set up costs.

I fully anticipate that you will reply something along the lines that parking schemes in other areas have been successful, lots of support for it etc. However in reality this will not change any of the parking issues. It will not stop households having more than one car, it will not stop the issue of football fans parking their cars down our road at 1pm for a 3pm kick off football match, and it will not guarantee me a parking space outside my house.

What it will guarantee is the same parking issues, but that Portsmouth City Council benefits financially from those same parking issues.

Once again, please register my objection to the proposed residents parking zone in the Orchard Road area.

**8. Business, Cleveland Road**

Thank you for the opportunity to give our views on this.

As landlords of a property in Cleveland Road, we object to this proposal as we see no need for it. A previous residents' parking zone was tried in the area a few years ago and then taken away and parking has been considerably better since then.

As landlords we wouldn't be able to get a permit and as we spend a fair few days at the house, particularly during the summer months and, depending on what needs to be done, bring one of two cars to the area. We often have tools and equipment to unload/load for the various jobs and cleaning that we have to do and not being able to park close to the house and therefore the proposal would cause us an issue.

It's fair to say that in the ten years that we have owned the house, we've never experienced a particular problem with parking and we come down on a variety of weekdays, evenings and weekends. Even those days when there's a Portsmouth football match on haven't been too bad.

In addition, there are a lot of houses in Cleveland Road which are student accommodation, and the vast majority of students don't own cars, so please don't enforce this proposal.

The only issue that we have is local businesses' vans and airport buses being parked in the road which we feel destroys the residential nature of the road. There must surely be some way of stopping these commercial vehicles being parked without the need for a resident's parking zone when it would appear that they can buy permits anyway; it will just



cost them more..... On balance, we'd rather live with these vehicles than have the parking zone enforced.

Thank you for your explanation and if the residents parking permits are to be for such a limited period then that's not so much of a problem as it could have been although the days when we are at the house redecorating in the summer, or seeing new tenants in, the 4-6pm it could be. The problem as we see it is that as property owners but not residents, we are not entitled to a parking permit as our cars are not registered to the address and this is what causes us an issue. Our property is let to students who generally don't have cars – I can't recall one student out of four each year over the last 10 years that we've owned the property who has had a car. They like our property because, amongst other things, it is within walking distance of the University and very close to the University bus route and therefore don't need a car.

Have you thought about how you will cater for people like us who only need parking access for a limited period of the year (when students aren't there) and would like access to a parking permit but are not able to claim one?

**9. Resident, Cleveland Road**

I strongly oppose the proposal of the parking zone in the Orchard Road area (MB).

**10. Resident, Cleveland Road**

I do not support this proposed parking zone. This is an inconvenience to all students that have spent a lot of money learning to drive.

**11. Resident, Cleveland Road**

In the next week or so i am moving into Cleveland Road to start my PhD in palaeontology at the University of Portsmouth. I would like to object to the parking permit for a number of reasons. Firstly i require my car in Portsmouth as i am from Derbyshire which is a considerable distance from Portsmouth and therefore need it to drive home from time to time to visit my parents, especially my Dad who is in poor health much of the time. I also require my car to drive to various museums and fieldwork localities as part of my degree, with driving being the most reliable and cheapest option. I therefore need somewhere to keep my car hence choosing a property in Cleveland road with no parking permits. If parking permits were to be introduced i would most likely not be able to get one as neither my car or my driving license is registered to the Cleveland Road property because it is not my primary address and i may only be there for a year or so. So if a parking permit would be introduced i would be at a dilemma of where to keep my car and would probably have to spend further money on renting a parking space somewhere in the city at considerable cost. This would be incredibly difficult because money is already tight, as i am self funding my PhD.

I would not bring my car if i did not require it and did not when i did my undergraduate degree at Portsmouth in the past. I think it unfair that on top of all my other costs that i should have to pay for parking. I therefore hope that you decide to not implement a parking permit in the Cleveland Road area, or if you do are able to grant me some sort of student permit not requiring my car to be registered to the property.

I do still intend on bringing my vehicle to university with me because of the reasons i previously mentioned regarding requiring it for visits to various museums and field localities, where i cannot use public transport, and to visit my parents in Derbyshire. I will be a resident of Cleveland Road and will be the only person in the address with a vehicle.



Can you please clarify if i will require a permit to park there from the 29th of September and if so which permit and how can i get one. It would not be possible for me to re-register my vehicle to the address as i will need to redirect all my post, insurance and be a massive hassle. I cant afford to constantly buy a visitor permit as i am self funding a PhD costing me in excess of £13,000 plus living costs and require my vehicle as im sure you and all members of the council do. Is there a way of getting a residents permit without re-registering my car to the property, or can you suggest what i should do. I can get proof of address from my landlord and proof my my course. Can you please help as this is a huge concern for me and added stress that i do not need at the current time.

**12. Resident, Cleveland Road**

I object against the MB residents parking proposal as we are a 3 car household and feel it's to too much money to pay and feel we pay enough council tax to live there as we rent. This does not suit our financial situation at all.

**13. Business, Fawcett Road**

Since obtaining clarification we feel that this scheme will not be in the best interests of our patients and ultimately our business and therefor please take this as an official protest. We are a medical practice that has been serving the Portsmouth community for 25 years. Our patients attend for all manner of musculoskeletal and health problems, ranging from prolapsed lumbar discs to mortons neuroma and a myriad of debilitating conditions between. We have Chiropractic Drs, Massage Therapists, Acupuncture and Podiatry services providing essential treatments to the local community, whom rely on easy access to and in most cases, close parking to the clinic.

The most well attended periods that we see patients are 4.30pm to 7pm in the evenings. Your proposal will render the casual parking prohibited (4-6pm) at the busiest time, which will significantly impact our patients. I appreciate there are 1-hour spaces on Fawcett road, but these are limited and are in constant use at the aforementioned times, making parking extremely difficult for our patients.

The clinic sees up to 50 patients a day and this number will be significantly reduced if this proposal comes to fruition. Essentially the clinic will be reduced by the two most popular hours for both treatment rooms. This will have a daily effect of cutting the clinic capacity by a quarter and bringing the financial viability of the clinic in to question.

The clinic has parking for one car at the rear, but this will not be fit for purpose if there is no on street casual parking. The clinic appointment times range from 15-60 mins. I understand what you are trying to achieve, in that there will be parking for residents when they return from work and restrict individuals from long term parking, which I support fully, but unless provision can be made for short term casual parking during the restricted periods, this proposal will not work for my patients and will put this valuable medical service in jeopardy. Previous trials rendered parking restricted to permit holders, but casual parking was up to two hours. This worked really well for the patients and residents always had somewhere to park. The clinic closes at 7pm and so any parking utilized by patients was available for residents from then.

**14. Resident, Fawcett Road**

It is quite clear this is nothing more or less than a money-making opportunity on the back of an easily solvable problem, the cause of which you are acknowledging to a degree but failing, dismally, to address.

As a resident of Fawcett Road, I park, usually, in Telephone Road. Some of your literature claims this is in an area where commuters block parking spaces. This may sometimes be



the case, but many people that commute do not drive to the station. There is a problem when Portsmouth are playing at home, which I suppose is inevitable since a dedicated parking area is not available and the intelligence to make a park and ride is clearly beyond those that make decisions, but this happens slightly more than once a fortnight during the football season. The real problem, and the one you seem to have chosen to ignore, is that parking is no problem between late June and early October and the reason for this is the large amount of student properties in the area. There is NO other explanation. Many students arrive in October and simply do not move their cars until they go home, briefly, at Christmas and again at the end of the year. For the rest of the time they use the free student transport. Normal residents and even people commuting are NOT the problem, if they were, there would be a problem all year. I find your proposals for parking to be inept, expensive for us locals that DO have a reason to park here and they fail completely to address the real problem. Even a simple letter to all students asking them to consider whether they need to park would be better than what you are suggesting. There is an easy fix to this that will not impact on the workload of your parking inspectors and would make life much easier for us, but I fear that is not your motivation. I sincerely hope common sense will prevail.

Sadly I feel it is being delivered as a 'fait accompli' and that the good residents of this city are being forced to pay due to the influx of students only. I have copied my thoughts to the Vice Principal and whilst he advised me further of the problems they face to advise students, he did agree that more could, and would, be done. I have also contacted the President of the Students Union in the hope they can also help. You still seem to be under the misguided illusion that the problem exists all year round. It doesn't. It is entirely down to the student influx and that is borne out by the sudden increase in parking problems in the last weekend. It has been fine all summer. So, what you are suggesting is to penalise the good people that live here in the name of the students. They will not bother bringing cars, as they will not want to pay, and so 'magically' the 'parking problem' will disappear, except, of course that the reasons it is cured backs up the very points I have made. It is NOT a problem of local full-time residents and NOT a problem caused by commuters but a problem caused entirely by students and local people are being ripped off. I am a cancer patient and hold a disabled sticker. Do I still have to pay you for a permit to park in a disabled space should one ever become available? This whole thing is nothing more than a callous money making scheme on the part of a council that clearly has run out of ideas and, indeed, morals.

**15. Resident, Fawcett Road**

I believe the parking permits is simply a money making exercise for the council. If you really wanted to stop parking issues you would stop approving buildings and conversions of existing buildings into flats and houses without them installing parking within the grounds of the conversions. This is the issue, and you know this but continue to approve and instal the buildings so nothing will change. I do not want parking permits on my road. It stops nothing but costs more money to live in portsmouth. I love this city but its being ruined by short sighted ideas.

Homes with parking could be easily achieved with a little planning. You are currently



building student accommodation by Fratton roundabout. Why was that not lifted and this would have allowed for a lot of parking underneath. The same with the doctors surgery thats just been finished. This could have parked the whole of a road. People would actually pay to have a fixed parking space which would have generated PCC cash, fixed for year after year.

You are prioritising students, and punishing residents. If you were really that fussed about homes, which you have said is a priority, then why keep building studio rooms in high rises? Again without parking. These are not family homes, and hmo's simply become professional HMO's not student which fixes nothing.

Priority parking in the way you are describing here can only be achieved with named parking spaces on the road. Is this an option? I really do not think so.

Simply asking us to sign up to your money making scheme which really means that anyone can park on any road in town as long as the resident of the area has paid for the privilege, or we ourselves have got the pass for each car in the house. A family of 4 can have 4 cars, which will mean there are no spaces left. Parking permits simply make the council money, nothing else. Permits create parking issues for roads without permits, and this is about it. Permits everywhere will not stop people parking. You haven't got enough money to make the roads to a good standard but want us to pay to park on it. Crazy.

You need some forward thinking people in PCC that can see into the future and realise this issues is only going to get worse permits or not. I suppose they have looked into the future and realised they can make some serious cash from tickets and permits. It is a farce!!

**16. Resident, Fernhurst Road**

We would like to lodge our objection to the proposed reintroduction, and extension of the MB parking zone to include Fernhurst Rd.

We do not feel this will be of any benefit to the local area. It is also an introduction of paying for something that is currently free and there are no problems in this Road with parking space availability as it stands currently. This likely represents no problems in the surrounding area too.

**17. Resident, Fernhurst Road**

I have no problem with parking in my road, This is just money raising scheme .I see that for the second car the cost goes up £20 each year. when will this stop?

**18. Resident, Fernhurst Road**

What reasoning does the council have for imposing permit parking on Fernhurst Rd, which is a Cul de Sac and in my opinion currently has no parking issues?

I also object to the plan to charge residents for said permits, especially bearing in mind the poor state of the road surface!

**19. Resident, Fernhurst Road**

Whilst there may be some support for the re-introduction of a parking zone in Orchard Road and the surrounding streets I do not consider that Fernhurst Road suffers from the same issues. We have never had any problems with parking on Fernhurst Road except on match days. At all other times we are able to park on the road directly outside of our property. I therefore see no reason for Fernhurst Road to be included in the proposed MB zone, and would suggest that if the parking zone does go ahead that the boundary be reconsidered.

I would also object very strongly to the proposed charges. We have three cars registered





at this address - one for my wife and I and one each for our two grown up daughters who live with us and who both need cars for their work. We would strongly object to having to pay £720 a year to continue to be able to park outside our house (where we can currently park all three cars without any issue).

**20. Resident, Fernhurst Road**

I would like to express my objections to the proposals as we do not have a problem with parking on Fernhurst Road. There is no need for a residents parking scheme on our road - I can park directly outside my house almost every day without any problems. The introduction of a parking zone would be not only a waste of the council's money, but also a waste of my money.

**21. Resident, Fernhurst Road**

I would like to object to the proposal to introduce a residents parking zone. The only time that I struggle with parking is when Portsmouth FC are playing at home. Apart from this there are no problems with parking on our road, and there is no need for a residents parking zone here. The council would be wasting their time and money and the only result would be inconvenience and extra expense to the residents. Please do not go ahead with this.

**22. Resident, Fernhurst Road**

I'm sending this email to register my objection to the reintroduction of the MB parking zone, and its extension to Fernhurst Road. I currently have, and have never had, any problems parking in the road near my house and do not wish to endure the expense and inconvenience of the proposed parking zone. Moreover, the 4-6pm time zone reflects an outdated view of working people nowadays. I myself am a shift worker as are countless others in the 21st century.

**23. Resident, Fernhurst Road**

For the most part it seems quite clear and on paper a good idea, however the one problem we have in fernhurst road is on a match day, as it stands at the moment there are cars parked on double yellow lines, in front of garages, all with no disability allowance, and in the years we have lived here not once have we seen a parking ticket issued or a traffic warden to issue any tickets.

Now if you are proposing to charge us for parking in our street what reassurances will you give that once up and running parking will be monitored and dealt with accordingly, also I believe that it is all going to be digital as opposed to certificate so how can we as residents see if the cars parked outside of the zone rules are allowed to be there.

Having e-mailed various questions to your office with regards to set times and clarity, and the planned enforcement or lack of it as it's not an important road, I feel to ask us to pay a further fee on top of road tax and council tax, just to have a 2 hour guaranteed time slot for permits holders quite frankly disgusting. We are shifts workers who still wouldn't be able to get spaces at different times

**24. Resident, Fernhurst Road**

I don't agree with parking zones on principle. I see it as a further transparent tax on the motorist and think local councils shouldn't have the right to enforce parking rights.

**25. Resident, Fernhurst Road**

I am writing to you to fully object to this outrageous proposal. I have never had an issue with parking my car. I have recently left university and living in a flat share with 3 other



professionals (who also have cars) and simply cannot afford this cost.

I would appreciate someone to give me more information on this as to why this is being proposed and the likelihood of this happening, as if this goes ahead I may have to look for alternative accommodation.

**26. Resident, Fernhurst Road**

Why only those hours - currently we have no problems parking in Fernhurst between those hours or at any other time of the day. 50% of our road are retired and come go at all hours during the day and 50% of the road work full-time and leave early in a morning and don't return until after 6pm therefore this parking time zone makes no sense at all. I cannot understand the rationale behind these hours - if you have a parking zone then surely that parking zone is a parking zone no matter what time of day it is.

Why our road - we were not in the original plan and the original parking zone of 4 years ago had no direct impact on us. We have not in the past had and do not currently have a problem with long term parking in Fernhurst. The student population of 4 years ago has moved due to the closure of the Milton Campus and the fact that so much student accommodation has been built in the centre of the city. Therefore the houses with more than two cars has greatly reduced and is reducing year on year. The fact we are a very narrow dead end also helps as most people cannot be bothered with the extra stress of having to reverse down the road to get out.

You are just moving a problem rather than addressing the underlying problem of not enough free or reasonably priced parking available for Fratton station. My wife works full time and leaves early in the morning and returns after 6pm therefore the cheapest option for her as she doesn't have to park between those hours except on a weekend is to park in Frensham Road - therefore creating a bigger problem elsewhere.

Just another money making scheme for the council - what started as first permit free is now £30 for first permit and we can pretty much guarantee that this will increase year on year. Therefore it is not only an extra tax on the Portsmouth tax payer but particularly on the motorist and at worst is a tax on the motorist that does the least miles in their car. The most vulnerable ie retired on a fixed income will be most impacted on as will any motorist that car shares (does their bit to limit the number of cars coming on going off the island as they need to leave their car at home on the days they car share). You are just encouraging those persons to take the car to work instead of needing to pay for a permit.

Residents choice to live in Portsmouth - the parking is the compromise you make for living in this city - you know when you choose to live in the city parking is not always easy and you sometimes have to plan round things ie football games and school pick up times.

Who is going to police it - We in theory have a double yellow lined turning spot at the top of our road and yet when people park on the double yellows it is not policed therefore what makes this parking zone any the more likely to be checked - in which case people will just take the chance and park anyway.

**27. Resident, Fernhurst Road**

I object to the proposal and having to pay £30 for a permit and pay charges for my visitors to park. I do not believe any new parking zones should be introduced in the area, and can say there is certainly not a parking problem in Fernhurst Road.

If resident's parking is introduced by Portsmouth City Council in neighbouring zones than non permit holders from other roads are likely to use Fernhurst Road, or any other nearby roads in the proposed zone MB, if they do not have resident's parking. Thus a problem will have been created where there isn't one now.



**28. Resident, Fernhurst Road**

I am contacting you to oppose the proposals to bring permit parking to Fernhurst Road. I was incredibly shocked to receive the letter, as I have been a resident of this road for almost 4 years and there has never been an issue with parking in our road. For this reason, I consider this proposal to be unnecessary in our street.

Furthermore, I am appalled to note that HMO's are limited to 2 cars. As far as I am aware, our house is the only HMO in the road and as stated above, there has never been an issue with parking in our road. In fact, it is commonplace that everyone can in fact park immediately outside their residence, despite the fact that our residence is a HMO.

I have lived in HMOs for the last 10 years due to the fact that affordable housing for single individuals is virtually non-existent in the city. Particularly given the repercussions of the recession on the job market in the city, which is still volatile and lacking in stable full time work, it would seem to me that those who are trying to better themselves are the ones who will suffer if this proposal goes ahead.

Two of those whom I share residence with already own cars. These and many others I have lived with in the past have required cars to get to and from work either because the location of their work regularly changes, or their place of work is not serviced by public transport. The fact of having a car is not always a luxury, but oftentimes a necessity. I have just spent hundreds of pounds on driving lessons and I'm shortly due to take my driving test and purchase my first car early next year at the age of 31. To receive notice of this proposal at this time is incredibly disappointing. I have taken these steps to learn to drive as my mother is disabled and my father shortly will no longer drive and she requires someone with a car to assist her.

It causes me great concern that not only can I potentially now not get a car to assist my disabled mother due to the 2 cars per household limit, but if I were permitted by the council to have a car, it would cost me an astonishing £550 for a permit just because I would be the last person in my residence to apply, since I haven't yet passed my test.

This entire proposal is monumentally disproportionate since it is clearly the wealthy who will benefit and I implore you to reconsider. Whilst I appreciate there are areas in the city who have a lot of difficulty with this issue, our road is not one of them.

**29. Resident, Fernhurst Road**

My first objection is to the cost. As I'm living in a house of multiple occupancy with two current drivers and a potential third on the way, we stand to have our living expenses hugely increased. I absolutely understand the reasons behind escalating costs for additional permits but I feel the proposed amounts are far too high.

Secondly, parking on Fernhurst Road has never been a problem for me in the nine years I have lived at this address so permits aren't necessary here.

The only time there are issues with parking are during football games when there's a huge influx of people to the area. However, this is only ever temporary and minor annoyance.

This leads me to my third objection of enforcement or lack thereof.

The huge crowds who come to watch games often park on double yellow lines, in front of garages, dropped kerbs and even in a disabled bay for one of the residents. I have never seen any of these parking violations receive a penalty charge notice or any other violations in the area. As the enforcement is already severely lacking, and parking isn't an issue on Fernhurst Road anyway, I can't see what benefit the residents would receive for the extra money.

I completely understand parking is a city wide problem and it's nice to know the council are actively looking into possible solutions.



**30. Resident, Fernhurst Road**

Regarding the recent letter I received I have a number of concerns.

1) The £30 (at the moment) charge. This seems grossly unfair as residents pay enough to keep their cars on the road without another fee. I currently have no trouble parking and was not included in the previous zone so object to this fee and being charged for visitors. I also fail to see what relevance of the precedence the previous Tory council set introducing it has on this councils desire to hit my wallet.

2) Having a 2 hour parking zone seems pointless and I saw little to suggest it was effective last time when I visited my parents in the evening in MC zone and couldn't park.

