

Title of meeting: Cabinet

Date of meeting: 1 July 2019

Subject: TRO 15/2019: Proposed Residents' Parking Zone (MD Kings area)

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Jude's, Eastney & Craneswater

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the public response to the proposed MD Kings area Residents' Parking Zone, in the context of parking problems and the wider Programme of Consultation on Residents' Parking and to decide whether to make the Traffic Regulation Order and introduce the proposed zone.

Within this report, "RPZ" means Residents' Parking Zone, "MD parking zone" means the proposed Kings area RPZ located between Campbell Road and Clarendon Road (to the north and south) and Grove Road South and Lawrence Road/Waverley Road (to the west and east), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 15/2019

Appendix B: Public views submitted

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

2. Recommendations

- 2.1. That MD Kings area parking zone proposed under TRO 15/2019 is implemented as advertised, but that a decision on the following proposals is deferred:**

(a) All proposed parking bays in these roads:

- (i) Richmond Road (between Victoria Road South and Clarendon Road);
- (ii) Grove Road South;
- (iii) Waverley Road.

(b) Specified parking bays:

- (i) South side of Lowcay Road between Waverley Road and Shirley Road;
- (ii) East side of Shirley Road between Lowcay Road and Wimbledon Park Road.

3. Background

- 3.1** The MD parking zone appears on the Residents' Parking Programme of Consultation approved on 31 July 2018, and is the next area sequentially on the Programme to be considered.
- 3.2** The informal survey of the area closed on 30 November 2018, and 410 of 2941 survey forms were returned (14%).

Of those who responded:

- 70% felt a parking scheme would be helpful
- 28% felt a parking scheme would not be helpful
- 2% did not indicate either way

The majority of replies indicated that parking problems occur every day (65%) during the evenings and overnight, primarily due to the evening economy of Albert Road:

Evening 38%	Overnight 30%
Morning 12%	Afternoon 16%
Unanswered 4%	

- 3.3** Therefore, statutory consultation was undertaken on a proposed parking zone to operate a restriction of 'MD permit holders only' between 4.30pm-6.30pm daily.
- 3.4** The neighbouring MB and MC parking zones operate between 4-6pm and 5-7pm respectively, and the overlap with staggered operating times makes it more difficult for non-permit holders to 'hop' between zones and be able to park all day without a permit.

4. Consultation and notification

- 4.1** The response rate to the informal survey (410) is comparable with previous surveys, more people responded to the statutory consultation (522) once the adjacent MC parking zone was implemented in January 2019.
- 4.2** Statutory 21-day consultation and notification under TRO 15/2019 took place 28 February - 21 March 2019. Statutory consultation is not the same as a survey, which gathers information on any parking problems in an area and gives an indication on whether or not local people feel a parking zone would be helpful. The Statutory consultation invites those affected by the proposed scheme to make objections or comments and each one needs to be considered on its strengths.
- 4.3** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object. The Council has an obligation to consider any objections received (see paragraph 8.4 of Legal Implications).
- 4.4** 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 (160) and copies of the proposal notice and accompanying letter were delivered to every property within the proposed MD parking zone (2941).

- 4.5** The schools within the proposed MD zone area were individually notified of the proposed parking zone.
- 4.6** The University of Portsmouth has been requested to share information on the consultations being undertaken in Southsea and of the wider Residents' Parking Programme of Consultation. The aim of providing this information is 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.
- 4.7** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

5.1 The information provided by local people in response to the proposed MD parking zone is summarised in this section. Hundreds of local people responded with their views, either in favour of the proposals, lodging objections, or making comments and submitting suggestions to be considered. Full responses reproduced at Appendix B.