3) Why is MB & MC being charged the same for permits when MC has a lot more roads meaning the resident have a larger area to find a space. Its not fair and the areas should be the same size or one area. In addition they don't even have the same times to be enforced

4) I also object that this seems to be the best solution the council can come up with to tackle student parking, hitting the local residents pockets rather than tackling the cause.

In summary this proposal is unfair to residents and very disappointing from a liberal council. It will be ineffective at stopping student parking as it was before.

**31. Resident, Fernhurst Road**

Before I comment on the proposed implementation of the above order I have one question which applies to all the schemes in the City. As there is no longer any physical evidence in a vehicle as to whether it is part of a permit scheme or not how does the Council monitor the parking of cars etc? An answer to that would be appreciated. With regard to the particular scheme affecting our area are we expected to pay the same as other areas where the restrictions apply 24 hours a day As we are only talking about 2 hours a day. This seems unfair in the extreme. In our road there are a number of vehicles which arrive late in the evening or the early hours of the morning and remain parked until mid afternoon when their owners leave for work. Presumably taxi drivers and the like. I have a couple of friends who come down for the football in the early afternoon and, obviously leave after the game has finished. For Saturday games this would mean them having to purchase a temporary permit for just a short time of use. As I have heard rumours that the Police have advised you not to penalise vehicles parked illegally in existing zones near Fratton Park on match days I wonder what advice I should give them! Although I have broadly supported the introduction of permit controlled areas in the past I fail to see any benefit in the introduction of this new scheme. A "cash cow" for the Councils coffers seems the only reason for recommending it.

**32. Resident, Francis Avenue**

I live close to the school (in which parking will not be restricted to residents only) and the adjacent parking zone (in which I will no longer be allowed to park). This proposal makes parking much more difficult for me.

I disagree with the charge for a first permit, which seems unnecessary. I have lived in other regions parts of Portsmouth that have successfully had a parking permit zone without charging for a first car.

The motor business, at the top of Francis Avenue is to become a restricted zone; which will push the cars they regularly park there into the unrestricted zone outside Lidl and Fernhurst Junior School. This will put pressure on the parking elsewhere.

If parking is only restricted between 4pm and 6pm, then 12 hour and 24 hour permits are of very little use.

The proposal is to improve parking opportunities for customers requiring access to local



businesses. There aren't many businesses in the area that would require access between 4pm and 6pm. The area is largely residential, and these restrictions in these hours would not be of benefit to the businesses that are in this area (pubs, small grocery shops, coffee shops on Fawcett Road that close by 5pm).

**33. Resident, Francis Avenue**

I have read and re-read your letter that came this morning, but it is not clear why you would just do a restricted time between 4-6, apart from long term parking and yet you have part of this area as free parking.

Last time we had parking permits with part of the area non restricted we still had long term parking which made the parking worse. How is this going to be policed?

Also I have managed to secure employment which is in Farlington this enabling me to leave my car at home when not visiting sites and cycle along the Eastern Road cycle paths. In seeing the parking restrictions it would pay me to drive to work as I would be home after the restrictions thus saving the cost of parking.

When the last proposed parking restrictions were in force although I had a permit I couldn't easily find a space near to where I live however since it has been lifted I have always found somewhere near if not outside my house. Therefore I would not be very happy for this to be reintroduced.

The MC zone was in your opinion successful within the zone, however people living adjacent to the zone found that long term parking happened in their road as it just pushed the problem on the surrounding road. I do understand what you are trying to do.

When I responded to all the surveys over the years I have always said if you make part of an area with parking restrictions you are only pushing the problem further on so in order to stop this you need to make a bigger portion with restrictions.

With the flats being built on the end of Goldsmith Avenue, this will have an impact on parking too.

As you are probably aware that there is a second hand car sales place at the top of Francis Avenue and he has long term parking of his cars and will only fill more of the free parking to the North side of the Francis Avenue together with the people parking their for the train station. It happened last time so it will happen again.

**34. 5 Named Residents, Fernhurst Road**

We are students studying at the University of Portsmouth and living on Francis Avenue. The planned permits would make it very difficult for students, such as ourselves to keep cars. Student houses often contain multiple drivers so would need expensive 'multiple car permits'. Considering that the city's two largest forms of employment are obviously the University and the Navy, many people living in the area may be here temporarily. Thus making it not worthwhile to purchase the extremely expensive permits proposed. Many students live in the area meaning this would negatively affect multiple households.

As an alternative option might we suggest considerably cheaper permits for residents. From our experience living on Francis Avenue, parking at night is no challenge. As most cars do not belong to the residents and instead; people accessing Fratton station, Portsmouth Football Club and those working in the city.

**35. Fernhurst Junior School and Devonshire Infant School representatives**

Following your communication about this proposal, both Fernhurst Junior School and



Devonshire Infant School Headteachers have met to discuss the implications and the impact this will have on pupils and staff. We are sure these issues can be addressed as it would be a great shame if local children are disadvantaged by the council's decisions. It is with some regret that we find ourselves back in this position as we have already had this debate with the council when the previous scheme was introduced and scrapped in 2014. Firstly, the cost of permits (£4200 estimate for FJS) for all our staff will impact the financial running of the school at a time of decreasing budgets and increasing costs. This information has been in the public domain but it does not seem to have been considered by the designers of this scheme.

Our staff, like many other schools, offer a wide range of 'free to parents' after school clubs which enrich the lives of our pupils. These are focused at our most vulnerable pupils, and this is financed by pupil premium monies. If our staff have to leave by 4pm these clubs will not be available. This does not fit well with the council's stated aims in the Children and Young Peoples Plan, 1 b) Strategic Objective 3. Raise school standards through collaboration challenge and support. We certainly feel challenge is being put in our way but little in the way of collaboration and support from the local council in this proposal.

Furthermore, there is reference in the plan to the difficulties in recruitment and retention, a major challenge in Portsmouth and nationally. Has this even been considered? Many teachers have young families themselves and the difference between working in one school or another can hang on the obstacles and barriers put in their way when travelling to and from school. When recruiting teachers often visit the school after they have finished for the day at their place of employment, we will be lucky if they put a foot through the door as they drive away unable to park, let alone receive an application.

We would also question why certain employees are treated differently and asked to pay at a higher rate? A school cannot run without office staff, who are often first aiders, welfare staff, and other support staff. We do not believe that there should be any charge to school staff at all. We were led to believe that the aim of this scheme was to prevent commuters parking their cars in the residential areas and using Fratton Station. If that is the problem, why are the pupils and families of Fernhurst and Devonshire Schools being penalised?

This looks more like a money making scheme. We understand residents may feel frustration at the Portsmouth parking problem but school staff are not really the problem, we are gone by 5 most evenings, (the time a neighbouring scheme starts, why the different time?) not here during most of the holidays or at weekends. Do the council want the children of Portsmouth to have a quality education or not?

Please reconsider this proposal in light of how it might apply to Devonshire and Fernhurst Schools. .

In response to your email, I would like to reiterate that we are NOT a profit making business, but a maintained school, serving the local community. ALL of my staff are key workers, regardless of whether they are classroom based, so I can not see why my office staff should be charged at the extortionate rate of £590 for a third permit (which we would need).

Furthermore, a large number of my staff are not based in Portsmouth and travel from Fareham, Portchester, Cosham, Horndean, Whiteley and Widley, which makes it very difficult to walk or cycle! The idea of car sharing is a very positive one. However as my staff have a range of jobs, a range of starting and finishing times, this also is difficult to manage. A number of my staff are local and do walk or cycle as much as possible - myself included. However, there are occasions when all of us have to drive, to attend meetings or training out of the city. In addition to this, you will often see staff carrying bags of books and



equipment, which makes it unreasonable to expect them to walk or cycle.

#### Officer response

School teaching staff continue to be considered as 'key workers' within Residents' Parking Zones (this has not changed), and that the administration rate and cost of first Resident permits have corresponded. Permits for non-teaching staff continue to be charged at normal Business permit rates (this also has not changed).

The £30 charge was introduced for the first Resident permit per household in 2015, and the administration rate charge was introduced for permits for school teaching staff at the same time, and also set at the same rate. All permits are now paid for; none are issued free of charge since 2015. If no Business permits were purchased by the schools at the 2<sup>nd</sup> and 3<sup>rd</sup> permit rates when the parking scheme was in operation 24 hours a day between 2012-2014, then it is unlikely that the permit requirements have changed significantly and would be affected by the 2-hour restriction proposed in 2018.

The term "Business" permit is used to distinguish between residents and non-residents. However, there are many premises in Central Southsea and within the Residents' Parking Zones (RPZs) citywide that operate businesses and services other than shops, including support services, charities, community centres, places of worship, health services and medical practices, other educational facilities etc. and which can also be affected by parking restrictions, and whose staff may be required to consider how they commute to work if they currently drive into Southsea and park on the street.

For the most part, non-residential premises are treated equally. However, the above-mentioned concession is made for keyworkers such as teaching staff / classroom-based staff within schools. The following, as highlighted previously, is also available in Francis Avenue:

- Unrestricted parking adjacent to Fernhurst Junior School
- The school zig zags operate between 8am and 4pm Monday to Friday: outside of those times parking is not restricted and permits are not required
- The adjacent MC zone proposes to restrict parking to permit holders between 5-7pm and includes roads close to the schools such as Devonshire Square and Francis Avenue southwards from it, Esslemont Rd, Jubilee Road etc.

Whether a non-residential property generates income and to what extent is largely irrelevant when encouraging individual employees to consider how they travel to work, and therefore how they have an impact on the environment and parking availability in residential areas. Quite naturally, people rarely think how they travel to work until parking restrictions are proposed or introduced. The same applies to the Council's Civic Offices and staff, also working in the public sector. In previous years, large numbers of those staff and also staff working at the police station, law courts, university, schools and premises in Commercial Road automatically used surrounding residential roads for all-day free parking. This placed a huge demand on parking availability to the detriment of those living there, and residents' parking zones were introduced to better manage the parking availability.

Commuters travelling in and out of the city at peak times contribute to the traffic congestion - these relate to the high numbers of employers in Portsmouth and Southsea, not just

schools and colleges. Consequently, one of the Council's aims is to reduce traffic congestion and improve air quality. You may have seen the 'Reduce the Queues, Travel in Twos' campaign, for example.

As described previously, there are a number of factors that have been highlighted as contributing to long-term parking congestion in Central Southsea, which result in people asking the Council to do something about it. These include parking by students with vehicles registered elsewhere, railway commuters, local employees and where more than 2 vehicles are linked to the same property address (business or residential): all contribute to all-day or longer term parking.

Residents' parking zones are a measure the Council can consider in response to high levels of parking congestion, to manage the rising demand for parking on the public roads.

**36. Fernhurst Junior School Representative**

I am writing to express my views on the new proposed parking restrictions in and around Orchard Road. I am a teacher of Fernhurst Junior School and a parent of pupils at Devonshire Infant School and Priory.

Having looked at the proposal I am strongly against this scheme on many levels.

Firstly myself and the team of colleagues I work with are mostly from Portsmouth; paying their council taxes and contributing to the city. It is therefore wrong for these people to have to pay for parking when they get to work. The argument that there will be spaces in other streets is a joke as these streets will be full with cars and vans who also have nowhere to park. Walking even a short distance with a class set of books and various resources needed for teaching is also unacceptable.

The city pledged to recognise and support the teaching profession, this parking fiasco is just another stress that teachers don't need.

The other concern is the financial burden on staff and the school. My Headteacher has two options; make her staff pay for permits or the school funds the permits. My Headteacher has a statutory obligation to ensure staff needs are met. Being able to park within close proximity to the school is one of them. With this in mind the permits will need to be funded out of school funds. The news has been vocal about the already stretched school budgets and this proposed scheme would see around £4000 pounds every year redirected away from children in order for their teachers and carers to park. This is unacceptable a scheme should look after PCC employees after all we all work for Portsmouth City Council and this scheme has been devised without considering the detrimental affects this would have on the schools in the area.

Finally as a parent; my children attend various after school clubs where Grandparents pick them up. These usually finish around 4.30pm How are my parents supposed to collect my children as there is 'no-parking' between 4-6? They have to get out of the car and physically go and collect the children - how is this going to work for myself and all the other parents who need to collect their children.

I feel this scheme has been put together with a political agenda not considering the needs of residents at all. I have worked at this school for 20 years and been a Portsmouth resident my whole life; this scheme is unacceptable and needs to be reviewed.

If a scheme needs to be put in place then other more effective methods of vehicle reduction should be considered such as ways to reduce student cars per household or company vans being kept elsewhere; these methods are obviously more expensive but a more expensive better thought out scheme would be better in the long run.





**37. Fernhurst Junior School Representative**

I am a MB resident and also a Governor at Fernhurst Junior school and it is in this capacity that I wish to raise my objections. At its last Ofsted inspection, Nov 17, Fernhurst was rated as a good school with two elements being flagged as outstanding.

The effective activities and the extensive range of clubs that Ofsted refer to in their report, see extracts below, are the after school activity clubs that are run most days of the week typically from 1515 to 1630.

- Fernhurst is a highly inclusive school where all pupils are supported to succeed.
- The proportion of disadvantaged pupils is higher than average.
- The good support for disadvantaged pupils means that they achieve as well as or better than other pupils in the school. The school's high expectations for these pupils can be seen in the broad range of effective activities that enable them to make good progress.
- Leaders use additional funding well to enhance the progress that pupils make. The physical education and sport premium is used effectively to improve lessons and extend the range of clubs and activities on offer. Funding to support disadvantaged pupils and pupils who have SEN and/or disabilities is used very effectively. As a result, outcomes for these pupils are good and improving.

Imposing a parking restriction for non residents (many of our parents live outside of the MB zone) will have a significant impact on the families of our children who are picking up from clubs. It is entirely feasible that parents will not tolerate the inconvenience of parking restrictions and as such will simply not allow their children to participate in these valuable extracurricular activities. The parking restrictions between 4 and 6 will also negatively impact on parents collecting from the after school childcare provision, Heidelberg, which operates between 1510 and 1745.

We are working really hard as a school to inspire and engage children in learning, and the clubs provide a rich array of opportunities to do just that, as well as building resilience and confidence. There are so many examples I can cite but for example children that joined Reporters club have discovered a new found love of writing, and our children that joined Pantomime club visibly grew in confidence. Many of our pupil premium children take up these extracurricular opportunities and I fear that outcomes that have previously been good and improving, might be negatively affected if club attendance declines.

Similarly non MB resident parents will be affected when there are meetings and parents evenings, school concerts, plays, and parental training events (eg maths strategies, online safety, sex and relationships). If they are unable to park it is highly likely that they will not attend these valuable sessions and the level of engagement with parents will decline. I urge you to reconsider the impact of these parking restrictions on the children and parents within our community.

**38. Fernhurst Junior School Representative**

As a Southsea resident I cannot see that it offers improvement. I understand residents not liking commuters parking in this area for the day and the increasing student population with cars - however this will just move the issue elsewhere, it does not solve it.

From a work perspective the time zones present a real difficulty for staff, both for existing staff and for attracting new staff which you will be aware is an issue in inner city Portsmouth. We (a Portsmouth City Council employer) currently employ 68 staff, the majority of which drive from outside the area to work.

Existing staff work beyond the school official opening times as a matter of course, and later on a regular basis to offer extra curricular activities for its pupils (raising standards is allegedly a priority for the council), hold meetings and events etc so this just does not work

- it seems the Local Authority has little understanding of the schools it oversees. Charging employees is another concern. I am especially dismayed that a Local Authority which promotes equality can deem it fair to propose one level of charges for teachers and another for non teaching staff?? Both are needed to run a school and both need to park their cars - what are these charges based on??  
I appreciate that improving parking is a contentious issue for the City Council but an awareness of all its users is much needed. As a school we were not informed at all of the last proposal and this one sadly confirms that we are still not being heard.

**39. Business, Francis Avenue and Goldsmith Avenue**

We object to the proposed parking zone around Goldsmith Avenue, Southsea. We have been owners of a business here for 8 years, and the proposed permit parking will have a detrimental effect on us and our customers. We are unlikely to have the funds, or access, to the amount of permits we would require to purchase, if we are entitled to any, to keep our business continuing as successfully as it currently is. The majority of our customers are of the older generation, and will be unable to get to us from the distance they would need to park away from our site, as the proposed zone completely surrounds us. As we have held a business here for all these years, our customers are used to parking in the surrounding streets. This will cause a high number of parking fees, which we will be liable for, as the customers have left their vehicles in our care for repair or maintenance. It will also take us a lot of extra time, as a courtesy to our customers, who are having to park much further away, to get an employee to drive them to and from their vehicles. If these issues were to happen over a period of time, it is likely for us to lose customers, and money, because of this situation, which in time will force us to close the business and sell. The only likely interest there will be in our land, would be that of a property developer, who would create a number of flats on our site, as they have along the rest of the road so far, which would cause even more congestion in the area.  
We also own a second business on Francis avenue, which will be within your proposed area. As we believe this will still be available for anybody to park, there will be a large number of people using these spaces, which we require to load and unload our vehicles. This will prevent us gaining access for these purposes, again causing us more time lost, and an extra work load for all of us.  
We are certain there will be many more businesses who will also suffer from these proposed plans.

**40. Resident, Harrow Road**

The order does not state the reason for applying these ludicrous parking charges. I have never struggled to find parking in this area and see no need for this proposal. It seems that the council are trying to make money off of the residents in this area? We already pay a lot of council tax money and we can not afford these parking charges as it is already expensive to live here. We have 3 cars at my household that we require for business purposes and we cannot afford £30+£100+£590 per year as well as council tax and all other expenses of renting and running a household.  
All this proposal will do is force residents in the MB area to park in the neighboring areas and cause a parking problem. Please reconsider and think about the repercussions.

**41. Resident, Harrow Road**

I would like to object to the proposed residents parking zone in the Orchard Road area. I do not believe that the proposal will alleviate the difficulty to park around the area in which I live, merely it will add to the cost of living in the area. I believe that the main issue



concerning my road is the local student population during term time and footballers playing on the astroturf pitch at Priory school in the evenings. I do not believe that the price will deter students from bringing cars to the area and I do not believe the administrative effort of changing the address of where their car is registered will either deter many students and from my observation there is normally on average only one car per student property hence £30.00 is very easy to afford.

The footballers tend to be around from 6pm-10pm.

I appreciate that you cannot create policies that discriminate against students or the footballers as this would not be fair therefore I am willing to continue with the current situation as I do not believe it is fair to financially punish local residents who live all year round when the problem clearly originates from the two aforementioned groups.

**42. Resident, Harrow Road**

I do not believe that the proposal will alleviate the difficulty - just add to the cost of living in the area

I believe that the main issue concerning my road is the local student population DURING TERM TIME ONLY and footballers using the facilities at Priory School. There is also the issue of members of staff at the school arriving at 7.45 a.m. and occupying space outside residents' houses. I believe these teachers should be encouraged to park in their school car park and not be supplied with business permits as done so in the past.

I also object to the fact that any visitor to my house would be subject to paying a fee to visit me if they parked in front of my house between 4-6 p.m.

I do not feel it is fair to financially penalise local residents for parking in front of their property. My son and I both need cars for separate work and if this permit proposal is agreed it would mean an extra £30 + £100 = £130 per year from our already tight budget.

I have had several discussions with the Local Democrats who feel that if permits were introduced students would not register their cars at their Southsea addresses but continue to leave the details at their parents' addresses therefore discouraging students from bringing cars to the area. I do not feel this is the case and that students would merely transfer their main residence details to their rental property in Southsea in order to keep their cars on these roads.

**43. Resident, Harrow Road**

I have houses in Harrow rd and Stansted road. I am utterly opposed to new parking restrictions for these roads

**44. Resident, Harrow Road**

Thank you for your letter dated 30th August. I object to the proposal and would be grateful if you could provide responses to the following

1. What, specifically is the catalyst for this proposal?

2. The area near Harrow Road is normally has parking spaces available at all times of day and evening and weekend. There are times of course when this is challenged - for example when the Mosque is heavily attended - these periods are short in duration. Please can you provide the evidence to show that this proposal will improve parking for residents.

3. The proposal seem to be 'East-of-Fawcett-Rd-centric'. Your communications describe it as the Orchard Road area, a road which is at the northern perimeter of the zone. Your suggestion of free parking is Francis avenue, which is at the Eastern perimeter. To me, it points to a position whereby you are trying to solve a parking problem in an area where there is no parking problem, or a lesser parking problem. What, specifically is the reason for extending this zone west of Fawcett Rd?

4. Several years ago, I remember the area was zoned and it lasted for a short period. What caused you to revert back to unrestricted parking then?

Officer response

The former MB zone was referred to as "Orchard Road area" and therefore the current proposal carries the same name to avoid any confusion. Fawcett Road is a central road, but falls partly within the MB zone and partly within the proposed MC zone (as does Francis Avenue). The section of Fawcett Road within MB zone is already restricted and would not have any residents' parking bays marked, which could also cause confusion directly linking it to a residents' parking zone. Larger parking zones increase residents' choice of where to park and find spaces.

The unrestricted parking proposed for the north and east sides of Francis Avenue would encourage any longer-term or non-residential parking to take place away from residents' homes on a first-come-first-served basis. This 'buffer' measure formed part of the previous MB zone and whilst it may be more useful for some residents to be aware of it than others, the same information has been provided to all residents for consistency.

Unfortunately at the time there was no funding available to survey or propose parking zones for the neighbouring areas that immediately suffered from displaced parking. This led to the MB and MC parking zones being removed; an unprecedented measure. The first Resident permit was issued free of charge between 2003-2015 across the parking zones and therefore the majority were provided free (9000 of 11000 permits).

**45. Resident, Heidelberg Road**

From my perspective a parking zone here would be unnecessary. I have never experienced a problem parking my car down this road, and can almost always park my car right outside of my door. There always seems to be spaces down this road, so if a parking zone is required in this area, I can't see the justification for it including Heidelberg Road, as there is simply no problem down this street.

**46. Resident, Heidelberg Road**

I wish to send my objections to the proposed parking zone. I have lived in this area for over 30 years and the issue with parking here is the student cars.

Throughout May to last weekend we could get a parking space in the road even when returning from an evening out. From the weekend, oh yes coinciding with the mass descent of students, after 7:30 the road is packed.

We have 2 cars at our property, we work unsocial hours at a time when there is no public transport. We pay enough in car tax and council tax and feel the chance of just being able to park does not justify the cost.

I feel RPZs are not addressing the issue they are just a reaction.

Maybe the answer here is

1) Issue less licences for conversion to HMOs

And

2) liaise with the university to address the students bringing cars to the city.

**47. Resident, Heidelberg Road**

I wish to register my disapproval of the planned parking zone on my road Heidelberg Road for several reasons.

1) There is no issue parking on the road currently. In my 1yr at this address I have only



struggled to park twice. Neither of these times have been between 1600 – 1800 as state is the key hours.

2) The only issue with parking is when Portsmouth FC play a home game, as this is very rarely between 1600-1800 then the parking zone will not aid the current situation.

3) The cost, at £130 for my residence I am angered that I will have to pay to park outside my own house with the same issues (albeit very few) that I have currently parking.

**48. Resident, Lawson Road**

I am writing in response to your letter of 30/08/2018 highlighting the proposals for 2019. I don't think we need residents permits but I know I will have to live with it.

What I absolutely oppose is the fact that only residents can park between 4-6pm, it is ludicrous. It has to be remembered that our visitors are our partners and family and they could be visiting for the day or weekend.

Why on earth should they be expected to remove their car from a space and then try and find somewhere else in Portsmouth to park for 2 hours, and where do you propose they go and park ?!?!?

We won't be able to go away for the day which completely disrupts our daily routine and lifestyle, and what if the visitor would like a drink during that time?

If they are paying for 24 hour permits they should be able to stay there for 24 hours! Do you provide refunds for these 2 hours they would have paid for?

My boyfriend comes to visit every weekend and during the week and has to drive, we will now be prevented from going away for the weekend or even the day and leave his car there as we will need to be back by 4pm every day ! Crazy!

We won't be able to leave the city when he is here as there will be nowhere else for him to park once all the permit areas are in place.

My parents are elderly and once we have their car parked up and paid for it will be so inconvenient for them to have to move and try and find somewhere in Portsmouth to park.

How many cars will be driving around the city from 4-6 trying to

fight over the few spaces available, if any ?!?!? This proposal will totally ruin peoples social lives and is unacceptable. I hope other residents write to you and feel the same way and the proposal abolished.

Between 4-6 there will be plenty of spaces without the need for this restriction, the road is full of students who will now have to park elsewhere. The last time we had permits hardly any cars were parked in our road and I felt sorry for all the residents.

**49. Resident, Manners Road**

I am a student, and I think the proposal for MB zone should not continue. Undertaking such plans would not increase parking availability in the zone, but would cause cars to be displaced to roads adjacent to the zone.

The MB zone is a popular zone for student housing, many students chose this area for the free on street parking. Most students who have cars, have dual address insurance this means they can safely park their car at their university and home address. However, if the zone was to be implemented, students would be required to buy permits. Under current Portsmouth County Council rules, this means that the vehicle registration needs to be registered to the Portsmouth address. Where in-fact, this car may only reside for 9 months during university term time. Also, changing the vehicle registration, could mean that student's car insurance becomes invalid, due to the legal permanent address changing.

This could cause students to have to have to pay to change their insurance details. Maybe, the council should also consider changing the policy for student parking permits, and grant them temporary ones acknowledging this is not their permanent address.



I am concerned that this change is happening mid-term, therefore students will be caught out. When looking at houses, me and many other students look for free on street parking. If this zone is implemented, it may leave several cars in the area void of their insurance. If this zone does go ahead, maybe it should be proposed to start over the summer. Also, informing students that this is now a permit area. Many students would have no knowledge of this change.

After doing some research, it seems that the MB zone was closed in previous years due to lack of financial sustainability and enforcement difficulty. Why is the council implementing this now when during the 2019/2020 spending has to be reduced by £13m.

**50. Resident, Manners Road**

I am a single occupant and own my property. Whilst I recognise that parking across Southsea is becoming increasingly challenging, I do not think that re-introduction of permitted zones is a solution. This will cause displacement to other areas which will subsequently become overcrowded.

I have a garage in which I park and thereby my only contribution to parking congestion is when friends visit and it has been a pleasure that they can do so for free. I am disappointed that I will have to purchase permits for visitors particularly when over the summer holidays when the students are not in residence there is a massive abundance of available parking.

I see that there is no easy solution to these issues but the bulk of these excess cars do seem to be owned by students and I think the university should take more of a role in providing parking for student cars within university grounds or being firm in discouraging students from bringing cars.

**51. Resident, Manners Road**

I am not in favour of the proposed parking proposals that you are consulting on for Manners Road and the surrounding areas.

**52. Resident, Manners Road**

I am writing to object to the proposed residents parking zone in Orchard Road area. When the previous parking restrictions were in force parking was more difficult, since the restriction has been removed parking has become easier.

Of those that work in the area only a quarter are part-time, 3/4 full time, full-time working people are really home much before 6 PM, a restriction between 4 and 6 PM will not benefit people returning from work, there are plenty of parking spaces until 6 PM, parking starts to become difficult after this and by 10 pm parking can be hard, any later than that you do need to drive round to look for a space. The number of students living in the zone is approximately 50% of those in full time work, many of the students have cars which are parked for long periods of time without moving. Many parking problems in the area could be avoided by the introduction of marked car parking bays, There are often very large gaps left between cars which you can't quite fit a car in, marked spaces would make better use of the parking currently available and stop the road being used at night by large vans as parking area.

The introduction of parking permits will put off owner occupiers from purchasing properties in the area. Over 50% of the properties in my road are rented and a large percentage of those are rented by students, parking permits and their cost will force some families to move. We have three full-time adult workers in our home, all of whom need a car to be able to get to work and back, the introduction of the parking permit will have a significant financial effect on our household, restrict our parking and without any benefit.



A survey of the 5th of July 2018 found the average parking permit across the country to be £77 a year, the proposed parking zone in the Orchard Road area is only for two hours a day. It is unreasonable to pay the full residents annual parking fee for 728 hours a year, Which for most working residents is in reality just for weekend parking, working out at 208 hours a year.

The staggering of the times between the MB zone (4-6) and adjoining MC zone (5-7) will cause extra parking problems, those who don't have a parking permit will move their cars accordingly, causing cars in the MC zone without a permit to move and park their cars in the MB zone from 6 pm, and therefore cause significant parking problems for those who arrive home in the MB zone after 6 pm. These cars will be left in the MB zone till the following day causing residents returning from work to have nowhere to park as the restriction in the MC zone runs till 7pm. There are a large number of properties with three or more cars in the zone, these cars will be moved to other parking zones with staggered times causing significant problems to residents parking.

The suggested parking zone and its timing will cause significant problems for working residents and financially penalise them for no benefit. The restrictions should not be introduced. There should be no staggering of restriction times as this will exasperate the problem. Residents parking permit charges should reflect the number of hours of the restriction and be adjusted accordingly. Restricting third permits will encourage people to park in other areas causing problems for residents there.

**53. Resident, Manners Road**

I am writing in response to the parking permit proposal which was sent by post to us on August 30th 2018. I am afraid that, after reviewing the proposal, I am strongly opposed to the plan which intends to activate permit parking exclusively between the hours of 16:00 and 18:00 daily.

As a resident of the area for over forty years, I find that the issues with this proposal are numerous. The lack of parking within the Orchard Road area has long been a common complaint amongst residents - especially during school hours, University term-times and home games at Fratton Park. The decision to activate permit parking only during the hours of 16:00 and 18:00 is, however, futile - it addresses none of the aforementioned parking issues, allowing non-residents to utilise the road freely throughout the day.

The household fee of £130.00 (for my property, in particular) is, in itself, extortionate for a mere fourteen hours per week. A charge which I should not be expected for the luxury of parking in my own road of which I have long been a resident. More significantly the permit plan is flawed and easily manipulated by those looking to avoid paying the household fee. Applying parking restrictions between the hours of 4pm and 6pm will result in students and non-residents removing their cars temporarily and returning them after 6pm. In effect, people are able to park here without paying.

A permit system, as was issued before (2 hours and no return) would be most welcome. It will ensure that the residents of the street, who are neither students nor football fans can enjoy and utilise the parking which they are entitled too - after all, we pay road tax for such a luxury.

This permit plan would be benefiting students, and NOT the residents who live and work hard to maintain its reputation. It is high time that the council supported their long-term residents and not just the growing student community.

**54. Resident, Manners Road**

I am a student and I think the proposal for MB zone should not continue. Undertaking such plans would not increase parking availability in the zone, but would cause cars to be

displaced to roads adjacent to the zone.

The MB zone is a popular zone for student housing, many students chose this area for the free on street parking. Most students who have cars, have dual address insurance this means they can safely park their car at their university and home address. However, if the zone was to be implemented, students would be required to buy permits. Under current Portsmouth County Council rules, this means that the vehicle registration needs to be registered to the Portsmouth address. Where in-fact, this car may only reside for 9 months during university term time. Also, changing the vehicle registration, could mean that student's car insurance becomes invalid, due to the legal permanent address changing. This could cause students to have to have to pay to change their insurance details. Maybe, the council should also consider changing the policy for student parking permits, and grant them temporary ones acknowledging this is not their permanent address.

I am concerned that this change is happening mid-term, therefore students will be caught out. When looking at houses, me and many other students look for free on street parking. If this zone is implemented, it may leave several cars in the area void of their insurance. If this zone does go ahead, maybe it should be proposed to start over the summer. Also, informing students that this is now a permit area. Many students would have no knowledge of this change.

After doing some research, it seems that the MB zone was closed in previous years due to lack of financial sustainability and enforcement difficulty. Why is the council implementing this now when during the 2019/2020 spending has to be reduced by £13m.

**55. Business, Orchard Road**

Regarding the proposed parking zone around Orchard Road I am writing to register that we object to the proposal. We have been based in Orchard Road for ten years and we do not experience significant issues with parking either for staff parking here or for visitors. When there was a parking zone here previously it did cause us issues having to warn people about the restrictions and in some cases providing visitor permits at a cost to the service. This money would be better spent on supporting carers. As a team, we feel strongly that the time and money being spent on this consultation would be better spent on supporting vulnerable people in the city.

**56. Resident, Orchard Road**

As a long-term resident I am well aware of the parking issues that occur in this area. We know that commuters using Fratton station are responsible for some of the parking issues, however student parking is also a massive issue, this is all too evident during half-term and summer/winter holidays. Football fans also flood the area with cars on match days, both during the week and at the weekend, the proposed parking restrictions will not combat this, I often have to park a 10-15 minute walk away from my home on match days, that said, I don't personally feel this is too much of an inconvenience as it's very easy to plan car travel around Pompey matches. In fact I have not had much problem parking within a 30 second walk of my house in over 3 years. Due to the fact that my wife and I have community based roles in nursing and teaching, we cannot manage without two cars. The permit cost for both cars is excessive and to be honest I'd rather it stays the way it is than pay the annual £130 for both cars.

**57. Resident, Orchard Road**

This is a bad idea. You tried it a few years ago and it was chaos. The payment books were hard to come by. I recall going to the Milton library to source some. Underlying this is all drivers should pay car tax to drive/park on public roads. Why should





they have to pay again to park outside houses they own.  
Last time residents just parked further away in order not to pay. This impacted on residents in those areas too.  
Your costings are extortionate. This seems to be another way of the council making money at the expense of road users and home owners.

**58. Resident, Orchard Road**

A quick informal poll of my neighbours says they are, at least, very bemused by the timing of the permit. 4pm - 6pm ? Would you give the rationale behind it please?

It also seems a bit perverse to charge people for their first car, as it was free before it was withdrawn, and i'm sure many will baulk at £100 for a second car.

I know that the current liberal section of the council made reintroduction a pledge, but it seems disingenuous at best to bring it back in a completely different form - forcing residents to pay £30 to pay to park outside their own house smacks of a secondary property tax.

Thanks for the response.

My street is bumper to bumper cars on a day where it's normally quiet. Not been able to park here all day. I just noticed that uni term starts tomorrow so I'm guessing it's students parking. I thought there was a no-car rule at UoP but apparently it's only a guideline :( I'm guessing if they change their car's address they'll be able to get a permit too ...in HMOs £60 each to be able to park 2 cars per house is still a good deal.... I've got several HMOs near me

Couldn't we just have a rule that students can't apply for permits?

**59. Resident, Orchard Road**

I live at XXX Orchard Road and I am against the proposal of setting up a permit zone in this area.

**60. Resident, Orchard Road**

I live at XXX Orchard Road and I am against the proposal of setting up a permit zone in this area.

**61. Resident, Orchard Road**

My flatmates and I are against the idea of having a parking permit...thank you

**62. Resident, Orchard Road**

I refer to your letter of 30<sup>th</sup> last, and must comment that the scheme so undemocratically removed in 2014 is not the same as being proposed now, and it should be in place 24 hours per day 7 days a week and not just 2 hours per day. I therefore must reject and oppose this current proposal.

In my opinion, this is the most blatant piece of political propaganda that I've seen since the days of Tony Blair. The scheme proposed is more useless to us as residents than a wet paper bag (which the councillors can't seem to fight their way out of) or a chocolate teapot. In fact, the chocolate teapot would be more use as you could drink it once it has melted.

I'm not sure how you propose to police this scheme as the council seem incapable of policing existing parking regulations effectively - particularly regarding the parking on zebra crossing zigzag markings. Also, the council seem incapable of policing speed restrictions in this city as cars often race through this road at 40 mph when we are clearly in a 20 mph zone.

I personally do not mind if external people park in our street for 3 or even 4 hours to give shoppers time to shop, but where they would go in Fawcett Road beats me as we are full



of barber shops, tattoo artists and piercing salons with a few junk shops and coffee shops mixed in. Fawcett Road is no longer the lovely shopping area that it once was. But in the end we need the parking restriction in place 24 hours a day 7 days a week to stop commuters that refuse to pay Network Rail for the privilege to park next to the station; some of them to be too tired to walk from central Southsea to Fratton. We also need it to stop construction workers working in the new development in Goldsmith Avenue from parking in the street as the Project Managers are too lazy to find alternative off road parking elsewhere in the city that they are meant to find under the considerate Scheme that they seem so proud to hold.

**63. Resident, Orchard Road**

The further information states that this restriction is only for 4pm-6pm – two hours a day. With a residents' permit costing £30 (with the increases for the second and third permits), this seems to be a way to make money from residents – rather than create better chances for residents find parking.

The main time that I have found parking to be a problem is during football matches – some of which could be included, unless the restriction is Monday to Friday only (which is the case with most restrictions in Portsmouth). However, the benefits that could be seen do not match the £30 annual cost.

I cannot see how the permit charge can be justified. Will it be used to finance multiple parking wardens for the area for the full 2 hours? For such a large area, with multiple permits required, I'm sure that the income received can fund many wardens for the MB area.

To make this proposal seem beneficial for residents, I would expect either:

- First permit per household free of charge
- Extended parking restriction hours (particularly through match days)
- Or, constant parking restrictions, with free short-term stay (2-4hrs?) for those visiting local businesses – as is regularly used across the city. If you have seen this type of parking restriction work to reduce non-resident parking, and increase parking availability, I would love to know where, and how this worked. As it stands, this proposal appears to be solely a source of income from the residents.

**64. Resident, Orchard Road**

I am from XXX Orchard Road and I am against the proposal of setting up a permit zone in this area.

**65. Resident, Orchard Road**

I am from XXX Orchard road, I am NOT for the proposal of setting up a permit in this area.

**66. Resident, Orchard Road**

I very rarely have any issues parking in the proposed MB zone and object to having to pay £130/year to park mine and my partners car outside our own house for 2 hours per day.

The proposed scheme is limited to between 4pm-6pm which is a time where generally there are the most spaces available anyway.

I feel like the Liberal Democrats are pushing to reinstate a parking zone at the cost of the of the local residents, making it more difficult and expensive for them to have family and friends come to visit, as well as trades persons coming to their properties.

Note I am objecting to the MC zone as well as I have a tenants in XX Jessie road.

Introducing this scheme would limit where they can park. Roads in the proposed MB zone are preferable areas for them to park and this scheme would restrict their access to this area, making parking more difficult. Likewise I would then potentially have to pay more to



visit that property.

Assuming every household in the MB area requires a resident parking permit at a minimum of 1 per house hold (e.g. number of houses in that area multiplied by £30) how much money would be collected? How much would the parking scheme for the MB area cost to run for a year? If it is found that the money raised each year, from any potential residents parking scheme, exceeds the cost of running the scheme, will the cost per permit for the residents be reduced?

Officer comments

Income from parking permits contributes to the maintenance, enforcement and administration of all existing 33 Residents' Parking Zones (RPZs) and contributes to the surveying, consultation and set up of new RPZs.

Not all parking zones make a surplus, but for those that do all income is returned to the Parking budget and can only be used in relation to parking and transport as described above (covering the costs of existing zones and surveying/consulting on new areas).

The MB zone - as proposed - includes 1760 properties. The running costs for the MB zone, should it be implemented, are currently unknown. However, the costs of all RPZs are met by the on-street Parking Budget should residents indicate they would like a zone to be introduced.

**67. Resident, Percy Road**

We are completely opposed to the proposed parking permit (MB). It will not in any way solve the parking problem in the area. In fact the only time I have ever found it a problem is late at night which means it is only residents parking here and not people parking to use the train station.

It will not cut the amount of cars that residents have and is therefore just another bill for stretched residents to have to pay on top of an already expensive council tax bill. As far as i am concerned it is just another way of collecting revenue and there are far more pressing issues for example the rubbish that litters the street around collection day which is appalling.

**68. Resident, Percy Road**

I don't support this scheme. This is not a solution to the parking problem. It is creating a problem, Parking Zones should be exclusive to the places like Hospitals or police stations or places near to the city centre. In purely residential areas drivers should be allowed to park elsewhere on other roads if there is no space on their road, If you remove the parking zones form the city, it will reduce the parking problem

**69. Resident, Percy Road**

There is little need for the permits as I never have problems parking my car between the hours of 4pm and 6pm, and in fact, there are multiple spaces available on my road and other roads listed on the proposal at these times. Even when I return from work past 6pm I have never had problems parking since moving to the road last year. I have previously lived in addresses in Portsmouth where there was a permit scheme and it had little impact (KC) and was not well monitored so I cannot say I have a good experience of a permit scheme having impact (Conservative LA or not).

I feels to me like a grab for money from the residents by the local council, and a pretty shameful one, especially as this is a family area where some households may well have two cars and be expected to pay £100 to park outside of their homes when there is not an



issue with parking as it stands, and, even worse just for the privilege of being able to park with 'no exceptions' for two hours a day. Shocking.  
More so, the £30 charge to cover 'admin' costs of printing a permit - absurd.  
I assume if this proposal does go through there will be a warden to patrol the area everyday between 4pm-6pm to ensure the need for a regular turnover of parking spaces is met on a daily basis.  
I sincerely hope this proposal is met by objections from the majority of residents.