5.2 The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area of Southsea as:

- Staff and patrons of the Kings Theatre
- Local employees of businesses such as shops, restaurants, services and other businesses on Albert Road
- Displaced vehicles from nearby parking zones, both the recently-introduced and the existing neighbouring parking zones
- Schools parking
- Too many cars are owned than the area can accommodate, as the majority of housing has no parking facilities
- Housing in multiple occupation (HMOs)
- Temporary residents with vehicles registered elsewhere (e.g. students)

5.3 327 of the 522 comments received are from residents living within the proposed MD zone area. Of those:

- 212 residents are in favour of a permit parking zone in this area
- 48 residents are against the introduction of a permit parking zone in this area

10 residents would only support a citywide parking zone or nothing at all, and it is unclear whether the remaining 57 residents want a permit parking zone or not.

- 147 residents have objected to the advertised proposal
- 137 residents support the advertised proposal
- 43 residents have not expressed a clear objection or support

5.4 Over 300 objections were received to the proposed MD parking zone under TRO 15/2019, predominantly in relation to:

- the proposed time of operation (4.30-6.30pm); that the restriction should extend further into the evening due to the Kings Theatre and other businesses on Albert Road;
- not wanting permit parking, instead preferring the removal of adjacent parking zones to reverse the effects of displaced parking;
- the impact on school staff.

5.5 14 people suggested the parking zone should operate 5pm-7pm, most likely as the adjacent MC parking zone operates during that 2-hour period. However, staggering the operating times with adjacent parking zones makes it more difficult for vehicles without permits to be moved around the wider area on a daily basis. It also makes the zones easier to enforce as the Civil Enforcement Officers can be in different zones at different times.

5.5.1 The variety of suggestions for alternative times of operation are shown in the table below, which generally reflects the view of many people that parking should be restricted later into the evening and in some cases earlier.

Times suggested by 5-13 people	Times suggested by 2-4 people	Times suggested once
17:30-19:30	16:00-20:00	08:00-06:00
16:30-19:30	16:30-21:00	08:00-12:00
18:00-20:00	16:30-07:00	08:00-16:00
16:30-19:00	17:00-20:00	08:30-10:30
16:30-20:00	18:00-23:00	09:00-18:00
18:00-06:00		10:00-15:00
		16:00-19:00
		16:00-22:30
		16:30-20:30
		16:30-23:00
		17:00-21:00
		17:00-22:00
		17:00-00:00
		17:00-05:00
		17:30-06:30
		18:00-04:30
		18:00-08:00
		18:30-20:30
		18:30-08:00

5.5.2 40 people indicated a preference for a 24-hour parking zone and 18 people indicated a preference for an overnight parking zone, both to include a free parking period of 2-3 hours for non-permit holders.

5.5.3 An analysis of the times suggested shows that the times proposed for the zone, 16.30 to 18.30, fall within the vast majority of the alternative suggestions made for the times the zone should operate.

- 5.6** Following the response to the statutory consultations on MB and MC parking zones in August/September 2018, the FAQ section of the information letter was expanded to include details of Visitor permits, the cost of Resident permits and how parking zones work when restricted to permit holders only for 2 hours a day. As a result, whilst similar queries arose during the statutory consultation on MD parking zone, it was to a lesser extent:
- 5.6.1** Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits in relation to a 2-hour restriction of 'permit holders only'. Visitor permits would be required for visitors' vehicles parking within the MD parking zone during 4.30-6.30pm - the minimum cost of £1.10 authorises *up to 12 hours*' parking. This means that different Visitor permits do not need to be produced for each individual parking zone, and each includes a zone identifier. The 36 RPZs in Portsmouth 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 specified times.
- 5.6.2** Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested previously, but the minimum cost would still be £1.10 to cover the production and administration costs. 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.
- 5.7** Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015 so that where there is a cost to the council for providing a service (not covered by Council tax, or road tax) a charge is made to cover that cost. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs of permit and penalty charge notice administration, enforcement and maintenance.
- 5.7.1** The cost of the second Resident permit increased in January 2019 from £80 to £100, and a third or subsequent permit from £550 to £590. This differential is primarily so that residents think about how many vehicles are linked to their households and to deter additional vehicles from being brought into the area, particularly where there is effectively only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.
- 5.8** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. However, this type of parking zone is also more flexible in terms of visitors, as no permits are required for 22 hours each day. This can benefit residents' visitors, tradesmen and those using local businesses and services. All parking bays can be used for dropping off/collecting passengers and loading/unloading in the usual manner, provided the vehicle is not left unattended during the restriction operating times. This is useful for parents collecting pupils from schools, for example.