**70. Resident, Percy Road**

As the owner of 2 properties in the proposed parking zone MB, I write to object to the proposal for the following reasons:

1. The charges for parking for residents are unreasonably high.
2. A similar scheme was introduced a few years ago and then scrapped, and made no difference to the availability of parking in the area.
3. The restrictions make it difficult to receive visitors and deliveries.
4. The restrictions will push parking to other areas outside the zone which are not equipped to deal with a higher volume of vehicles.
5. It will not reduce the overall number of vehicles wishing to park.

**71. Resident, Percy Road**

I would like to express my objection regards to the parking permits TRO 84/2018. I feel it is outrageous to ask residents to pay to park at their own home for the sake of two hours a day! I personally do not find parking an issue in this area and am truly disgusted that the council feel they can charge £30 for one car and £100 for two for the hours between 4 and 6. It's ridiculous!!!! Free parking permits would be acceptable but still unnecessary in my opinion.

I sincerely hope this proposal does not go through as it's ridiculous to ask this of people who already pay car tax, council tax and whatever other charges are put in place throughout the city.

**72. Resident, Percy Road**

I would like to express my objection to the new proposed residential parking zone in the Orchard Road area. I have no issues with parking and resent having to paying for a permit to park my car.

**73. Resident, Percy Road**

I have read through the proposed residents parking zone. Although I agree that there is limited parking in the area, I do not agree with this proposal. I feel that paying £30 for an annual permit, where the parking is only restricted to permit holders for 2 hours per day is, quite frankly a rip off. I do not have trouble parking in these hours anyway. The main trouble I, and many people I know in the area, have with parking is during the football at Fratton Park, but this scheme will do absolutely nothing to prevent that.

I cannot afford to purchase a permit and feel this is an extra cost that will be inflicted on me that I wholly disagree with.

I have recently had a separate letter from a resident informing me of a house on the street being made into a larger, student house. Maybe clamping down on so many people living in one house would seem more beneficial to the local residents than charging them to have two hours of "restricted" parking. I also see that a business permit will also be available for people who want to use our streets for parking near the station. That doesn't help the parking for the local residents in any way, it only brings in more money for the council. Again, something I wholly disagree with.



**74. Resident, Percy Road**

My objections:

What is the point of restricting to permit holders between only 4pm – 6pm? The argument that this will stop long term parkers, commuters and football attendees is invalid as these can use visitor permits for £1.10 per day and unless you intend to have Traffic wardens as a permanent presence this will not work.

Why is the 2nd permit £100? The original scheme cost £0 for 1st permit and £50 for 2nd permit. As I work school hours and my Dad is retired we don't gain any benefit from this scheme, the additional cost means that we will need to tighten the belt elsewhere.

Why are you considering a £590 per year for 3rd permit? Do you not realise that this is a large student population where up to 3 students live in a 2 up 2 down? This will impact on local businesses e.g. landlords and local shops (Fawcett Road) as you will drive them away to halls of residence impacting on the local economy that relies on the student population.

Why did your representative bang on about how this was the conservatives fault and you guys couldn't do anything about the tariff and yet you guys were banging on my door trying to encourage me to agree with it.

I've spoken to friends who live in other zones about whether the restrictions have made parking better for them. The answer was no and in fact it is worse as it is not enforced enough.

I had no problem with the 'old' scheme and no idea why this was removed. I covered longer times and cost less, why were residents now consulted about the 2 hour slot or the permit cost?

**75. Visitor to Resident, Percy Road**

St Augustine Road

I am a former resident of PO4 and still have family members living there and whom I visit frequently. I am a life-long supporter of Portsmouth Football Club and although using the excellent Park and Ride service on Saturdays this not available for midweek fixtures when I am obliged to seek a parking space in streets close to Fratton Park. This is frustrating to me and residents causing much congestion and pollution neither being solved by this proposed additional permit zone.

Residents will realise you are proposing to introduce a stealth tax over and above their Council Tax and which will be particularly draconian for those families having more than one vehicle necessary for commuting and/or local business use.

A more honest approach to parking problems could be to adopt a policy explaining the need to increase Council Tax for particular projects which could appeal to residents, such as the subsidising of improved local bus services to a level that encouraged residents to use the buses rather than cars. Currently residents are suffering the loss or reduction of buses thus causing greater use of cars.

Future local elections could be won or lost by parties' attitudes to solving local transport problems. Residents could be inclined to support imaginative schemes designed to tackle the problems rather than suffer ever increasing taxes/permit charges to swell the exchequer coffers without offering real solutions.

**76. Resident, Rugby Road**

I own XX Rugby Road and I am NOT in favour of the proposed residents' parking zone which would include Rugby Road..

**77. Resident, Stansted Road**



I would like to think that there is an error in the letter where it states that restrictions will be between 4pm and 6pm.

If this is not an error it would mean me paying thirty pounds per annum to enable me to park for 2 hours per day which of course I am not prepared to do. Please advise as soon as possible as I might wish to object

**78. Resident, Stansted Road**

In response to the proposal for reintroduction of parking charges/permits for the portsmouth areas including Standsted rd.

It is unnecessary and it is unacceptable to charge households £130 per yr to park 2 vehicles!!!! If the decision is made that permits are required (which would be a nonsense) then residents should not be charged!

**79. Resident, Talbot Road**

I object to this proposal because it forces cars to adjacent areas and does not solve any parking issues.

**80. Resident, Talbot Road**

I am writing to give feedback on the proposed residents parking. As an nhs shift worker, having restrictions between 4pm- 6pm will not help me at all. I usually get home between 8.30 pm and 9 pm therefore will not benefit from this parking restriction at all.

I also resent having to pay for the first vehicle as I feel that I am being penalised for living here when people using the area for train station, football etc get to park for free as long as they avoid the 2 hr window.

I suspect that this feedback is futile as I see that posts are already being put in place.

**81. Resident, Talbot Road**

I feel that it is not fair that us residents have to pay for the sake of potentially finding a space between 4-6pm. Please be fair and treat this zone like most other zones around the surrounding areas which usually are "2 or 3 hours Max parking, no return within 4 hrs" for non residents.

Not happy at all about this lame idea of a zone, just seems like the council wants to make more money with not much effort to solve the real issues.

I would much rather carry on as we are even though it's stressful. The council needs to limit how many students bring their cars down, our new student neighbours have 3 cars between them, that's just on one side, God knows how many cars the students in the other side have. Yet as a family who have a mortgaged property for the last 7 years, with only one car we struggle to find parking. Absolutely ridiculous. Please re-evaluate this proposal.

**82. Resident, Telephone Road**

The proposed limitation of the permit parking scheme to a mere 2 hours (4-6 PM) is totally inadequate. It does nothing to resolve the problem of parking on "Match Days" nor does it prevent people travelling from Fratton Rail station leaving their cars in the area. Please revise the scheme to cover a reasonable time - 08:00 to 20:00 would be good.

**83. Resident, Telephone Road**

The parking permit that you are proposing to put into place looks to cause more chaos than needed. Living down telephone road there is always room for parking. Introducing this permit seems like a unnecessary idea at this current time for this area.

**84. Resident, Telephone Road**

I live in Telephone Road. I object to the proposal to re-introduce the MB parking zone. I do not think it is necessary.



**85. Resident, Telephone Road**

I live in Telephone Road. I understand from a letter I have received; that the MB parking zone could be reinstated. I am against that proposal. I do not believe it is necessary. I have just walked along the road and although it is evening and many people are at home there are still spare parking spaces.

**86. Resident, Victoria Road North (East Side)**

As a car owner and resident of XX Victoria Road North, I was disappointed to be told that my property does not qualify for a parking permit. Therefore I am dependent on the non-permit spaces on neighbouring roads to park my car. I am a mature student at the University of Portsmouth and my course consists of multiple placements within a 25 mile radius. As a result, I am dependent on having access to a vehicle in order to attend the practical aspects of my studies. Without having reasonable access to nearby parking, my ability to travel to my placements (and therefore complete my studies) is severely impacted.

The permit parking spaces on Victoria Road North are only half full for the majority of the day and evening, so it would be a shame to close off other roads to non-qualifying residents when current permit parking spaces are not being sufficiently used.

Please can I respectfully request that permits are reviewed for the restrictions already in place in this area, before imposing further parking restrictions? If no change can be made on this front however, please can some measures be put in place so that residents who would be happy to pay for a permit, but whose properties do not qualify for one, are not put at a further disadvantage?

Officer comments

Even-numbered properties on the east side of Victoria Road North fall within the proposed MB zone boundary (see attached plan) and therefore No.XX would be entitled to apply for permits should the parking zone be approved and implemented.

Victoria Road North is not listed in part B of the notice, as parking bays with the restriction of permit holders only 4pm-6pm could not be marked in the road due to the double yellow lines.

**OBJECTIONS TO PROPOSED MB PARKING ZONE (Address not given)**

**87. Resident**

This scheme was tried a few years ago and it obviously didn't work! What has changed now to make this a more viable option? The notices were not put on lampposts already in situ but more ugly posts were installed which are still there. What about the teachers at Devonshire school ? When the scheme was put in place previously the roads were virtually empty - a ridiculous state of affairs it just causes more congestion in surrounding roads that do not have these restrictions. I have 3 houses in this zone and to work on the houses means I have to get visitor permits which I am quite prepared to do but frequently every source had run out ! Please think this through sensibly and not go gung ho into another council debacle.



**88. Resident**

I strongly object to this scheme. It should be 1<sup>st</sup> come 1<sup>st</sup> served. It always worked before. Parking zones do not guarantee a parking space outside your house - What are we paying for?

Councillors said multiple occupancy flats and houses were going to be stopped.

Unfair that motorcycles are exempt from residents' parking zones and can take up two car spaces.

Paying for visitor permits is disgusting. Why should we pay for our family or friends to visit?

A maximum of 2 resident permits per household will be authorised each year unless capacity allows - Some cars are registered to 2 addresses. FACT.

This is a stealth tax. We pay enough for NOTHING. It's time the councillors started paying for their parking. They have had it free for too long. Also too many perks! YOU START PAYING.....

**89. Resident**

My reasons are as follows:

- Residents should not have pay to park their cars in their own road.
- Residents already pay tax on their cars.
- The charges are too high and unreasonable.
- Residents should not have to pay a fee when friends & relatives visit.
- Non-permit holders will park in other areas creating problems in these areas.
- This scheme will do nothing for the residents.
- This scheme is purely a taxation on the residents.
- Visitors to Fratton Park will have difficulty in attending matches.
- There is no alternative park & ride scheme for Fratton Park.
- There will be more traffic congestion with visitors searching to park.
- There will be more traffic pollution from visitors searching to park.
- Families with two or more vehicles could be forced to park further afield thus causing more congestion and pollution.
- This scheme will result in more parking zones being created.
- The Lib-Dem Council is not representing the residents and I will not vote for the Lib-Dems at the next election

**90. Resident**

I hereby object to the Council's proposal to create the MB Parking Zone. My reasons are as follows:

- Residents should not have pay to park their cars in their own road.
- Residents already pay tax on their cars.
- The charges are too high and unreasonable.
- Residents should not have to pay a fee when friends & relatives visit.
- Non-permit holders will park in other areas creating problems in these areas.
- This scheme will do nothing for the residents.
- This scheme is purely a taxation on the residents.
- Visitors to Fratton Park will have difficulty in attending matches.
- There is no alternative park & ride scheme for Fratton Park.
- There will be more traffic congestion with visitors searching to park.
- There will be more traffic pollution from visitors searching to park.
- Families with two or more vehicles could be forced to park further afield thus causing more congestion and pollution.
- This scheme will result in more parking zones being created.





- The Lib-Dem Council is not representing the residents and I will not vote for the Lib-Dems at the next election.

91. **Resident**

Let's see if I've got this right. Being a 2 car family, I'll need to pay £130 per year? Even then, I'm not guaranteed a parking space. Also, the permit is ONLY needed for 2 hours of the day? Is this a late April Fool?

Who EXACTLY is going to Police this? One 50+ year old walking the streets? That's a LOT of area to cover in space of 2 hours. I'd rather NOT pay and take my chances!

Estimated 500 cars in area. £30 per permit. That's £15,000 income. Roughly same annual wage of traffic warden. Based on this, council can't afford MORE than one traffic warden to Police this huge area in 2 hours! I'll definitely NOT be buying a permit

92. **Resident**

I have recently read information about the proposal of the MB zone. I have been a resident in this zone for many years and have faced parking issues which are getting worse year on year. Initially I was so happy that we were going to get the MB zone back as previously it was a god send, however when I read about the new proposal I was horrified. There are a few points I would like to give against this new proposal,

\* 4pm-6pm - This window of opportunity is just a joke, it's such a small amount of time, not all residents or non residents work 9-5pm on the dot, by the time my son gets home from work it's beyond 6pm so won't benefit from this scheme, I myself am a self employed taxi driver who comes home of an evening and find no space around my neighbourhood. I know many residents who come home late of an evening and will face the same issues of no parking space outside our homes.

\* The cost of up to 3 cars total a ridiculous amount of money which goes beyond £600 (on top of the fact that we all pay road tax) this is a lot of money for the sake of 2 hours parking per day. This would be reasonable if it was a 24 hour permitted zone. With that being said the previous regulation of 2 hours free and permit holders only like currently the rest of Portsmouth's zones would work better. I feel myself and the residents would be happier to pay the proposed car rates if the old regulations were in place.

If this proposal goes ahead neither me or my son will pay up, we will park outside the zone if we must in the rare occasion that our cars will be left outside during 4-6pm. This defeats the objective and will make it harder for residents, I'd rather have nothing in place and suffer as I currently without suffering financially too. I feel that it's another way that the council is trying to make money from us. In one word."pointless".

93. **Resident**

I don't know if this is a one off or part of a grander scheme with everywhere now becoming zoned. Having previously lived in KB zone I know that they offered no real benefit there. It did nothing to stop businesses parking vehicles and especially people going to the beach in the summer. Coming home from work and doing anything on a weekend was particularly difficult.

It doesn't actually achieve anything for permanent residents living in the area, it's merely a cash grab from people wishing to return home either after they've picked up their kids from school or returning home from work if they work locally. For someone with any form of commute, returning home after 6 is the norm and this does nothing to prevent the streets being full of cars and vans from people who do not live there. It also does nothing to prevent the roads being blocked on Saturdays with vans and especially football traffic



where between 12 and 5 on a Saturday you are effectively held hostage as you daren't go out as you cant come home afterwards. I'm all for making more effective use of space, perhaps even a one way network installed could allow marked parking spaces on one side laterally across the road or at an angle similar to supermarkets could increase capacity? Also how would this be enforced? There are 3 adults in our house each working and owning a car and commuting every day. Does one of us now have to move out because you've decided there isnt space for a 3rd permit? Or just royally ripped off for 2 hours parking on a weekend? What about other 3 adult homes, does everyone now have to move as they cant afford the cost with just 2? If you wish to monetise the scheme surely prevention would be best? Instead of charging £500 for a permit, set the parking fine at £500 instead and the issue will soon dissipate. Maybe stop allowing landlords to convert every square inch in a house into a small barely legal bedroom and having 6-8 people living in them would help. Or even a cap on the number of adults a landlord can move into a property. A token couple of chairs and a table to get round the HMO are not a living space for 8 people. You can't walk anywhere without the sight of houses being gutted and converted. Especially as most people in that type of accommodation are either airbnb/short term let, or students whose cars never move. During the Summer (ie. no students, no football) the only problem parking was all the contractors vans converting houses. Surely all the money which has been spent on the new student accommodation blocks should be reducing the requirement for private housing and therefore less of a burden on parking? Or is the reality it will make no difference as the University is charging an exhorbitant fee so no-one can afford them/want to live in them instead of matching/ undercutting the landlords.

In short, first off more effective use of space should be introduced with restrictions on over-stuffing houses to match. This should only be followed with permits as a last resort if enforcement is required. This should be a minimum charge for permanent residents and guests and should offer real benefits with heavy charges for non-resident, non-guests used as a deterrent and to cover admin costs. As it stands now we are being asked to pay a lot of money for no benefit and putting ourselves at risk of having to leave the area because we aren't allowed to come home from work or be at home on the weekend.

94. **Resident**

I would like to register my opinion that this should not go ahead. It didn't work last time. It will affect local businesses. Real pain

95. **Resident**

I am a student at the University of Portsmouth, and I do not support this proposed parking zones around the Southsea area as many students have spent a lot of time and money to learn to drive, furthermore cars are the most essential and economic form of travel, whether it is commuting to University or returning home. Thus the parking is very essential to us students.



**SUPPORT FOR PROPOSED MB PARKING ZONE**

**96. Resident, Britannia Road**

I am in favour of the proposed new scheme. I am more than happy to pay for 2 permits for our vehicles

**97. Resident, Britannia Road**

I am very much in favour of this parking zone. I am curious though, it says residents only between 4pm - 6pm. Does this mean that anyone can park in the zone for as long as they like at other times?

**98. Resident, Britannia Road**

I am writing to provide my ardent support of the proposed new parking zone. The current lack of permitting on the street makes it incredibly difficult to park remotely near my property, so adding the restrictions 4-6pm would ease the daily issues I encounter in trying to find a space after work. I thoroughly hope the plans go ahead and will hope for positive news on the outcome soon.

**99. Resident, Britannia Road**

I am greatly in favour of the proposed permit parking zone restrictions for our area. It will definitely benefit residents who have become very frustrated often having to park streets away from their homes.

**100. Resident, Britannia Road**

I am a homeowner on Britannia Road and have witnessed first-hand the number of people who use this, and surrounding roads, as a car park. Whilst I support the introduction of permits, I do request you also consider extending the hours these permits are valid for. From the explanation in the letters we have received it does make sense to help limit the number of cars left parked in the same place for days at a time however, this does not deal with the other parking problems experienced.

Firstly, the proposal will not stop people parking their cars on the road in the evenings and then walking to Albert road etc for drinks, who then collect their cars the next afternoon. Essentially, we have found if we have not returned home by 7.30pm then we are unlikely to find a space nearby, especially on a Friday or Saturday.

Another problem that may be unique to the area in question is the use of the road by worshippers from the nearby mosque on a Friday. My partner is in the Navy and finishes at midday on a Friday and it is almost impossible to park until prayers have finished later in the afternoon. This is obviously outside of the proposed 4pm-6pm permits.

I am also concerned with the method of supporting/rejecting this proposal. As you may be aware there are a number of student lets on Britannia road with at least 5 students crammed into houses designed for much smaller families. Since the university term has started and these houses are now full the parking issue on this road has been hugely impacted. As the university is a short walk away, the many student cars on this road have been parked and left as they're barely driven. This obviously takes up many spaces, and as I am writing this email on a Tuesday morning there is not one free space available. This is not the case once the students have left for the summer. My point here is that upon receiving the letter through the door and reading each house is entitled to two permits only, these student houses who each have 3/4 cars will obviously vote against. Will this be taken into account?

Another point that may not have been considered is the use of permits in other areas of Southsea. I do feel that with 24 hour permits in use on other roads in the vicinity, such as Bailey's road, it encourages people to park their cars on Britannia and surrounding non-



permitted roads as it is one of the only free options nearby. This will still be the case if the proposed permits are only in use for two hours a day. To demonstrate my point, I have attached a screenshot of a university page (I am a student at the university) of a student recommending parking in this area as it is free and purchasing a permit is apparently too expensive. This is not the first time I have seen this and it is common knowledge amongst students that these roads are free to park during the day.

Ultimately, I welcome any improvement. However I am asking you to please reconsider and enforce these permits 24 hours a day as the parking issues on this road are not limited to 4pm-6pm and I honestly do not think it will make a lot of difference to the situation. If other roads have 24 hours permits then I do not know why we as residents of the area in question are not at the very least given an option to vote.

**101. Resident, Britannia Road North**

Please reintroduce the parking scheme without it our area is a long stay parking zone mainly university students in term time and people from area outside our zone at other times together with students from outside our zone making it impossible to use for vehicle at all .This will drive residents away from this area The area just becomes a long stay car park many vehicles not moving in months

Also restricting vehicles to two per residence will ease the problem as some student housing could potentially have seven cars each clearly swamping the area and making resident parking impossible

I have been resident here for many years and the parking was not a problem when you had the previous scheme

**102. Resident, Britannia Road North**

Having lived in the same house for many years, it has become increasingly difficult, if not impossible, to park anywhere in our area. One of the major problems has been the many HMOs in our area - mainly student accommodation. Many of the houses in our road accommodate as many as 10 students, who seem to only use their cars to travel down to Portsmouth and return home at the end of the academic year, ie long term parking!