6. Reasons for the recommendations

- 6.1** Residents' Parking Zones can be an effective way to manage the rising demand for parking on the public roads, particularly in response to the issues raised by local people. The proposed MD Kings area zone aims to manage the better parking and how it is used, improving the overall balance of parking opportunities.
- 6.2** Parking restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously. In order for the parking provision in the area to operate more effectively and for more people, compromises would need to be made on all sides. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, and reduce traffic congestion throughout a wider area.
- 6.3** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, whereby non-residents leave their vehicles parked for some time without moving them. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.4** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. This is evidenced by the variety of operating times suggested at paragraph 5.5.1.
- 6.5** 24-hour parking zones are no longer automatically promoted, and many of the older ones have been amended or are due to be reviewed within the current Programme. Designated time slots for 'permit holders only' are a more effective deterrent and are more efficient to enforce. Within 24-hour zones enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.6** The time slot of 4.30pm-6.30pm aims to make it easier to find a space when the demand for parking is highest (in this case when the majority of residents return from work), whilst recognising the nature of the evening economy in Albert Road in particular.
- 6.6.1** The Kings Theatre holds around 300 performances and events a year. Many of the theatre performances start between 7pm and 7.30pm. With no parking available on site, it is understandable that local residents highlight the impact this has on parking within the surrounding residential streets, and the traffic congestion caused by vehicles driving round trying to locate parking spaces.
- 6.6.2** However extending the restricted times later into the evening as many people have suggested could have a more severe effect on the evening economy of Albert Road area.

- 6.6.3** The Council is looking at options for reducing the impact of parking in residential streets by people visiting for the evening economy. Improved public transport links are being considered as well as ways of providing additional visitor parking in the area.
- 6.6.4** Currently paid public parking is available locally on the lower levels of the Waitrose car park off Marmion Road but due to anti-social behaviour the upper levels are shut after the store closes. There has been a positive discussion with Waitrose about opening the upper levels of their car park to provide more space to support the evening economy. The Council has offered to work with the store to support this and overcome issues which prevent this happening.
- 6.7** Employee/staff parking has also been highlighted as a particular cause of parking congestion within the area. A number of objections have been received to the proposal from those working in and around Albert Road who currently enjoy up to 9 hours' free parking each day within the adjacent residential streets. Use of parking in this way can affect access to the commercial premises for customers, as well as causing problems for visitors to residential properties.
- 6.7.1** Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability (including for customers), traffic congestion and air quality. Alternative modes of transport can include getting a lift, car-sharing, walking, cycling or using public transport. Understandably, people rarely think how they travel to work until parking restrictions are proposed or introduced.
- 6.7.2** The Council does not assume that using alternative methods of travelling to the area is possible for all people. For example, those travelling into the city to work in Southsea from rural areas are unlikely to be able to use alternative arrangements to single-occupancy private car use.
- 6.7.3** 18% of the objections (94) were received from staff and parents of pupils attending Mayville School in St Simon's Road. Whilst the proposed operation of 4.30-6.30pm is outside of main school pick-up times, the restriction would have a limited effect on those collecting pupils from after-school clubs and activities. The following options are available in these circumstances:
- As with all restricted parking bays, it is possible to drop off and collect passengers as well as load/unload within them, provided the vehicle is not left unattended;
 - St Simon's Road is adjacent to Clarendon Road within the KC West Southsea parking zone, which allows 3 hours' free parking to non-permit holders;
 - School zig zags allow parking after 4pm Monday to Friday, and all day Saturday and Sunday. There are 2 sets of yellow zig zags in St Simon's Road that can be used for parking after 4pm.
- 6.7.4** Traffic congestion associated with the school is one of the reasons why residents asked for permit parking and as described in paragraphs 5.2. and 6.7 above, large employers such as schools can contribute to all-day parking congestion. Therefore

the proposed operating time of 4.30-6.30pm would have an impact on any staff and school vehicles parking on the public roads from 4.30pm onwards. The proposed restrictions would not apply to any private off-road parking facilities.