Also residents from surrounding areas which have Permit Parking, but to not have permits also park in our roads.

All of this factors have led to us unable to use our 1 car for fear of being unable to find any parking within walking distance.

I fully understand that parking is a huge problem in Portsmouth and it is almost impossible to find a perfect solution for everyone, but I think the proposed cost of the permits is reasonable and is the best solution to this huge problem.

**103. Resident, Britannia Road North**

In my opinion this couldn't come soon enough and it is refreshing to hear the council moving on this following all the requests from the residents. Thank you so much for putting this in place

**104. Resident, Britannia Road North**

I support the plan to reinstate the MB parking permits in Southsea as it will allow residents to park near to their houses and deter the influx of student cars. Parking at present is only sensible in the absence of student cars for a few months over the summer. The conservatives should not have got rid of the permits in the first place against the will of the community. They were brought in by a campaign and petition by local residents under Lib Dem rule and they should never have been removed. MB is in the vicinity of Fawcett Road traders (who park commercial wagons in Britannia Road North where I live), the solicitors

(whose customers park in the street), priory school (parents/staff park in the street), the mosque (worshippers park in the street) and the lack of permits has allowed the aforementioned students to bring an ever increasing amount of cars to the area. Removing MB permits was nothing short of ludicrous thus I fully support their re-introduction at the earliest opportunity.

**105. Resident, Britannia Road North**

Although I agree with the parking permits being returned, I do object about the times of suspensions as I think they are too short and most of us would have not returned from work by six pm. I think this will seem like we are paying money for a permit that we as residents won't benefit from. I think it should be either all day or at least 4pm to 8.00pm

**106. Resident, Britannia Road North**

I would like to voice my support for the proposed MB residents parking zone. I'm a resident of Britannia Road North and since the removal of the residents parking zones in September 2014 parking between September and June is extremely challenging. It will be interesting to see how the new residents parking will be affected.

**107. Resident, Cleveland Road**

We fully support the introduction of parking permits, as a resident we often are unable to park due to large vans being left overnight down the road from furniture shops on Fawcett road.

**108. Resident, Cleveland Road**

I am single mother of a young child and always have trouble parking when I come home in the evenings. I'm often home later than six pm so I am unsure why the proposal is just for two hours 4-6pm as I'm not sure this will alleviate the parking problems for myself or other working residents? I believe it should be for longer. The evening to enable residents to get home from work. Please can you let me know the reasons for only having permit holders parking with a two hour time frame which will not help working people that are home later than six pm?

Parking within the area has become a total nightmare since the removal of our parking permits. I often cannot park if I'm home late and I have to drive around many roads for over half an hour trying to find a space then having to walk late at night on my own feeling unsafe.

I'm not sure how the permits were removed after we had been agreed permits following the correct consultation to then just be able to remove them without any consultation?

We live next to a school which rents out football pitches until late at night etc, mosque, train station, football ground and within walking distance to the university and the majority of the road is rented mostly to students with four or more students per household all of which tend to have cars which has increased the parking problems over the last few years. This is a major problem and notice within the uni holidays parking is much improved.

There is also currently more flats being built on the corner of Goldsmith Avenue which will increase the parking problems in the area.

**109. Resident, Cleveland Road**

I wish to submit our support for a parking zone in this area from XX Cleveland Road.

**110. Resident, Cleveland Road**

I am in favour of the proposed parking permits for the Orchid Road area.

**111. Resident, Cleveland Road**

I am in favour of the proposed resident parking zone in Orchard Road area



**112. Resident, Eton Road**

. We have problems during term-time, when Priory School is open. The teachers park in our area, although they have three car parks, and especially if there is something going on in the School during the evenings, we do have problems. At the moment life has been pleasant with the holidays , and the University not starting yet. Most of them have more than two cars, they bring them in at the beginning of term, and do not move them until the end of term. My son sometimes gets called into work in Havant, especially in the early hours, when we return back guess what --- nowhere to park. We have to park on the zigzag lines outside Priory School, then move the car by 8.00 am.

I know people have said that paying for the cars is not helpful, but we have said all along we would be willing to pay, and to be quite honest, £30 a year is not too much.

Since writing to you saying we would like the parking zone re - instated the Students have now returned. Eton Road is a small road of 22 houses, and during the weekend the Students have returned. Today I have counted sixteen cars not belonging to residents, and guess what the cars have not moved. We know they dislike it as they took photos of the notice. We residents now have to park roads away, which is unfair as we pay Council Tax the Students don't. I feel that perhaps the hours ought to be extended, especially as the school Priory, had something on, and again we were unable to park.

**113. Resident, Eton Road**

I whole heartedly support the idea of re-introducing permit parking. I am pleased there would be a two car limit and I feel the fees are reasonable.

One of the biggest factors affecting the ability to park are the football clubs in the evening held at the Priory. I am hoping the time limit for parking will deter people from driving to this, or encourage them to car share.

**114. Resident, Fawcett Road**

I am an owner/occupier of a flat, which is on the corner of Fawcett Road and Rugby Road. Although the building has a car park there are not enough for all the flats. There are 11 parking spaces and 20 flats. I am lucky enough to own a car but do not have access to a parking bay therefore am forced to park on the surrounding roads.

There are a number of houses in the surrounding roads that have multiple occupancy, ie let as student accommodation. I believe a number of them have as much as 7 rooms let to students and a number of students bring cars with them even though the University advises not to. Along with this we have a number of the local secondary school staff as well as the overflow of cars when Portsmouth Football team are playing, people travelling to London on a daily basis for work and employees of the Local Authority working at the Civic Offices all parking in the surrounding roads.

As a woman living on my own when I go out in the car at night time it can be a nightmare finding a car parking space on my return and I am not happy walking any distance back home in the dark.

I am more than willing to pay the nominal amount for the first car of a resident and agree with the proposed charges.

**115. Resident, Fawcett Road**

I am emailing with regards to the TRO for the above parking zones. I would like to say I am in full support of them being recommenced.

When I moved to the area, the zones were in place so I have experienced parking both with and without them.



I am not a football supporter but I have to have the fixtures on my fridge as I know that if I move the car when the football is at home, I won't be able to park again. The number of student houses in the area who have 3 or 4 cars per house plus all of the work vans which populate the area make parking a nightmare. These work vans don't necessarily belong to people living in the road but it is a convenient place for them to "store" them which gets worse when they go on holiday and leave them there for a couple of weeks.

There is currently construction of a new block of flats by the train station which has no parking provision (lets face it - it is foolish and naive to think that the people living there won't have cars).

Damage to cars has increased since the zones were removed (this is not helped by the roads being 2 way) and my own car has been damaged on several occasions

**116. Resident, Fawcett Road**

I usually park in Rugby Rd or Eton Rd where parking can often be difficult during the day due to the amount of teachers / school employees who park there or in the evening weekends due to people attending the evening classes / football sessions at the school.

Although I am in full support of these parking zones coming into place and have no problem with paying for a permit I do however have a couple of questions .

Firstly I am a little confused about the time limits stated and don't see how such a small time window of 5-7pm for zone MC and 4-6pm for zone MB would benefit local residents as lot of people do not return from work until after 6pm . I don't understand why we can't have the same limits as other resident only parking zones where parking is allowed for non permit holders to a 1-3 hour period.

Secondly, as I live in the MB zone I am concerned about the issuing of permits to local businesses and feel that the issuing of permits to lorries should be restricted to day time only.

Thirdly I am concerned about how this will be monitored as local residents will not know if a vehicle has a permit or not, and parking wardens do not come round in the evening to check up on such things.

**117. Resident, Fawcett Road**

I am writing to say that I fully support the proposed Permit scheme for MB parking zone. I can see that the 4pm to 6pm time will be more cost effective to patrol & this will ease the parking difficulties for most of the residents returning from work at that time.

**118. Resident, Fawcett Road**

I would like to voice my desire for the parking permits in the surrounding roads to be reinstated. Since the removal of the permit zones the parking on local roads has become overrun by builder's and contractor's vans and people coming into Portsmouth to watch the football. The lack of parking is such that people will continue to drive around the roads looking for spaces which causes more issues and grief the moment two oncoming cars meet on the narrow streets, which can lead to damage to both vehicles and those parked around them.

Please strongly consider reinstating these parking zones, for the safety and peace of mind of the local residents and their vehicles.

**119. Resident, Fawcett Road**

Our door is in manners road. Our road has multiple student houses and the parking situation is much worse when the academic year starts and students bring their cars. This often means several cars to each student house. The parking permits would make bringing



cars to Portsmouth less desirable (students seem to bring them but rarely use them). It would also mean that more parking is available for residents rather than people working in the vicinity and parking for the day. I therefore support the proposal for parking permits.

**120. Resident, Fawcett Road**

I strongly support the reintroduction of the MB parking zone. Student parking makes parking for residents far more difficult. I suspect many vehicles are under insured; the student driver just being named on the policy, and the insurance company assuming the car is normally kept at the student's home address. Without the RPZ, I suspect spaces would be in greater demand when the flats are finished at the west end of Goldsmiths Ave.

**121. Resident, Francis Avenue**

I live in the MB area and I welcome the reinstatement of the zone for two reasons.  
1) In the 10 years I've lived here my car has been vandalised several times, the most recent being the back window being smashed. I have investing in a camera to watch my car, but this only works if I'm parked in one of the 6 parking spaces near my house. Currently people park their cars by my home and they can be there for weeks before they move again - I think this scheme will allow residents to move their vehicles more freely.  
2) Due to the close proximity to the station and the Fratton side having a parking scheme the MB zone is full of commuter vehicles from early in the morning until late at night. As a resident, I have carefully considered on a number of occasions whether I need a car because I tend not to use it unless I have to because while I am out I am constantly worried whether there will be anywhere to park when I get back. Unfortunately due to ageing relatives and vet trips I have concluded I need to retain the vehicle but I feel that knowing there will be a 2 hour window during which I can reasonably expect to be able to find somewhere to park will empower me to use the car more and make me feel less trapped.

**122. Resident, Francis Avenue**

Whilst I support the introduction of the above residents parking, I have the following comments;

- 1) Many residents probably get home after 6pm, myself included
- 2) Will not prevent evening match football parking
- 3) No help for weekend parking unless returning from days out early
- 4) Area such as East side of Francis Avenue need some form of restriction to prevent these becoming a dumping ground for abandoned cars, non runners, cheap cars for sale from the garage nearby, vans, trucks, caravans and horseboxes as at present

**123. Resident, Heidelberg Road**

I just wanted to drop you a note to say that I fully support the re-introduction of residents parking, which I think will help curtail the current problem of commuter parking in my road.

**124. Resident, Heidelberg Road**

I am writing in favour of the restoration of the MB/MC parking zone. Until the students returned we enjoyed a summer of parking heaven. As you may or not be aware there is between 35 and 40% of HMO's in our road alone that without the rest of the MB/MC permit areas, These student accommodations have between 4 or more cars per house and that is without the car showroom in Francis Avenue using it to store his unsalable cars. We also suffer from commuters catching the train to London etc and leaving their cars in our road and on football Saturdays you either go out out for the day or stay in and mid week matches you have to leave work early to find a parking space.





In my opinion 4 pm to 6 pm is not long enough, everyone who lives in this area should have at least a 4 hour window to return home. We have also had one car parked opposite our house which has not moved for the last 3 months.

**125. Resident, Heidelberg Road**

I fully support the proposed installation of the MB parking zone.

**126. Resident, Lawson Road**

Thank you for giving me the opportunity to express my support for the re -installation of residents parking for the MB zone. I am quite willing to pay the sum of £30 for 1 permit at my residence. I am looking forward to (hopefully) being able to park in Lawson Road in the evenings.

**127. Resident, Lawson Road**

I would like to register my support for this proposed residences' parking zone in Orchard Road area.

Within section B of your proposal, I would like to register that the hours should be extended from 4 pm to 7.30 pm to take into account people who are commuting home from work and not arriving home until after 6 pm.

**128. Resident, Lawson Road**

SUPPORT

**129. Resident, Lawson Road**

We have recently received your proposal regarding a parking zone in Orchard Road area. We think that this could work very well as it is often difficult to get a parking space around our house after we finish work. However, only having the restriction from 4pm-6pm seems slightly redundant. We would be having to pay for parking permits only for 2 hours a day, and the people who don't have permits can park around areas such as Montgomerie Road where you can park for 3 hours and no return in 4, and then return to your proposed MB areas. This could cause problems with parking in different areas between 4pm and 6pm, and then continue to have problems in the proposed area after 6pm. I often return home from work around 7pm and 8pm and have a real difficulty parking in the area, but with your new proposal it seems I would still have this problem, however I would be paying for a pointless permit as well. I would ask you to consider making the permit only times longer for the proposed area or having a system such as 3 hours and no return in 4 hours if you are to go ahead with the proposal.

**130. Resident, Lawson Road**

As I would be the second car owner of my address, it would cost me £100. This costly amount would entitle me to park in my zone for two hours a day, whereas everyone else will be able to park for free for the other 22 hours. My hours of work means I get home about 21.00 hrs - 21.30 hrs, so I find it hard to believe that when I get home I'll be able to park while paying for the privilege. I would welcome a much needed Parking zone but I feel 16.00 hrs - 18.00 hrs time for residents only is unrealistic and needs to be amended as due to modern day living not many people are home from work at these times on a daily basis therefore would not benefit from the scheme they are paying for.

**131. Resident, Lawson Road**

Following your recent letter ref TRO 84/2018 for the proposed residents parking zone in Orchard Road area, I am writing to confirm I am in full support of bringing back the permits.



**132. Resident, Lawson Road**

I am in favour of the zone returning, but would request that the times of 4pm to 6pm is extended in the later to approx 7 or 8pm. A 2 hour zone is not really long enough especially when people can move their cars into the LB zone for those 2 hours and then just bring them back after our times expire.

Its ideal for people to buck the system as so close even just put another hour on would help. Thanks for your consideration.

**133. Resident, Lawson Road**

I writing to you today to confirm I would like to vote Yes to parking permits.

I would prefer to have the same parking restrictions as LB zone. The students who live in LB zone park their cars in our street. Have the same restriction would really benefit us. If not the students will just move their cars back to LB zone just for 2 hours and move it back again.

If we have to have limit parking times for residence then I feel 2 hours is not enough. On average I get home between 5.30pm and 6.30pm.

I would suggest then we increase the parking hours for residence from 5pm to 8pm

The restriction between 4pm to 6 pm will not benefit me at all. I don't see the reason then to pay for a permit that will not be of benefit to me and my family

**134. Resident, Lawson Road**

Please introduce a resident parking zone for MB as i can never find a parking space down lawson road when i finish work between 5-7 pm

It would be ideal to have it as residents parking zone between the hours of 6pm to 8am monday to saturday. This would also allow for people to park on the nearby roads during shopping hours for the nearby businesses.

Thanks for the response. The restriction times stated means non residents can avoid those 2 hours and still park in the zone for the rest of the night. This will not make residents life easier who may want to go out in in the evening with the car knowing that they still may not get a space when returning.

The restricted zone time should be in place all evening until the next morning and fully enforced to deter non residents parking. This could also be another way for PCC to increase there income at a time where another £12 million of savings needs to be found.

**135. Resident, Lawson Road**

I am in favour of the parking scheme for the MB Zone. It is becoming increasingly difficult to park in the area in the evenings. Cars are driving around and around the streets looking for places to park. Sometimes I have had to park a 10minute walk away late at night.

People are resorting to parking illegally on the corners as they are no spaces left. I feel that a parking scheme would help this problem. It certainly worked when we had the previous parking scheme in place.

**136. Resident, Lawson Road**

I am in support of a scheme in parking zone MB. There are no spaces in the evenings leading to people having to park illegally on corners and double yellow. The return of the students this week has certainly increased demand for parking thus has lead me to send this email.

Cars are parked for long periods without moving and I feel the short duration parking restriction is a good idea and easy to police.



**137. Resident, Lawson Road**

In regards to implementing the parking zone. We support this decision to go forward. As a suggestion, maybe change the residents only time from 4-6pm to 5-8pm.

**138. Resident, Manners Road**

I am writing to you to register myself for the support of the parking permits for manners road.

I have sent you an email objecting to it but having problems with the parking means we are prepared to pay for permits and visitors permits to ease parking in the area.

I would like you to cancel my original objection and put forward my support for this scheme.

**139. 2 Residents, Manners Road**

I wish to support this proposal and regain the MB parking zone. In this area we suffer with severe car parking problems especially when the students are back at university, football days and that's without the commuters leaving their vehicles in the area. The road is also used as rat run and there are stand offs every day and night, this is because there literally is nowhere to pull in to, to give way to oncoming traffic. It's a complete nightmare most of the time!!

My one concern is that if we regain the parking zone, it needs to be given wholeheartedly and not taken away from us just because the other political party says so, we were not consulted nor asked.

**140. Resident, Manners Road**

I would like to support the current plans for a parking zone in the MB area.

However, I don't believe the current plan for a restriction between 4-6pm is adequate.

While this may help to alleviate the problem of commuters using the area to park for access to Fratton Station, football fans on Saturdays and make it easier for residents to park at tea time, it does not address the problem of the large number of HMOs in this area with several cars each.

Having such a short time restriction like this will allow students to park their cars in other roads during the restriction times and then move them later. This is not enough of a solution for an ongoing problem that had previously been addressed by full parking permits. Residents supported the original permit plans and were very annoyed when they were suddenly removed.

While I support the current plans, I simply don't believe they go far enough in addressing the chronic parking problem in this area.

**141. Resident, Manners Road**

I fully support the reinstatement of the MB parking zone please

**142. Resident, Manners Road**

I have lived here for many years and have seen the parking issues getting worse and worse. My wife works a shift pattern that regularly means that she finishes in the early hours of the morning. When the schools and university term starts she often spends twenty minutes (after a twelve-hour shift and a forty minute drive) looking for somewhere to park. This has caused her to park up to 1/2 mile away from our door and then walk the streets back to the house often encountering drunk or drugged persons. We are thankful that she has not yet been attacked but are seriously worried that it is only a matter of time! During the daytime staff from the school use our street as a car park, making it impossible for residents to park, I have had my vehicle damaged four times so far this year with people trying to cram their vehicle into no existent spaces, only once have I caught the culprit (a school teacher who caused over £1200 worth of damage! I have been medically



<p>pensioned from my job with mobility issues (thankfully not sufficient to be disabled) but you can only imagine how awkward and frustrating it is returning home from shopping to have to lug the heavy bags several streets home because we can't get near the house. My new car lasted only two days before being damaged both front and rear in hit and runs with cars trying to squeeze into spaces that are insufficient, Things were so much better when the residents parking scheme was introduced last time, these problems simply did not exist. Therefore I would welcome the residents parking scheme</p>
<p><b>143. Resident, Manners Road</b> I support residents parking in manners rd area</p>
<p><b>144. Resident, Manners Road</b> Although I completely agree the MB zone should be reinstated as parking is a nightmare once the students are back at university, I don't understand why there is a restriction from 4-6pm for permit holders only. I myself don't get home until 7pm (as many of my working neighbours), so this would not benefit me at all. I usually have to park on Francis Ave or another adjacent road which is ridiculous. Cant the original MB zone (and its restrictions) be reinstated and this seemed to work for everyone!</p>
<p><b>145. Resident, Manners Road</b> I fully support the Residents Parking Zone</p>
<p><b>146. Resident, Manners Road</b> I fully support the return of residential parking in the MB zone</p>
<p><b>147. Resident, Manners Road</b> I am writing in support of the proposed parking zone (MB). It will allow permanent residents the opportunity to park our cars in localised areas to our homes. I understand that it for the hours of 4-6pm, it would be better to extend this time. However, I understand the rationale and am accepting of the proposed plans.</p>
<p><b>148. Resident, Manners Road</b> Thanks for your letter of 30th August 2018. I am writing to express my strong support for the proposed scheme. The sooner the better! As we get older, the opportunity to park near one's home becomes increasingly valuable. Increased density of population due to HMOs in this area has put pressure on parking, and a residents parking scheme will make arrangements much fairer. In addition, while I am disappointed at being obliged to pay for the first permit, I can see that this may help deter those who do not really need to park (but would take a free permit regardless). The previous scheme worked well for most of us, and many people were extremely angry when it was summarily withdrawn.</p>
<p><b>149. Resident, Manners Road</b> I would like the parking zone back</p>
<p><b>150. Resident, Manners Road</b> I'm writing to respond to the proposal of the re-introduction of the Parking permits in my area. I would like to say I am FOR the new parking permits, as parking is very difficult in my area, mostly when the students are back during term time and my area is heavily student populated. Also during football matches the area becomes very busy, with a lot of people parking on double yellow lines and blocking drive ways.</p>



When the permits were used before it made parking much easier in my area, without them I can't move the car after 8pm otherwise it will be very hard to find somewhere to park on my return.