6.7.5 All schools operating within RPZs are entitled to apply for Business permits for any of their vehicles, and there is a concession for keyworkers such as classroom-based teaching staff, allowing permits at the same rate as the first Resident permit (£30 per year). The term 'Business permit' is used to distinguish between residential and non-residential premises. For any staff not falling into the category of 'keyworker' usual Business permit rates apply annually (1st = £140, 2nd = £280, 3rd and subsequent = £590). Again, this can encourage remaining staff to consider how they commute to work if they currently drive into Southsea and park on the street.

6.8 The majority of support for the proposed MD Kings area parking zone comes from residents living north of Albert Road to Campbell Road. However, introducing permit parking in this small part of Southsea would increase the parking problems already highlighted by local people within the residential area south and south-west of Albert Road. As can be seen from this consultation, a number of people who lodged objections would rather the adjacent RPZs were removed, which they feel have exacerbated existing parking difficulties, than further restrictions be introduced.

6.9.1 The recommendations to defer a decision on the following proposals mean that they can be returned to the Cabinet Member for further consideration - without further consultation - should these roads experience difficulties as a result of implementing the MD parking zone, or the adjacent MF zone is approved requiring revised proposals for Waverley Road (boundary road):

All proposed parking bays in these roads:

- (i) Richmond Road (between Victoria Road South and Clarendon Road)
- (ii) Grove Road South
- (iii) Waverley Road

(b) Specified parking bays:

- (i) South side of Lowcay Road between Waverley Road and Shirley Road;
- (ii) East side of Shirley Road between Lowcay Road and Wimbledon Park Road;

6.9.2 The southern end of Richmond Road was deleted from the KC West Southsea parking zone in 2002, and has not reported problems with displaced parking despite being sandwiched between 2 restricted roads. However, the majority of the kerbing is dropped for garages and vehicular access. There is no parking at this end of Victoria Road South that could be displaced into Richmond Road. The nearest roads within MD parking zone are Brandon Road and Hamilton Road, some 100 metres away with no direct connection to Richmond Road.

6.9.3 Grove Road South is located adjacent to the KC and KD parking zones and problems with overspill parking from those zones have not been highlighted. Some properties hold KC or KD zone permits, and have rear access via those zones. Much of the east side of Grove Road South is available for off-peak parking (single yellow line), meaning the parking does not become obstructed by long-term parking. Residents have not

expressed an interest for the currently-unrestricted parking on the west side to become permit parking, and have objected to becoming part of the MD zone.

- 6.9.4** The purpose of excluding these parking bays at present (Lowcay Road and Shirley Road) is to create a buffer zone adjacent to the park and close to the bowls club, to cater for non-residential parking and potential overspill parking, in conjunction with recommendation 6.9.5 below. The parking bays proposed at the eastern end of Lowcay Road and east side of Shirley Road are adjacent to the park and not in front of houses, and allow for approximately 100 metres of parking.
- 6.9.5** The majority of the proposed parking bays in Waverley Road are opposite properties that would not be entitled to MD zone permits (they would be included in an adjacent MF zone if approved). This could increase pressure on parking unnecessarily within the side roads accessed from the east side of Waverley Road such as Gain's Road, Allens Road and Herbert Road. There are few properties on the west side of Waverley Road that front onto street parking, and all properties on the west side of Waverley Road will be entitled to apply for MD zone permits.
- 6.10** The recommendation to proceed with the zone is made on the basis that the hours proposed will increase residents' chances of finding a parking space. The majority of residents from the area supported having a zone. There were a considerable variety of suggestions about the times such a zone should operate but the majority included the times proposed. The Council is actively looking at ways of reducing parking pressure in the local area caused by the evening economy. If the decision to implement the zone is made the hours can be reviewed and if necessary extended once the zone has been operating.

7. Equality Impact Assessment

- 7.1** 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.

8. Legal Implications

- 8.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- 8.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 8.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1** The cost to set up the scheme will be in the region of £60,000 which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. This cost will be met from the On Street Parking Budget.
- 9.2** The cost of enforcing and administering the zone will also be met from the On Street Parking Budget. This could cost up to around £40,000 per annum in the form of additional enforcement and administration. 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, which the spending of is governed by the Traffic Regulation Act. The amount of income generated from PCN's is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.
- 9.3** It is difficult to estimate the amount of income that could be generated from this new residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not 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.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MD zone there are 3,111 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 2,841. The 2011 census also stated that 66.6% of Households owned at least one

car or van. Therefore based on the census results there are approximately 1.37 cars per household.

- 9.5 Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £62,157 per annum in first permits alone.
- 9.6 The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to actually predict what the cost and the income streams 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.

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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
522 emails / letters	Transport Planning team (content reproduced within the report)
Residents' Parking Programme of Consultation report (July 2018)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)
MC zone report (October 2018)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)

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

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Signed by:
Appendix A: The public proposal notice for TRO 15/2019

THE PORTSMOUTH CITY COUNCIL (MD ZONE: KINGS AREA) (RESIDENTS' PARKING PLACES) (NO.15) ORDER 2019

28 February 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 45, 51, 52 and 53 of the Road Traffic Regulation Act 1984 ('the 1984 Act'), as amended, and in accordance with parts III and IV of schedule 9 to the 1984 Act. The effect would be as detailed below.

SEND YOUR VIEWS ON THIS PROPOSAL TO:

engineers@portsmouthcc.gov.uk by 21 March 2019

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



B) MD PERMIT HOLDERS ONLY 4.30PM-6.30PM

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

Whole roads:

- | | | |
|----------------------|----------------------|-------------------------|
| 1. Albany Road | 13. Hamilton Road | 25. St Simon's Road |
| 2. Albert Grove | 14. Hendy Close | 26. St Vincent Road |
| 3. Boulton Road | 15. Hillborough Road | 27. Stafford Road |
| 4. Brandon Road | 16. Inglis Road | 28. Taswell Road |
| 5. Campbell Road | 17. Kenilworth Road | 29. Victoria Grove |
| 6. Cavendish Road | 18. Lowcay Road | 30. Victoria Road South |
| 7. Chelsea Road | 19. Merton Road | 31. Waverley Road |
| 8. Collingwood Road | 20. Napier Road | 32. Wilson Grove |
| 9. Duncan Road | 21. Nelson Road | 33. Wimbledon Park Road |
| 10. Exmouth Road | 22. Ormsby Road | 34. Wisborough Road |
| 11. Goodwood Road | 23. Oxford Road | 35. Worthing Road |
| 12. Grove Road South | 24. Shirley Road | |

Part roads:

36. Hereford Road (between Victoria Road South and Albany Road)

Appendix B: Public views (please note emails and letters have been replied to with the information provided within this report, or with additional relevant details)

OBJECTIONS TO MD PARKING ZONE AS PROPOSED
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1. Resident, Albany Road

I would NOT like this new parking zone area to be established. Whilst the area is busy, there are always enough spaces within a reasonable walking distance of where we live and having this zone would also mean that visitors would not be able to come to us easily as they can now
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2. Resident, Albany Road



We need a parking zone but this is a terrible proposal for our road.

I support a new zone but not on the proposed terms. It should be possible to change the timings from those on the Traffic Regulation Order without going out to consultation again. While I think that the proposed hours might work east of Victoria Road, a lot of people agree with me that it will cause worse problems in the area west of Victoria Road because our parking problem is different. It is a school and shops problem not a restaurant, theatre and pub parking problem.

We need a 2 hour guest parking with no return in 4 hours like in other areas. I should not have to pay for a visitor permit when someone visits me at tea time! Please reconsider this proposal before it is too late!