So again please take this as a vote to go ahead with the permit plan, and I know many costs can be covered from ticketing non permit holders.

The only problem I can see is those in the surrounding non permit areas seeing an increase in reduced parking spaces, perhaps all of Portsmouth should have parking permits, like Brighton or Bournemouth do for example. Portsmouth is a small yet very densely populated island, and we are still building new flats and houses where possible (both student and non student), but it doesn't seem like we are including parking in these new builds, so we will always have a problem.

**151. Resident, Manners Road**

I would really like to see the parking restrictions introduced again to our area as I find it such a nuisance driving around trying to find somewhere to park at night. I rarely use my car for that reason but often I drop my daughter to work in the evening or pick her up if she's been out late to keep her safe from harm but we are hardly safe if I have to park a few blocks away and end up walking.

This is a student/shared housing area and sometimes people have more than one car per home. Also during football season it can be really frustrating driving anywhere on a Saturday being unable to park on my return.

The down side to resident parking is when we have guests from out of town come to visit. I would be happy to pay for the extra cost .

**152. Resident, Manners Road**

I am in favour of a residents only parking in MB zone. But I do not think the 4pm to 6pm restriction will work as well as the previous system. I, like many others in the area, often arrive home after 6pm. It seems I will have to continue driving around the area, sometimes for over twenty minutes, trying to find a place to park and in competition with others who do not have a permit but who can park for free as long as they leave before 4pm the following day! If the restriction was from 4pm to 8am the following day it would work better and give the residents a better chance of parking in the area. MB zone is close to Fratton station, close to the football ground, has a senior school and shops and businesses in Fawcett rd and Francis avenue so there are many people that do not live in the area but wish to park their cars and other vehicles here. A 4 to 6pm restriction may work in other areas but I believe will not be effective enough in MB zone.

**153. Resident, Manners Road**

I am in favour of re introducing the parking zones around Manners Road area again. My partner is disabled and he is also in favour of this.

**154. Resident, Manners Road**

I would like to express my support for the proposal to reinstate our parking permits.

**155. Resident, Manners Road**

I would like to express my support for the proposed parking permits in the MB Zone.

**156. Resident, Manners Road**

I would like to make it known I am fully in support of this scheme being introduced at the earliest opportunity.

It was announced over the summer when parking in the area is not an issue and you can quite easily go out and come home at any time of the day and park within 50 yards of your



home.

However since this last weekend (15/16 September) this has all changed and parking is again an issue and coming home in the evening could mean parking up to half a mile away if you are lucky and further on occasions.

It also means cars are now parking on double yellow lines as seen for the last two days, which is also a major safety issue.

**157. Resident, Manners Road**

I totally agree with residents parking being returned to Manners Road Area.

**158. Resident, Manners Road**

I am a resident living in manners road and am writing to express my support for the scheme to go ahead. The current parking issues are numerous but by enforcing the proposed scheme it would vastly reduce the amount of cars that are left standing for long periods of time by both commuters and students. It will also reduce people from outside of the area parking here when attending football on Saturdays. I do also think there should be some consideration as to whether this could be extended to cover Tuesday evening games when portsmouth play at home.

**159. Resident, Manners Road**

My reluctant support, for the proposed MB and MC parking zones.

First, let me say 'thank you' to the Lib-Dems for upholding your campaign promise – you said you would start the process of bringing back the MB and MC Zones, and you have. I am somewhat saddened that you are not bringing the MB and MC parking zones back in their original form ( two hours maximum stay, non return within four hours, seven days a week) and fear this new form of zone (Permit holders only between 16:00 and 18:00 hours, Monday to Friday) will not tackle the football traffic, the weekend, and overnight parkers, and will generate even more traffic in this area, because owners of vehicles, who do not have a permit, will be forced to play a kind of vehicle musical chairs (moving there vehicle out of the permit zone area for the two hours, only to return those same vehicles a couple of hours later).

I've attached a copy of a letter I used to aid my speech at the meeting held on the 30th July 2018 at Portsmouth Guildhall, to remind the planners and engineers of what was achieved under the Old framework of the MB, and MC zones. I believe the key points in that letter are worth remembering, because these key points were why we, the residents of the MB and MC zones, wanted, and agreed to pay for a parking scheme.

If the new format for the MB and MC parking zones does not achieve what is outlined in the attached letter, I believe you will have a lot of very disgruntled people on your hands, because they will be paying for a parking scheme, which only entitles them to park, for two hours a day, from Monday, to Friday.

From document:

When the MB and MC parking zones where introduced, those of us who owned vehicles registered to an address within the MB and MC zones, said a massive 'thank-you' to PCC.

Why... Well,

1. We no longer needed to drive around and around, up and down, street after street, hoping to come across a vehicle, which was about to depart, which meant, that I could now park.

2. We no longer needed to tolerate those, who live outside the MB and MC zones, using the areas inside the MB and MC zones, as a free, long stay car park.

3. We said 'thank you' to PCC, because now, we were no longer forced into a position of parking our vehicle, on double yellow lines, because there was nowhere else to park.

4. We said 'thank-you' to PCC, because now, in the roads and streets covered by the zones, there was space to pull into the kerb, and let oncoming traffic pass, which also meant,

5. drivers did not have to reverse their vehicle, onto a main road, so they can let oncoming traffic pass.

6. We said 'thank-you' to PCC, because now, the possibility of damaging other vehicles when reversing, was reduced.

7. The parking zone cut drastically, the number of 'grid lock' situations... you know the sort of thing... when the drivers of vehicles have had enough, so effectively park their vehicle in the middle of the road, turn off their engine, sit in that vehicle, and refuse to move, because they believe they have the right of way.

8. The parking zone also meant that Emergency services vehicles, were no longer forced to parked in the middle of the road when on an emergency call, because there is nowhere to park.

Yes, for those who live, and own vehicles registered, in the MB or MC zones, problems related to parking, and more, were solved.

But in 2015, PCC took away the MB and MC parking zones, on the grounds that, the MB and MC zones didn't work for those in the surrounding streets.

Well, I've lived in Manners road for over thirty years. I've witnessed PCC wrestle with the areas parking needs, and, in my opinion, for the residents of the MB and MC parking zones, PCC solved their parking problem, PCC only mistake, was leaving out the surrounding streets.

So please, bring back the MB and MC parking zones with the original criteria, but this time, include the surrounding streets.

Please, don't change the rules which qualify one to apply for a parking permit. This one simple rule ensures that those who own vehicles that are not registered to that parking zone area, will have to move that vehicle out of the parking zone area within a given time.

**160. Resident, Manners Road**

I am writing in response to the letter sent 30th August outlining the proposed residents' parking zone in Orchard Road area.

I am hugely in support of this. In the past I have sent a number of emails and spoken to Lib Dem councillors about the reinstatement of the parking zones.

The two largest problems with parking in my road are multiple occupancy student lets and football.

When the students have left for the summer or Christmas there is a massive difference in parking availability. Hopefully the permit system and associated cost to student car owners will be an incentive for some not to bring a car.

Football is also a problem, but this only affects us for a few hours every other week. The student parking affects us for 3/4 of the year.

My wife and I were very pleased to receive this letter and hope that the permit system goes ahead.

**161. Resident, Manners Road**

I support this scheme . It was beyond outrageous that it was arbitrarily scrapped.The roads here are narrow and are constantly used by non local residents Parking lorries and vans , even a huge scrap merchants van gets parked and left as a storage vehicle until filled and then comes back again . This is a fair and cost effective Scheme and I heartily support it



**162. Resident, Manners Road**

I am writing to confirm my support for the proposed re-introduction of the MB Parking Zone. At the time it was revoked, I stated my views in opposition to the scheme, as much to do with the process and that it was revoked without appropriate consultation / discussion. I am in favour of the scheme and would even suggest that the proposed permit charges could be increased (subject to discussion and what the increased revenue could be utilised for). Can you therefore please ensure that my support for this proposal is appropriately logged and considered.

**163. Resident, Manners Road**

I support the decision, however it should be free of charge if you are the first driver. I hope you consider my opinion. Thank you for your time.

**164. Resident, Manners Road**

We support any Parking Zone which can improve the misery of residents unable to park near their own homes, which is especially worse when students are back for the University year. The proposed MB zone for us, allowing residents'-only parking between 4pm and 6pm, could help the situation, it remains to be tried and tested. Our very satisfactory MB Parking Zone of four years ago was taken away from us without our consent, this is the one we wanted to be reinstated. The MB Parking Zone you are offering us now is far from ideal, but we must vote for it as there is no other alternative. So, to reiterate, we must vote for the proposed MB Parking Zone.

Thank you for your email - We meant to have added, if we, in Zone MB, are only to have a short, 4 - 6pm Permit Holders Only window, with free parking outside this 2 hour slot available to non-residents, we would expect Fratton Zone to be similarly changed and their Permit Holders Only 24 hr Zone, with only 2 hrs per day free to Non Permit Holders taken away or changed to the same as our zone!!

**165. Resident, Manners Road**

We are residents of Manners Road and we support the proposed parking scheme as we see this as a way to cut down on student cars in this high density HMO area. However, we would like to make the following comments:

- 1) We feel that 4-6pm seems a short window for people to realistically get back in time to park, without competing with non-permit holders. 4-8pm would be a better time gap, though we are assured that the 2 hours worked well when it was part of a neighbouring scheme. We wait to be convinced.
- 2) We're not clear about visitors' permits. What does 12 hour and 24 hour actually mean? 6x 2hours? 12x 2hours? A 24 hour permit is useless as it only covers one time period.
- 3) £100 seems steep for a 2nd permit. We understand that you need to discourage multiple cars in one household, but the reality is that lots of people do not choose to have 2 cars. it is a necessity.
- 4) We understand that the scheme will be reviewed after one year. The last time this was promised, it didn't happen so we need to be assured that you WILL review the scheme. With all this in mind, we are in favour of the scheme, as it is probably the best we are going to get.

**166. Resident, Orchard Road**

As a car driver I find it hard to find parking down my road. So having this turned back to a MB zone would be great. I am constantly having to find parking elsewhere. I am in support





of the proposed zone.

I also wanted to add that having had a long day at work, coming home to find parking is difficult as it is. So sometimes I have had to park a couple of roads away. This is really frustrating thing to do.

I also drive my Mum to appointments ect, who is disabled. So parking is extremely difficult as she cannot walk for long without being in pain.

So if we were to have back the parking scheme, it would make it a lot easier!

**167. Resident, Orchard Road**

We support these proposals. It's very difficult for us to find a parking space especially when students are back, because in some of the houses they have more than 2 cars. Also people having a company car taking more spaces all the time. Also cars are being parked in front of our houses and being left there for weeks. So , YES, we support this proposal.

**168. Resident, Orchard Road**

We would fully welcome the return of residents parking. The time will mst importantly stop all day parking by commuters using Fratton station. It seems a fair compromise and hopefully it will be implemented very soon.

**169. Resident, Orchard Road**

I am In support of the permit parking In the orchard road area so residents have somewhere to park.

**170. Resident, Orchard Road**

I email to express my support for the MB parking scheme. Orchard road has a high level of student lets who loved to bring their cars and commuters who park for the day, at the moment there are 3 cars with flat tyres which haven't moved in months !

I work shift work at a hospice caring for the dying, believe me it's more stressful finishing work and coming home to find some where to park than anything I do at work.

I am not sure if the two hour parking restrictions is long enough or whether it works but any thing is better than nothing so there is nothing to lose. So bring it on before freshers week ideally? I can't wait for Portsmouth city council to improve my quality of life. Here's hoping

Happy threshers week  if you want to take a wander down orchard road I would be happy to point out student cars to you , thier cars rarely move during the week just used at weekend to go home to see mummy and daddy in Essex

But apart from that the schools are back and the workmen from fratton bridge we trying to park .

I arrived home from night shift at 8 am on Sunday morning with no where to park so driving around beyond tired looking for a parking place

**171. Resident, Orchard Road**

I fully support the re introduction of the MB parking zone. It should never of been removed in the first place. Alot of residents in the zone campaigned for it last time and my friend worked so hard to get it introduced & fought for it to be kept. Unfortunately a councillor decided to remove the zone. When the MB parking zone was in force i could actually park in my road as it stopped commuters going to fratton train station parking in my road & the car sales parking up there part exchange vehicles for months at a time. So I again will add my support for the re introduction of MB parking zone



**172. Resident, Orchard Road**

I am writing to support the council plans to make this a permit only area between 4 and 6 pm

**173. Resident, Orchard Road**

Whilst I support the re introduction of The MB RPZ I think it is unfair that we are not afforded the same conditions as other zones adjacent to the MB area this will not stop displacement from other areas. Also how can we be expected to pay the same fee as other areas especially as we are getting an inferior Zone time.

I also think this adhoc way of implementation of Zones is unfair on those who do not have them either we all have Zones or no one should as it just causes anger and resent. We experience a lot of displacement from surrounding Zones especially from commercial vehicles

**174. Resident, Orchard Road**

I am emailing to show my support for the proposed parking zones in my street. I feel it would ease the congestion and make it a much better area for all residents.

**175. Resident, Orchard Road**

I have a disabled parking bay. my parking bay is in constant use by other vehicles, many of whom do not have a blue badge, and there doesn't appear to be any patrols carried out by parking enforcement. I am in support of the new parking zones, as this will hopefully lead to regular patrols which will prevent this issue, so I am hoping the proposed plan will go ahead.

**176. Resident, Orchard Road**

I support the residents parking zone in Orchard Road. The reasons for this are people who don't live here leave their cars all day while they are at work so its hard to find a parking space for residents or friends visiting. It would also mean the road would be safer to drive along as without so many cars parked either side of the road. I feel that most if not all residents feel the same and I hope you go in favour of residents parking zones.

Hello having read the proposals for residents parking zone in Orchard Road area i strongly support this. Most cars that are parked all day during the week are people that use this road for free parking as they go off to work! I hope that Orchard Road returns to residents parking zones.

**177. Resident, Orchard Road**

I am writing to give my whole hearted support to this proposal. Between London commuters, football goers and students I often find I either cannot park near my house or have to arrange my work hours around this to ensure I can park which is not helpful when trying to run a business that requires evening and weekend working

I am a little concerned about the RingGo app use. What measure will there be to check and process the resident registration on RingGo and ensure it is not being fiddled to allow the commuters and football goers to purchase their parking and continue to clog up the roads in the permit area?

Officer comments

Residents can register for the RingGo service either by linking it to their existing permit or providing an alternative proof of address. Only residents can purchase and authorise parking for visiting vehicles. It is unlikely that residents would purchase parking electronically for people they did not know, or give them physical visitor permits, and it is not something that has been reported as a problem within the existing 33 residents' parking zones in operation throughout the city.



**178. Resident, Orchard Road**

Hi, I want the resident permit but not happy at all with the system you want to apply, we were very happy the way we had permit back in 2014 it worked fine, the whole of Portsmouth has an all day resident permit with limited hours for non permit holders, we want a whole day permit, it's the only way it will work, please review again thanks

**179. Resident, Orchard Road**

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**180. Resident, Orchard Road**

Hi, I want the resident permit but not happy at all with the system you want to apply, we were very happy the way we had permit back in 2014 it worked fine, the whole of Portsmouth has an all day resident permit with limited hours for non permit holders, we want a whole day permit, it's the only way it will work, please review again thanks

**181. Resident, Orchard Road**

Thank you for responding to my questions. In principle my wife and I support the proposed MB Parking Zone.

We have in the past had vehicles left parked in Orchard Road for several months whilst the owner has gone abroad, also the car sales in Goldsmith Avenue leave their own vehicles as well as their customers' vehicles in Orchard Road. Another problem has been that because roads on the north side of Fratton Bridge have kept their Parking Zone, Orchard Road is the closest to Fratton Station where rail users can leave their vehicles. We have the added problem of many multiple occupancy houses.

**182. Resident, Orchard Road**

Myself and my partner would like to support the proposed Orchard Road MB parking zone. We've decided not to object to the less than perfect proposal, as some form of residents' parking zone is better than none at all.

Please find some issues below that we'd like a response to:

- Permit prices - why are 2nd permit prices increasing at such an unreasonable rate (2018>2019 +25%)? Also the permit costs don't reflect the 'Permit Holder Only' period, which varies across the different parking zones. Eg. MB will be for just 2 hours, whilst other zones receive more time, yet pay the same fees.
- Parking zone restrictions - the previous MB zone wasn't just for the proposed 4-6pm period for many good reasons. Portsmouth FC have many evening fixtures over the year, with a huge influx of football fans. Railway commuters and local school staff tend to return to their vehicles before 4pm.
- Parking zone irregularities - there is no consistency in the restrictions of local zones - yet they all suffer from the same non-resident problems ie. commuters and football fans. The proposed MC zone (TRO 87/2018) is set to have a 'Permit Holder Only' period between 5 and 7pm, and is abutting the proposed MB zone.
- Parking zone longevity - the previous MB and MC zones appeared after a great amount of consultation with local residents, but were removed by PCC with no local dialogue. No in depth local surveys have been made this time, which would have revealed many of the issues that we've raised above.

**183. Resident, Orchard Road**

My husband and I are very much in favour of the proposed parking scheme in this area.



**184. Resident, Orchard Road**

With regard to potential changes to parking in Orchard Road via a Permit system for Residents, I write to advise you I would be in favour of this.

The ability to park in Orchard Road has become impossible due to a number of factors including

- high student occupancy in the road leading to several cars / household
- parking from construction employees relating to build of flats on Goldsmith Avenue
- parking of vehicles of commuters using Fratton Station as a means of free parking

Any permit scheme which provides easier access to parking in Orchard Road ( or deters Randoms and high multiple cats / household ) would be a benefit , even at a small cost.

The scheme allows for visitors parking via a paid pass and this again would ease parking for planned visitors. I hope this scheme is successful

**185. Resident, Orchard Road**

We have huge problems with parking, there are many commercial vehicles parked in the street and our road effectively becomes a car park for Fratton station. We have a small baby and it is very difficult not being able to park near our house. Though ideally it would be better if the hours of the parking restrictions were extended beyond 4-6pm, the proposed zone will be a huge help in dealing with the parking issues that we have, and I do hope the council will support this proposal.

**186. Resident, Orchard Road**

I am writing to express my support for the reinstatement of the MB parking zone permit scheme. As a resident of Orchard Road I feel the proposed scheme is the very least the road warrants. The volume of HMO properties in the area, the lack of parking on Goldsmith Avenue, the proximity of the train station, and the construction of multiple story apartments buildings with insufficient resident parking mean that residents of the road have been unfairly penalised by the removal of the original scheme. These factors combined with local businesses such as car dealerships utilising upwards of 10 spaces on any given day, with vehicles often not moving for several weeks at a time, mean that Orchard Road in particular is in desperate need of a permit scheme.

While residents do not expect to be able to park directly outside their homes on a daily basis, any form of parking management that would allow for the chance of parking in anything resembling a reasonable distance from one's own road would be hugely valuable. This is the case especially for older residents and those with young children. Priority must be given to permanent residents not: students who arrive in September and do not move their vehicles until the end of the academic term (up to three month periods); train users using the road as a car park (many of whom live locally in areas with existing parking permit schemes); local firms using the road as an extended parking lot; individuals with an excess of vehicles using the road as a semi-permanent dumping ground.

In summary, based on the above reasons and circumstances, it is essential that the proposed parking scheme is reinstated. It is the very least local residents deserve.

**187. Resident, Orchard Road**

Please note that as residents we are completely in favour of returning our parking zone to residents parking, the addition of 2 hour non resident parking is also fine if needed.

The street will be safer for the many children who use the roads to walk to school and we found that the quality of life for residents greatly improved during the last period of residents permit parking.

In addition using the parking area at Fratton Shopping (B and Q area) for safe overnight



parking for trades vehicles could help considerably .