3. Resident, Albany Road

I would like to express my objection to the creation of an MD permit zone. Travelling by driving & hence parking is a fact of modern day living...the impact of which should be mitigated by much improved public transport not by an additional stealth tax.

4. Resident, Albany Road

I have wanted residents parking for so long. You can imagine what I thought when the letter came through saying it had been sort of agreed. To then find out that it was for 2 hours!!! To be honest what is the point.

You say to allow people to park when they come home from work. Well clearly you have not spent time in the area because around 5 that is the easiest time to park as everyone who uses this road to park when they work leave at that time.

Also surely you will allow people to park there for say 1 hour during that time so it makes it even more farcical.

The other key time is 6.30 to 7.30 when people going to the Kings Theatre are looking for somewhere to park so you miss that nightmare timing altogether!!

My other key concern is that then if as a resident I would want to park during that time I will have to pay £30 or if 2 cars £130 for a 2 hour slot that is ridiculous.

I voted for residents parking but not for this stupidity!!

If as you say in your letter to us that a short term has the same effect as a long term restriction then why do some other areas very close to us have a far longer restriction.

I honestly believe you have not again listened to residents or even have any idea of the parking issues in this area although you continue to increase are council tax.

As you can see I am not happy with this proposal.

5. Resident, Albany Road

I am writing to say how ridiculous the offer of 2 hours resident parking in Albany Road is between 4.30 and 6.30. You say this is as good as longer term schemes but do they live near the Kings Theatre where most people try to park between 6.30 and 7.30!!! Also we are expected to pay the same amount for our permits as people who have a far longer restriction only a matter of roads away from us. This is crazy and not what we thought we were voting for

6. Resident, Albany Road

I cannot see how your proposal will ease daytime parking. Weekends are particularly hectic due to white vans etc, due to the proximity to Palmerston road. How about 2 hours visitors parking with no return within 4 hours

7. HMO Owner, Albany Road

Can you please provide more information. If my tenants own vehicles they must obtain permits. What is the position regarding Tradesmen and occasional visitors. Must everyone have a permit if they remain in the Zone between 4.30pm and 6.30 pm?



I gather the permits will electronically record the Vehicle registration details. I use my car or my Van depending upon the reason for my visit. which I assume would therefore require two permits although I note that as I do not live on the premises it appears that I AM ACTUALLY UNABLE TO OBTAIN A PERMIT.

This means that no one (myself or tradesmen) are able to stay or visit between 4.30 pm and 6.30 pm. This is MOST inconvenient as recently Both the CIA and SSE engineers have made afternoon appointments calling between noon and 6pm. Do we have to insist in future that any contractor MUST only attend if they can finish by 4.30pm or obtain a permit? If an Emergency happens which requires my attendance must I seek a visitors permit before I call? .We also intend to refurbish a flat so have we to ensure the Contractor leaves by 4.30 and that his vehicle weighs under 3500 kgs.

Unfortunately I did not receive your original communication and I will definitely OBJECT to any such a Parking restrictions applying ...

I am still not too sure of the implications.

Each of my tenants lease their "own" flatlet and at present only one has a vehicle (although in the past three tenants have owned vehicles). Could each request a Residents permit? Would this be £30 each or the first will be £30 Next tenant £100 and third has to pay £590. (if so it seems very unfair and would create definite problems finding new Tenants as they cannot own a vehicle.) .

Can you clarify Regarding visiting Tradesmen and myself do we have to stipulate that they cannot remain in the area after 4.30pm unless we obtain permits. Can I purchase a supply of permits beforehand in case they are needed? Not too sure how the permits work If they are valid for 12 hours but only necessary between 4.30 and 6.30 each day does this mean they could be used over 6 days? 2hrs today 2hrs tomorrow etc. or do you have to purchase one every day

8. Resident, Albert Grove

We have a driveway with marked entrance and wish to know whether we or our visitors will require a parking permit to park across the driveway within the entrance markings?