We have reduced our cars from several to one to contribute to easing congestion even though we have a double garage but are often overwhelmed by commuter traffic parking and cars from several local car firms as well as the trade/car sales vehicles, meaning that even accessing our private parking is often jeopardised.

**188. Resident, Orchard Road**

I am totally in favour of Parking permits as this Road is parked with cars as early as 6/7 am as people going to work in London as the train station just round the corner, Recently due to building construction on Goldsmith Avenue all the builders park their vehicle on this Road, so local residents with small kid have to struggle for the parking. local residents should get parking priorities first as they pay full Council taxes. once again I would say that parking zones are very important.

**189. Resident, Orchard Road**

I am messaging you to express my support for the MB parking zone being reinstated. We have daily issues with commuters using the road as a car park. At its worst I have experienced them waiting in the road until a space becomes available. There are vehicles left here for months at a time which being taxed and MOT'd will not be removed. In addition there are several local businesses who leave their vehicles here over weekends and during the week when they are not required.

In the past few days, now the university year has started, parking has become increasingly difficult as students have returned, often with multiple cars per house, who barely use their vehicles during term time.

While I understand that there is limited parking in our area, using this road in such a manner is detrimental to the full time occupants. I hope that the residents parking scheme will be reinstated.

**190. Resident, Orchard Road**

I fully support the reintroduction of the MB Zone (Orchard Road) residents parking zone. I was very disappointed when the previous parking zone was removed all of a sudden and would certainly like to see this reintroduced.

At the moment there is a major problem with commuters using the Fratton train station, parking in Orchard Road in the mornings leaving no space at all for residents. This issue is further compounded by the fact that there are so many HMO residences in the street where one house has 4 or 5 students having cars, leading to a severe lack of parking spaces for households having families, leading them to spend vast amounts of time driving around to find a parking spot. This puts undue strain on families with toddlers such as myself.

New flats being built nearby in Goldsmith avenue causes me great concern as well because this could lead to even more people parking in Orchard Road, causing further issues when the flats are rented out to people.

Please take this email as my request to have this parking zone reintroduced.

**191. Resident, Orchard Road**

As a resident of Orchard Road I have studied the proposals with some interest. Whilst I am generally supportive of any form of parking restriction, I am concerned of the effectiveness of a restriction during the short period between 4 and 6pm. The MB scheme when originally introduced in 2011 worked extremely well and limited non-permit holders to 2 hours free parking. Why, I ask, can the parking scheme not be reintroduced in it's original format?



I do accept, however, that the proposed restriction will reduce the incidence of dumped vehicles and will have an effect on railway commuters taking up valuable parking spaces during the day. The introduction of seemingly punitive charges for multiple vehicles per household will also have a beneficial effect, particularly on students in an HMO environment.

To sum up, please accept this email as a vote in favour of the Council's proposals and I look forward to an easing of the dreadful parking problem in this area.

**192. Resident, Orchard Road**

I just wanted to add my support for the reintroduction of residents parking in Orchard Road and surrounds.

We live on Orchard Road and have a baby and a toddler. It has become very difficult to park in our road since the removal of the residents parking zones. It is a frustrating logistical challenge to try and get a 3 year old, a baby, all their junk and maybe even some shopping to and from the car safely. It's a problem I'm sure faced by many Portsmouth families, but the lack of parking spaces nearby our house are not because of our neighbours, but because of vehicles that should have no place to park in our residential road.

Every morning as residents are heading off to work the commuters pull up and park in those spaces and head off to the station. Portsmouth is small, flat, congested and nowhere on the island is not within walking or biking distance of the 3 mainline stations. If they really need to drive there is paid station parking. Any other town or city would have streets so close to the station on an rpz. In fact we do, on the fratton side of the tracks (so yeah we get displacement parking too!)

We also suffer from commercial vehicles dumping, especially at weekends, key culprits being Byngs garage who leave pick up trucks, courtesy cars and probably half the cars they are working on around our streets, unmoved for days. They have a yard.

Houses of multiple occupancy which are plentiful in this area of Southsea take up more than their fair share of street space, especially students who bring cars into the city but then leave them and don't use them. I can appreciate that anyone who owns a car will want to park it where they live, and the problem has already been created by allowing so many HMOs, but if you are cramming 6 households into what would usually be a 3 bedroom family home then you shouldn't be entitled to more street space aswell. The new development on fratton bridge which provides much fewer parking spaces than occupants, will further add to cars being parked on streets which are already full for the people that live there. This will help to ensure anyone moving into those flats will already expect the restricted parking.

I can appreciate the concerns of surrounding roads regarding displacement parking, I think the suggested 2 hour zone will be different to the previous rpz, in that it will still allow parking in any road in or out of the zone at all other times. Parking is at its worst for residents in the evening when everyone is home from work but there will be no restrictions then. It serves to restrict all day commuter parking, football parking, and long term vehicle dumping, but for most people getting home in the evening they will still have freedom to park where they can find a space (just hopefully there will be more of those spaces) I feel the council should also look at communicating and resolving the displacement of vehicles, by working with landlords and the university, local businesses on goldsmith avenue, and residents who have individual circumstances to offer alternative solutions.

My one watch out would be parking around the schools at Priory, Devonshire, Fernhurst and Brambles. While the proposed timings fall outside of normal school hours, there will



still be staff working later than 4pm who would normally park on the street. Brambles in particular, has a nursery which runs until 6pm so will absolutely have staff on site during the restrictions. What dispensation can be made for them? Also school picks ups will run into the restricted time if children attend after school clubs or childcare. For example, the MC zone will be a massive problem for me picking up from nursery at 5.55pm. (Leaving the car at home and walking isn't an option for us in the extremely tight timescale to get from work in Southampton) Sure there are plenty of other busy parents who need to use the car to collect children. Could a 10 minute waiting time by the schools be added to aid this? Overall, we are very much in favour of the proposed parking zone. This is what is right for residents and we look forward to being able to park closer to home.

**193. Business, Percy Road**

I am the owner of 2 HMO properties on Percy Road. There are 44 HMO properties in Percy Road. So a third of the properties have on average 4 individuals in them. Around 100 homes along Percy Road are therefore family dwellings.

I believe that it is right to restrict parking per property. I also think it is a good idea to charge for parking permits with possibly a smaller charge for the second one for each establishment. Residents should be able to park near their house. This is their community. Preventing long term parking of vehicles is a great idea to free up spaces for residents. Students have a great service bus taking them into Uni. Great shops are available locally as is the station. Taxis are available all the time and are inexpensive.

My problem occurs when work has to be carried out on a property. The last time, 4 years ago? When permits were in operation it was a nightmare to ensure any person working on the house had a permit. It was really difficult to organise and impractical. Tradespeople do not necessarily know when they can fit jobs in and emergency repairs impossible to get a permit for. The Council offices were open day time only and I live in Bishop's Waltham and could not pop into the library or any other outlet and could not expect people I had instructed to work on the house to do so.

During the month of August we redecorate and work on the houses. We usually stay over odd week nights and weekends whenever we can fit the time in. We employ tradespeople to also work on the properties. We have deliveries of furniture etc.

It will be a nightmare to have to apply and pay for permits for these irregular visits.

I totally agree with what you are trying to achieve but need to know the practicalities of tradespeople and myself working on the upkeep of our houses.

Thank you so much for your informative and instant reply. I had not read your leaflet properly and did not realise it was restricted to 4pm-6pm so thank you. So I will be able to buy a visitor's permit in advance and activate it instantly when needed. This system should hopefully have the desired effect and prevent long-term parking.

**194. Resident, Percy Road**

I am emailing to show my support for the proposed parking zones in my street. I feel it would ease the congestion and make it a much better area for all residents.

**195. Resident, Percy Road**

Just wanted to say I personally don't have any problem with parking we are a two car family my husband sometimes comes home with a work van I often don't get in from work till 7! And usually I find a space in my road or in Francis avenue . The only problem with parking is on a Pompey match day and as this is only every other weekend for half the year it's not a problem. I'm disappointed that you are considering a permit parking scheme



in my road and especially disappointed in the fact that not even the first permit is free and will cost £30 just another money making scheme by Portsmouth city council! So in a nutshell I'm opposing the permit scheme for the orchard road area!  
(Same person as above) Good evening I have previously sent in a no for local permit parking but tonight I have had a chat with our local Lib Dem representative about this permit parking issue. I would be happy to have the permit if it was to have the opportunity to be extended for another hour from 6 to 7 now she informed me if I was to say yes to the parking restriction from 4-6 you wouldn't be able to guarantee an extension on these hours but it would give me an opportunity vote for longer parking restrictions in my road. Also if other roads voted for permit parking and ours was one of the only roads that had no restrictions it would become impossible to park! So in a nutshell and all though I'm not happy to say yes to this proposed scheme I wish to change my vote to a yes

**196. Resident, Percy Road**

I am in favour of the re-instatement of residents parking in MB zone.

I would prefer a system similar to what we had before with 2 hours free, rather than the proposed system which means I would have to buy scratch cards for visitors between 4-6pm. I would like the system (not whether we have a residents parking zone) to be reviewed after 12 months.

It has left me worried that this process will not be fair. Bearing in mind that this zone seems to have become a 'political football', the process seems far too open to abuse.

The consultation paperwork invites 'views', but the decision will be made on the number of votes for or against - this seems to me to be 2 different things.

Is it 1 vote per household? How will you ensure each household only gets 1 vote? My road is around 50% HMO's. How will you ensure that houses with 5 or more residents don't all submit their views, skewing the result?

I think past consultation were on paper. If email views are accepted, how will you ensure that individuals outside the area do not get counted?

(There are 2 online petitions set up by the Conservatives against our residents parking schemes mobilising those well outside our area. Change.org is international so can get votes from anywhere in the world. Is this the behaviour of local politicians with integrity and the wellbeing of residents at heart?)

How do you intend to verify that all responses came from within the MB/MC zones?

The parking restrictions proposed for MB are very different and more limited than what we had before. We were not consulted before the consultation about what 'shape' we wanted.

The parking zone here was removed with no due process or consultation. We need to ensure that this consultation process is both fair and can be proved to be fair.

I will look forward to hearing your response.

Thankyou for responding to my letter and for the useful information.

The legal process you are following under the 'Road Traffic Regulation Act 1984' does seem to leave decision-making wide open, unfortunately.

I think it may lead to ill-feeling or a sense of unfairness for either 'for' or 'against' people . Perhaps you can feed back up to whoever is appropriate that this system does not work well in instances like this.

**197. Resident, Percy Road**

Yes I'm in favour for the parking restrictions. Although as I don't get home until 7 at the earliest most days, I'm not sure what the benefit will be. But I am happy for it to go ahead.





**198. Resident, Percy Road**

I am writing to you today to express both of our backing for the re-introduction of the MB parking zone in Southsea. We live in a road that has been badly affected since the removal of the previous permit holder zone.

There are always several cars that are parked up all week from people commuting out of the city and this happens on football match days too.

My partner and I, (although we are not the only ones down the road who struggle) are constantly battling to find a parking space in our own road on a daily basis no matter what time of day.

Couple all of this with the addition of the extra cars from the Students returning for uni this year, and our road is at breaking point! We need a parking zone reinstated in our area for the residents, as we are the ones that matter.

**199. Resident, Percy Road**

I am fully supportive of this parking zone being implemented. I would then like the opportunity to comment on the working of the scheme once it has been working for a period.

**200. Resident, Percy Road**

I support the "MB" resident parking permits. And two permits on multiple occupancy, sometimes six cars per house! And cars do not move for weeks! We all vote for your team. We have lived in Percy road from 1980. I do hope it works.

**201. Resident, Percy Road**

Residents parking was introduced some time ago and worked well. There was however no charge. Why does it now require a charge this system with no physical permit must surely be cheaper. I can't help feeling that it's yet another stealth tax rather than a help for residents

Residents parking was introduced some time ago and worked well. There was however no charge. Why does it now require a charge this system with no physical permit must surely be cheaper. I can't help feeling that it's yet another stealth tax rather than a help for residents.

That the system will incur costs is understandable and the £30 cost of the first permit is acceptable a further £100 for a second is not. The £30 should cover both.

**202. Resident, Percy Road**

I am sending this email to show that I would like Percy Road to be included in the proposed MB zone.

**203. Resident, Percy Road**

We are residents and wholeheartedly support permit parking.

**204. Resident, Percy Road**

Just a quick email to put forward that I am in favour of this proposal for the Orchard road area.

**205. Resident, Percy Road**

I have problems with parking since many houses in this area are occupied by students who leave their cars in the streets for days without movement. I don't think a time limit 4 - 6pm would be sufficient unless there is a traffic warden present in the area daily to check on the situation. But it still will be a progress, anything is better than having a no zone free parking for everyone, mainly during match days.



<p>206. <b>Resident, Percy Road</b> This road is a complete joke. I've just had to park four roads away from my home on a Sunday Morning... FOUR ROADS AWAY!! Ridiculous! Who on earth are all these people parked down my road? And the other four roads? Its packed with people leaving their cars here all weekend. They certainly don't all live here! Hurry up and introduce parking permits back down here please - I'm sick to death of not getting priority over a space down my own road!</p>
<p>207. <b>Resident, Rugby Road</b> I would like to vote in favour of the parking proposals.</p>
<p>208. <b>Resident, Stansted Road</b> I support the suggested parking places order above. There are two cars for my property and parking is a nightmare after 5pm during term time as a great number of properties on and around my road is for students lets which usually occupy more than 2 students / vehicles per property. Furthermore I don't assume there's anything that can be done about the following but there are 4 or 5 large motorcycles which don't seem to ever move but one on Stansted Road, parked next to each other. I understand that motorcycles are exempt from the parking restrictions suggested although these stationary motorcycles take up around 3 car parking spaces 24/7 for the year I've lived here, which is a shame as spaces are tight enough as it is.</p>
<p>209. <b>Resident, Stansted Road</b> I would just like to register my support for the Orchard Road Residents' Parking Zone. I think it's a really good idea!</p>
<p>210. <b>Resident, Stansted Road</b> We fully support the proposal. We both work full time at QA hospital. A normal working day involves leaving home at 7am and not getting home until after 6.30pm. If one of us is on a late shift which finishes at 8pm we don't get home until even later. The parking has become an absolute nightmare during term time when the University students are here. We have nothing against students as we were both students once. However, we have stressful enough jobs without the additional hassle of driving around for up to half an hour trying to find a space and subsequently possibly having a ten minute walk home. I have also had my car scratched on the bumpers and on one occasion, someone parked so close at either end that I couldn't move the car and we had to take a taxi to work to avoid being late. For the reasons stated above we fully support the proposal and are praying that it all goes ahead</p>
<p>211. <b>Resident, Stansted Road</b> I fully support the proposal to have a residents' parking zone in the Orchard Road area.</p>
<p>212. <b>Resident, Stansted Road</b> I am writing to confirm that I am in support of the proposed MB parking zone.</p>
<p>213. <b>Resident, Stansted Road</b> I wish to offer my support in the proposed reinstatement of the Orchard road residents parking zone. Having reviewed the amount of HMOs within my road, it is currently around 32% of the houses are HMOs. I have reviewed the other roads within this central Southsea area and the extremely high rate of HMOs is pretty much destroying the community. These</p>



small houses can have up to 6 bedrooms per property as an HMO.

By reinstating the residents parking scheme it will hopefully deter the students that occupy many of the HMO from bringing cars that are left for long periods of time not moving as they walk to the university. It will also deter the people parking to use the school and the station.

The other consideration by the council is preventing any more HMOs from being implemented within the central Southsea area. The transient nature of the tenants occupying them is destroying the once lovely community within this area. I have lived here many years and have seen a change for the worse. I support the new proposal as at least it maybe one step in the right direction of returning the area to a community.

**214. Resident, Stansted Road**

I wish to extend my support for the reinstatement of the MB parking zones.

I regularly find I cannot park anywhere near my house particularly during university term times. This week has seen a noticeable increase in parked traffic with the new term looming. It will only get worse.

I would personally like to see the residents only parking extended to 16:00 to 20:00 as I regularly go shopping or other activities after I finish work at 17:00. I don't normally return home until 17:30 if I come straight from work anyway.

Otherwise, I would be happy to see the reinstatement of residents parking restrictions.

**215. Resident, Stansted Road**

We would like to give our support to the proposed parking Zone MB. We feel that bringing the parking permit back in place would make a big difference to the parking in our road as we have a lot of multiple occupancy houses and limiting the permits to 2 per household will make a big difference.

**216. Resident, Stansted Road**

We have lived here for several decades and own other properties in this road. I am strongly in favour of the proposed parking zone. We are constantly plagued by people from outside the immediate area (mainly, but not only, students) parking in Stansted Road. Last year one of these students returned to her home abroad for three months during the summer, leaving 3 Jaguars parked in the immediate area! This year another student returned to his home, leaving a BMW parked for three months, facing the wrong way in the one-way part of Stansted Road, having driven against the direction of traffic. The police told me that they could do nothing, as the car was taxed. Over the last few months we have experienced an increasing number of commercial vehicles parked for long periods (there are 4 such vehicles parked in our short length of road as I e-mail you). The proposed Zone cannot come quick enough for us.

**217. Resident, Stansted Road**

I am so pleased that you're proposing to reinstate the parking zones (mb and mc) I live in Stansted Road and it seems to be a dumping road for cars and vans from the Somerstown Area. Parking for actual residents has been a nightmare for the past few years and it is exacerbated by the influx of students inhabiting houses of multiple occupancy (possibly up to 4 per House) each having their own vehicle.

**218. Resident, Stansted Road**

I have a few queries reference the proposed residents parking zone in the Orchard road area;

- What is the exact purpose of this scheme, is it to reduce parking issues or for extra revenue?



- Why has this scheme been raised and by whom?
  - If this scheme is voted in, what are the parking fees going towards?
  - How is it expected that we pay for our visitors parking? Is it via text, email, phone, book etc
  - Motorbikes are exempt from the proposal, how is that applicable when one of the residents on my road has 6 motorbikes and only uses 1.
- Look forward to hearing from you.

Thank you for taking the time to get back to me, your email was very informative as I am away at the moment so not privy to all the finer details.  
Now that I am aware of what you are trying to achieve I have no objection to the proposal, I currently reside in Stansted road.  
With reference to the motorbikes, they are covered up, so I wouldn't expect anyone to know if they are road worthy or taxed for that matter

**219. Resident, Stansted Road**

I'm in favour for the parking zone but if the time frame was increased to 20:00 it would make it better for people that work to get a space when coming home.

**220. Resident, Stansted Road**

In response to your proposal to reintroduce residents parking to the Orchard Road area, including the road I live in, Stansted Road, I am strongly in favour.

As you are probably aware, it is very difficult to park in the evenings, and this has worsened this week as the students are returning.

I understand that the proposed 4pm to 6pm would help, but I would actually be in favour of 24 hour restrictions, as I am often return from work much later and often have to drive round the roads many times (4 to 5 is not uncommon) to find a space. I can end up parking a few streets away and do not enjoy the walk back to the house when it is late at night.

I think the charge is expensive for the 2nd permit, but I guess we don't really have a choice if we want to have a better chance of parking.

I would like to outline reasons why parking is so difficult on Stansted Road;

We adjoin Victoria Road North who still have the LB zone in force, so we get lots of displacement parking on our street. If you need evidence of this, take a walk down Bailey's Road or Margate Road in the evening and see lots of empty spaces. I find this particularly frustrating as I can see no reason why the LB residents are deemed to need a residents zone, if we don't. I see that the only solution to this situation is that everyone has zones or no one does, as living on the next street to one that has just pushes the problem onto us.

There has been a builders skip outside no 11 Stansted Road for well over two months.

The skip takes up one to two spaces (no one parks that close to it as it is often overflowing). In addition the builders often leave rubble on the road overnight (I have reported this previously and they did it again last night). Nos 9 and 11 have been gutted, loft extensions built on the back, with our understanding that each house will accommodate 6 people. Potentially this could be 12 cars plus visitors. There are many other HMOs and student houses in the street.

I understand motor bikes are exempt, however, there is one house on our street that has 5 or 6 of them and to my knowledge only 1 ever moves (check out the moss growing on the road around them). I would estimate that these permanently take up 2 spaces.

Britannia Road North has a few vehicles with trailers attached that never seem to move and take up more than their fair share of space. One trailer even has a car on it.



<p>In the evenings and weekends there is a lot of vans and commercial vehicles parked. I therefore conclude that I am strongly in favour of reintroducing residents parking. I look forward to hearing from you</p>
<p><b>221. Resident, Stansted Road</b> Please bring in residents parking in zone MC (Stansted Road). It's a nightmare trying to park around here due to commercial vans, trailers and long term parked vehicles.</p>
<p><b>222. Resident, Stansted Road</b> Further to the parking proposal. I would like to say that this seems like a ideal realistic way to cope with the current parking problems, and I hope that it is followed through.</p>
<p><b>223. Resident, Stansted Road</b> Please let this vote count as i have been away &amp; thought it was the 26th Sept my partner &amp; I would like to vote for the parking zones to be reinstated</p>
<p><b>224. Resident, Stansted Road</b> In response to the return of the proposed residents parking zone in Orchard Road area (MB zone) we would like to register our support for the re-instatement of residents parking permits. This said we are dismayed at the allotted two hour slot between 4pm and 6pm instead of 24hrs a day as it previously was especially as our working hours fall outside of these times. We cannot see how this reduce non-permit holders from parking outside the allotted hours given. We understand the cost of the permit but feel we will be paying £30 and not feel the benefit of being able to park in our street. We hope that after the parking zone has been re-instated if there is still difficulty in parking because of other unregistered vehicles in our street the time zone could be re-assessed. We also feel that motorcycles should be include in this as at present we have 5 motorcycles belonging to one person and he only uses one of them on a daily basis the other 4 have not moved at all and they do take up at least two car parking places in the street.( This could be at least another £60 year income to the council ) We wait to hear the outcome of these proposals.</p>
<p><b>225. Resident, Talbot Road</b> I fully support the proposal for the new parking zone. I also propose to change the restriction to 'MB Permit Holders Only' all day with a 2h maximum stay for anyone without the permit. 2h is enough to get access to local services. Restricting parking only between 4pm-6pm will not solve the problem with students parking 5-6 cars per one house within the zone.</p>
<p><b>226. Resident, Talbot Road</b> I support the reinstatement of parking zones to this area. I hoped that the parking restrictions would be wider and not just limited to 4-6pm, eg. 8am-6pm like in many of the other parking zones in Portsmouth. But nonetheless, please activate the proposed parking zone.</p>
<p><b>227. Resident, Talbot Road</b> I would like to support the parking zone MB</p>
<p><b>228. Resident, Talbot Road</b> I would be very happy to see the return of the parking zones!</p>



I live on the corner of Talbot & Orchard Roads and frequently cannot park nearby, due to commuters using Fratton Station and in particular people who go on holiday for a week or more!

I think limiting the time from 4pm to 6pm might do the trick and will be helpful for plumbers & painters etc working at homes in the area. Look forward to hearing the results

**229. Resident, Talbot Road**

I am a resident of both Talbot Road and Orchard Road located in what was the MB zone. I am writing in support of the reintroduction of parking permits in my area.

**230. Resident, Talbot Road**

I am writing to express my support for the proposed residents' parking zone in the Orchard Road area. If implemented, it would be helpful if the effectiveness of the two hour zone in releasing parking spaces for residents was subject to a future review, and the timings amended if the zone is seen not to be achieving its purpose.

I would add that I am slightly frustrated that a residents' parking zone was previously consulted upon, supported and implemented in the Orchard Road area, only to be removed with no consultation. I do hope that more consideration will be given to involving residents in any future changes to parking arrangements in their areas.

**231. Resident, Telephone Road**

In response to the proposals I would like to add as a permanent resident for all of my life I do support the new proposals for permits as there are too many people that leave cars for the whole day and use the train station plus student houses with too many cars per house as well as no parking on match days and businesses owners dumping their trucks and vans seems to be a big issue but the pricing seems to be too excessive. Like before each house should be allowed to at least have one permit for free and the second for £50.

The whole point of the permits should be about local permanent residents getting a fair deal as we have been living here for many years and can't even find parking but it seems as if the council is just using this as an opportunity to cash in on residence who pay road tax and council tax yet the condition of the streets are getting worse.

I would ask you to consider the permanent residents as we are the ones that contribute the most to the local area.

**232. Resident, Telephone Road**

I would like to express my full support of your proposed parking zone. We are a one car household, with my partner cycling or commuting by train. Yet working as a paramedic, my shift patterns mean I rely on my car to get to and from work.

Having to hunt for a parking space after a 12+ hour shift, and often having to park more than a 10 minute walk away has become part of my daily life. The only relief being during the summer holidays. Once again, you have my full support.

**233. Resident, Telephone Road**

XXX Telephone Road is in favour of reintroduction of the MB parking zone

**234. Resident, Telephone Road**

I have recently received and read the proposals for reinstating traffic restrictions and permits for MB zone. Whilst I welcome the return of restrictions, these do not go far enough and do not serve the area well.

First of all, the restricted hours of 4-6pm will not deal with the inundation of parking during football matches. It is very difficult and often impossible for residents to be able to park within the area when there is a match. This really restricts local people's activities.



Secondly, people drive to this area, especially east of Fawcett Road, to park their cars before taking a train from Fratton station, usually on a regular basis.

Thirdly, why would MB residents have to pay £30 for the first permit if the restriction is so meagre? It is better to have 90 minutes maximum which covers 24 hours, as for other residential areas that are near/within busy areas. Parking vouchers for visitors, and disabled bays cater for all of these users.

I feel we are being treated very poorly considering how busy the area is. In addition, I hope that the new housing being built in this area (Goldsmith Avenue) will have adequate parking and access that does not hold up the traffic.

**235. Resident, Telephone Road**

Fantastic news to hear that Parking zone restrictions will be re-introduced to zone MB.

I would have much preferred the same scheme that was in place a number of years previously, but at least this is a start and will help the parking situation.

One of the main problems that residents face in this area is student houses that are multi-occupancy and these students leaving their cars in the street all week until time to return to their respective home towns. I am a home owner and resident of Telephone Rd, therefore any scheme other than the current unrestricted parking is welcome. I would though prefer a 4 - 7 pm time on the restriction rather than 4 - 6 pm allowing extra time for people to drive home from work.

It would also justify the cost of the permit which seems ridiculous seeing that it only half guarantees a parking space between 4 and 6pm.

I look forward to the scheme being put in place.

**236. 2 Named Residents, Telephone Road**

2 adults are in full support of the residents parking permit scheme.

We are a one car household and struggle on numerous occasions to park on our road and roads nearby even though the next 2 houses next to us dont own a car.

We cant go out on Portsmouth match days due to the parking issues that arise.

Many households in our street have 3 + cars and space save for each other even though we have politely requested this isnt done to no avail.

We also support therefore the maximum 2 permits per household.

**237. Resident, Telephone Road**

I write to confirm my agreement of your proposed parking plan in this area.

**238. Resident, Telephone Road**

We are very pleased the parking in the MB Zone is being addressed.

The one concern is the time that the parking zone is in force, but starting somewhere is better than nothing.

I understand that it is a little expensive & some resident might object, what they forget is that when we previously had the parking zone the street was a lot cleaner, reduced the amount of commercial vehicals parked, reduced the road rag, and for those residents that are Council Tax payers & have a car than we could park near our house & get home safely.

Since losing the MB parking, marking majority of the time is difficult especially late at night.

My other concern is that when the flats being built on Goldsmith avenue are completed the roads in the MB zone will become even more differcult for residents to park.

I am in full favour for the MB Zone to be re-introduced

**239. Resident, Telephone Road**

I am in favour of the proposal but have reservations about the time period being proposed



but presume that can be changed later if we find it is not as effective as the previous system that was in place in this area.

**240. Resident, Telephone Road**

I thank you for your informative correspondence and my invitation to voice my feelings over this proposal. As a person working long hours daily I appreciate the fact that I may have somewhere to park on my return from a hard day.

I agree with the charges to be levied for this service to be informed.

I purchased this property because there existed a necessity for parking permits.

Understanding that the permit is only for two hours per day is my only disappointment. The permits should be for early morning eight am and from three to nine pm in my opinion, this would allow residents full access to park in the road they live. This would encourage out of town park and ride for days when a football match disrupts life and causes danger by the sheer volume of traffic on side roads.

All in all I am very much in favour of the proposal and would be happy to see it extended at a later date.

**241. Resident, Telephone Road**

I totally agree with us having permits back, it can be do frustrating having to work weekends around football, not being able to take children out of an evening knowing I can be driving round and round for an hour trying to find a parking space. I Live in telephone road and now having all the students arrive that has become a nightmare too.

**Support for Residents' Parking Zone (without address)**

**242. Resident**

Brilliant love the idea of having MB parking zone reinstalled.

Great that we can use RingGo parking app, I no longer have to worry about finding change or getting scratch cards

Have I read the notice correctly that the Zone will only be active between 16:00 and 18:00 hours daily?

If so non residents would be able to park for the remaining twenty-two hours without a parking permit , so commuters can still avoid parking charges in Fratton Station CP and Teachers from the school can park as well.

Will PCC Transport look again at the hours as my wife finishes work at the Hospice sometimes at 22:00 hours, or 08:00 hours and will if I have read the notice correctly experience difficulty in finding a space to park? So scheme is fine for 09:00 to 17:00 workers but not for shift workers

Thank you for looking again at the parking zone, there are currently two vehicles with flat tyres which have been abandoned for weeks in the western end of orchard road.so hopefully the new scheme if approved will sort this problem out.

**243. Resident**

Whilst I support the idea of parking permits, I feel that there should be more flexibility for visitor permits. My partner is a member of the armed forces. He frequently visits for the weekend, but is not registered here as a resident. I would happily purchase a second permit for him registered to his vehicle, but as he is not registered as a resident this does not seem feasible under the current plan. I also feel that as he is only here a couple of days a week, that a cost of £100 would be too high. I understand that this would potentially be difficult to govern, but perhaps having permits valid Friday-Sunday only for regular weekend visitors could be an option?





**244. Resident**

I am very concerned about the proposed piecemeal reintroduction of residents parking near to Orchard rd. This has been tried before and as much as the local to those streets liked it, it caused chaos in all the surrounding streets.

I agree that restrictions are needed, but the knock on effects and the types of cars parked should be considered.

Within Southsea there is now an excess of long term parked cars, that simply do not move. Vans old and new, old cars with trailers attached, cars with moss under, campervans of all sizes- Gains road now has five permanently installed.

Eastern parade often has campervans parked up with people in residence and I'm sure that is not allowed.

Car use needs to be limited as does any resource, parking is finite and it is unfair that some people consume to excess. I agree that parking permits need to be charged for and I am happy to pay more for second or third permits as are many of my neighbours.

However, to introduce restrictions in one zone that will inevitably lead to those residents moving their cars to unrestricted areas is illogical and we already know the result (chaos in neighbouring areas). This shows little care for the other residents of the Town. It is the Councils duty to consider all residents equally.

I do not believe that the parking should be unrestricted near the seafront to allow access to the beach, this is unfair to those nearby residents. The beach could be compared to QA hospital as a local shared resource, and I cannot drive up there and park in the surrounding roads as they rightfully have local parking restrictions.

I believe that a full residents system should be introduced all across the city, with each zone the sizes as detailed on the current plans on the council website, but to have a random patchwork with some areas uncontrolled will lead to frustration in the newly congested areas.

**245. Resident**

I have two questions regarding the above proposed parking zone.

\* Why do we no longer have one free space per household? Also, I feel that going from £0 to £30 for the first car and £54 for a second up to £100 is rather a steep increase, especially as the work to install the poles was done when we had a zone previously.

\* If friends or family are stopping overnight to enjoy the local hostelry they tend to arrive early evening but not leave early morning due to having had a drink or two. ( being sensible) Therefore, the 12 hour permit is too short but the 24 hour too long. Could there not be a middle one, say 18 hour? £2.10 may not seem much to some but it is a lot to some families.

Other than the above everything else seems reasonable.

**246. Resident**

Thank you for your letter regarding the proposed residents' parking in the Orchard Road area.

I am in support of this due to the increasing number of student cars in the area, during the university term it is much harder to find a parking space near my house. I just wanted to check what the terms are for student houses - will student houses also be given permits? Or will the parking be prioritised for residents only?

**247. Resident**

We are in favour of the parking permit system as we have had difficulty parking our cars after work, due to the volume of parked cars which students own.

However, we do feel the higher charge for a second card does rather penalise those in a family who need a second car for work purposes; we don't feel the cost should be that high for a second car in a family who are permanent residents, such as ourselves, who pay our taxes.

**248. Resident**

I'm writing in support of the proposed parking zone for this area.

I think it will deter people bringing their cars to the city that don't need to use them once they are here.

The amount of students in the multiple occupancy houses that park in the roads and then don't use their cars until they go home for the holidays is very noticeable. Parking in this area is not too much of a problem when the university holidays start, especially over the summer.

I would happily purchase visitors permits when necessary, I think this is fair.

Thanks for considering this proposal, I hope it goes ahead.

**UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO THE PROPOSED RPZ**

**249. Resident, Chestnut Avenue**

Many thanks for the clear and concise explanation of the rationale for why 4-6pm has been outlined as the period for permit parking only.

Our concern is one around Service, namely that PCC are asking for 100% of the fee and yet are only offering a limited permit parking (as outlined by yourself in your email).

If you are going to put in permit parking and charge a full fee then why not provide a full (24 hour) parking restriction service?

Surely that is logical or are PCC going to provide a pro rata charge to the residents of the proposed MB parking zone?

**250. Resident, Fernhurst Road**

We are writing with a not so much as an objection to the new proposal for Permit holders parking for our road and the surrounding roads but more of a how will it be "policed"!!

We currently the difficulties of parking in this road, as we are sure that everyone experiences, is not easy.

We live in a no through road, which has double parking and more than its fair share of business related vehicles. We also have a car sales business who on a daily basis parks several of his vehicles in the road as he has too many for his forecourt...he however will dispute this when asked.....believe us we've been there. We also are just round the corner from the Football ground ....and I am writing this just as a game has finished and the parking has been horrendous. People even parking on the double yellow lines on the other side of the blocked no through road into Fernhurst Road from Goldsmith Avenue.

At the bottom of the road at the junction of Fernhurst Road and Devonshire Avenue there is regularly a flat bed truck who parks in the lay by with traffic lights etc in obscuring view from Devonshire Square....will all these "Business" vehicles that are clearly not related to the home address be scrutinised too



**251. Resident, Lawson Road**

Having received your letter I have a couple of queries and points as a result.

In the discussions I've seen on the possible reinstatement of the MB zone I haven't noticed anything (until this letter) in regards to altering the times it was in force. It notes that it will only be applicable between the hours of 4 & 6pm, the old scheme ran continually 24 hours a day with a 2 hour waiting time for any vehicle. This seemed to be sufficient to allow people to visit friends and family or for appointments at nearby shops as well as tradesmen to carry out minor repairs or to provide quotations at local properties. Obviously for longer stays permits were available.

I realise this is only for a couple of hours a day but I can see people getting held up and inadvertently receiving fines for running slightly past 4 o'clock before returning to their cars. I also feel it would mean that local businesses suffered as after 4 and until most shops closed no-one from outside the zone would be able to park.

On a personal note my mum calls round most days after work around teatime to see her grandchildren and have a cup of tea with my wife, under your new proposal she would now need to obtain a voucher each time for what is only a 45 minute visit at most (costing up to £5 a week), previously under the MB zone this wouldn't have been an issue.

Secondly I rarely return from work before 6 and while I don't have an issue with paying for a permit in principle, I thought this would be - as previously was the case - for use anytime day or night as with most parking zones in the city. It will therefore rarely be relevant on weekdays and as we often go out as a family at the weekends I can see this only being used a handful of times each month. I don't think I would be alone in this particular scenario.

While having a limited period where only permit holders can park would appear to prevent cars parking in the vicinity for prolonged periods of time, I am not sure this will prevent cars coming into the city as I believe is the bigger picture and aim of the zones. I have no issue with the students around us but if it were me I would still drive my car down and just park in one of the surrounding roads - not in the permitted areas - if not planning on needing the car for a few days. However in the most part I would just park up in the evening and meander off later in the afternoon to a friends/library/shops/gym/etc while the permit only period was in force before returning again. While I may have to walk a little further to get to my car if not driving for a few days, this would still be preferable to getting the train to and from my home town and/or buses and taxis around the city.

This new proposal would also mean that after 6 the number of vehicles that would be permitted to park in the area is unrestricted. This was one of the main issues previously experienced, that when you returned from work in the evening or if you had been visiting friends, gone for a meal, etc it was a bit of a lottery as to whether you'd be able to find a space.

**252. Resident, Lawson Road**

In response to the proposed parking zone (MB). I am a non driver which I have become dedicated to for environmental reasons. However, I am now older and have an extended family who visit often. The last time a zone was put in place there were numerous unused spaces and my family would have to park miles away and walk with babies and small children, particularly if they wanted to come for an evening meal on Sundays, for example. I think it is discriminating against non car users when you specify we can not have a resident permit. I can see that this is not convenient because you can not link it to a car registration but I do not think that is a valid reason. That demonstrates that the administration is controlling the procedure.



I think all resident non car drivers should be rewarded for not using the car parking spaces at all! by being given a visitors permit. I certainly have more than thirty people a year visiting, which means I would have to be paying out a lot more and I don't even use the roads! If you could guarantee that the money gathered from the parking goes to public transport improvement or to Dr surgeries so that we can make an appointment with a doctor in the area, or schools I might be more inclined to agree with the proposals but I can only assume it would go back into supporting cars and car drivers.

I think this proposal does not take into account senior residents who may live alone do not drive and so discourages visitors for this group of people. What is more, my niece was living with me for a few months and as a care worker she would sometimes come home late at night and have to walk miles through the streets in the dark only to find several spaces empty outside my house.

I don't think the argument that the vehicle has to be registered at the address is a good enough excuse/reason. That's just for convenience for tracking rather than supporting a comprehensive procedure. I don't particularly agree with the proposal because I think it favours house owners and car drivers, who have their car registered at their house of residence. People who are already in a secure and privileged position in our community. If this proposal goes ahead, every household should be given at least one resident permit whether they have a car registered at the address or not.

**253. Resident, Manners Road**

Comments as follows:

- Have you considered starting the plans in May or September for the coming academic year as current student residents were not aware of this when we signed our agreements.
- If the plans come in, in January, students who are in their final year and will not be returning will only pay for the permit for 6 months or so, which seems unfair. With this inconsideration, would you offer a half year offer for current resident students?
- Could you please clarify why you are requiring that people buy a 12 or 24 hour pass when they may only wish to park for the allocated 2 hours?
- Are the restrictions also taking place on the weekends?
- Will these plans help to reduce the parking squeeze when Fratton are holding a football game?

In January if plans go ahead non residents won't be permitted to parking in this zone unless they purchase a ticket, is this correct?

**254. Business, Orchard Road**

I own guest accommodation in Orchard Rd.

At the moment there is no provision for parking permits for guest accommodation in any form.

Please include an option under either business permits or residents permits to allow my guests to park in the road. If the pattern of parking is similar to the last time there was a zone here, I will have to tell them every time that they may not park near the property despite the road being half empty.

If no provision is forthcoming then I will add my name to the list of objectors as you will effectively put me out of business. This is a very serious matter for me and I would appreciate your ideas as to how to allow my guests to park.

**255. Resident, Percy Road**

I was very much in favour of the original scheme and it seemed to work quite well.

As a home owner and council tax payer why do I have to pay for my permit under the new

scheme when it only really is in effect from 4-6pm daily? Which by the way will not be of much use to me during the week as I do not return from work most days until after 6pm. How will the scheme work for the local teachers who park in my road during the day? They take up a lot of the spaces vacated by people going to work and often do not leave until between 5-6pm.

Also how will the scheme work on football match Saturdays ? Will enforcement officers be out in 'force' during match times?

If I did not pay for my £30 permit and I was parked in my home road between 4-6pm would I get prosecuted or fined? I cannot see anything in the info I have received that explains what the fines are for inappropriate parking.

I have two 24 hour scratch cards left from the previous scheme. Can these still be used ? Maybe if the council did not keep building flats everywhere with insufficient residents parking we would not have so much of a parking problem.

I also think the students are an issue. I understand that they do not all want to live in halls of residence but it should be made plain to them that if they chose to live outside of halls they should only bring cars if absolutely necessary. They get a free bus! There a 3 students in the house next door to me for this new term and I think they all have a car. I have no idea if their cars are registered at this address - I suspect not.

**256. Resident, Stansted Road**

If we are paying then I would expect a bigger window like 4pm-7pm at the earliest and 10pm-midnight each day.

We live where there are numerous HMO's and more being made into more rooms at this present time.

*(End of report)*