We also wish to register our objection to these proposals on the grounds that additional parking areas tend to cause more problems for areas around the edge of the zones. Occasional vehicle users tend to park their vehicles in the unrestricted areas for long periods of time and walk back to where they live. This was certainly the case in Albert Grove after a previous parking zone introduction.

I fully appreciate there is a parking problem in the city and if the consensus is that we go for permits then that is how it should be. I do have one last question though, if there is no restriction on us parking in front of the dropped kerb to our drive, how will others be discouraged from doing so? I suspect it becomes a rather popular option if it avoids the need for a parking permit.

9. Resident, Albert Grove

I object to the proposed parking zone. It's hard enough to park around there and I don't think it'll make a difference introducing this.

10. Resident, Albert Grove

I write to object to the proposed parking zone above.

While parking in my area has become more difficult lately - I believe this to be due to displacement parking from recently introduced Zone MC - my views are essentially the same as at the last survey. My objections are:

- 1) On principle, I believe residents do not have an absolute right to park outside, or even close by, their home. Southsea (and the Albert Road area in particular) is a busy and vibrant urban area. Residents who decide to live here should be able to accept some of the inconveniences, as well as the benefits, of living in such an area. For disabled people, I believe reserved bay provisions exist.
- 2) I do not believe residents, having paid Vehicle Excise Duty to drive and park on public roads, should be subject to additional local government charges (essentially additional, regressive, non-essential taxation) for parking on public roads or paying for unnecessary parking management schemes. Your proposed scheme discriminately penalises/taxes households who depend on two or more cars. While I sympathize with local government funding shortfalls, I doubly object if these parking schemes turn a profit to fill such shortfalls.
- 3) In practice, I do not believe there is a serious parking problem, if the city is taken as a whole. Rather than actively design city-wide parking based on researched evidence (not the same as residents' opinions), the 'strategy' appears to be to set up parking schemes when requested by residents, watch as the problem gets pushed to a neighbouring area, then wait for new residents to get fed up and request a parking zone. If that's the passive plan, it's lazy; and if that aligns with some active political divide-and-rule and/or cash raising strategy, it's objectionable.
- Until the introduction of the neighbouring MC Zone, my personal experience was that I was mostly able to park in my street; and even in the busiest periods, I was able (I estimate 90% of the time) to park within a 5 minute walk of home:
- a) There are few problems parking on weekdays in the daytime. If restricted parking starts at 4:30pm, should commuting workers in Albert Road go home? In reality the problem will likely be pushed to the next neighbourhood.
 - b) Recently, there are now more problems parking on weekday evenings. As stated, my personal belief is that this is due to displacement from recently activated MC Zone.
 - c) The congestion that can occur at weekends and Friday/Saturday evenings may well be due to visitors to local restaurants and bars, or the Kings Theatre. But I see no strategy that provides for restaurant/bar/theatre staff or customers, who forced to park in surrounding areas, or for these businesses that depend on the customers.

11. Business, Albert Road

We, as many other businesses on Albert road rely on our customers being able to park nearby. One of our key opening times includes the times you say you want to put in permits. We are open from 8.30 am until 6.30 pm. Our consulting times and animal collection times include 4-6.30 pm sessions which are fully booked with around 16 animals being brought in or collected by their owners during the time you suggest people would need a permit.

The owners are our loyal clients who have been coming here for years. If they were to need parking permits or risk a fine I'm not sure what they would do as often it's an emergency and the post office where permits can be bought isn't open during this period and is at the other end of the street. I'm not sure how parking permits for customers works but I'm sure they would not find this convenient and often can't plan in advance when they are coming into see us. It is often a last minute decision.

We would risk losing our business if clients cannot come to us at these times. We employ 9 people, many of whom live locally. We have around 2,000 clients from the Portsmouth area and mostly local to Southsea.

Please, please do not go ahead with this scheme.

12. Business, Albert Road

I am submitting this objection in regards to parking restrictions that you are proposing.



Although I do not reside in Southsea, I do work on Albert Road and I have grave concerns regarding the impact these parking restrictions will have on the businesses on Albert Road. The business has a large client base from within the Portsmouth area. We are open 8.30 to 6.30pm Monday to Friday and Saturday mornings. Our evening consultation session is generally between 4-6.30pm which is also the time that working owners collect cats who have been with us receiving treatment for the day along with clients collecting food and medications. This is also, as you will know, the timing of the zone restriction that you are proposing. I have concerns about the effect these parking restrictions will have on our clients, their pets, our staff and the business as a whole. At the best of times, the parking on Albert Road itself is already very restrictive and these side road restrictions will impact on this further. If clients cannot park in close proximity, it is likely to lead to them changing vets as it will not be practical for them to walk some distance carrying their cat/s. If we lose clients due to these parking restrictions and the very limited parking on Albert Road, we will suffer from a loss of revenue, which in turn will lead to job losses.

The exorbitant cost of permits needed to allow staff to park in the area where they work, if accepted, will add to the already high costs of running a business and there is no guarantee that permits will be available.

There are also several student houses in the area, which invariably have several cars within their households. It is likely that many of these students will simply move their cars during the restricted period rather than investing in permits, which could block the parking bays along Albert Road, as these allow 2-hour parking.

I would ask that you seriously consider the impact that this parking zone will have on staff, clients and businesses along Albert Road including potential business closures and job losses. I would like to remind you that although you mention employees travelling into work and how we 'may not have considered alternative options', have you considered people like myself who live in villages that don't have transport past 5pm at night and how when you opened the park and ride off the M275, you failed to address any transport from there to service the Southsea area?

13. Business, Albert Road

I am writing to raise my concerns regarding the proposed parking restrictions being introduced. Whilst I fully understand the benefit it will have for residents I am concerned regarding the impact it will have on my place of work.

I have just begun working for this business who pride themselves on providing gold standard veterinary care to cats only. This is a very specialised and highly sought after veterinary service exclusively to Portsmouth who have the only cat only clinic in Hampshire. I am so proud to work here and whilst the permits will be a pain for myself as an employee my more direct concerns are for those clients wishing to use our very unique service.

I fear the times you are wishing to introduce permit only parking is our most busy period for consults due to clients' preference for appointments around their working hours. I do also have concerns that some people may struggle in being able to carry cat carriers long distances with the potential for cats becoming over stressed and risk of escaping. I do also worry about poor clients needing to get their cat to the surgery in an emergency and them having to fuff with parking will cost their beloved friend precious time.

I think restricted parking periods ie. 2 hours only unless a permit holder maybe a better option for many businesses livelihoods along Albert road as a happy medium between residents and businesses.

14. Business, Albert Road



As an employee at a business in Albert Road I object to your proposal to make the areas around Albert Road in Southsea residents parking only between 4.30 and 6.30pm. I do not believe that there is a significant parking problem in that area between those times and it will deter a lot of people from visiting Albert Road and supporting local businesses along there at a time when we need all the customers and support that we can get.

15. Business, Albert Road

I am writing to object to the proposed parking restrictions above.

As a local business owner, this proposal will directly affect myself, our staff and our clients. It is not a possibility for us to close our offices by 4.30 and you are therefore unfairly taxing small business who provide an essential service to the local community, in forcing us to buy permits at overinflated prices.

Albert Road is primarily a commercial sector with shops and small businesses who rely on their customers, who may be dissuaded from using their services if they are unable to get to them freely. It will also force small businesses to consider move elsewhere.

I am often required to drive to visit clients at home or in hospital, so it not an option for me to use an alternative mode of transport.

All this proposal is going to do is make money for the council by forcing everyone who has no choice but to park in this area during at least some of this time to buy a permit, so it will not meet the intended aim of freeing up spaces for residents.

Strongly in objection,

16. Resident, Boulton Road

I wish to object to this.

I am very disappointed that the proposed times for the permit are 1630 to 1830, returning to my address before 1830 almost always ensures a space, it is in the evenings, returning AFTER 1830 when the issues occur.

Quite frankly this just appears to be a monkey making machine, charging households like mine who do not have a large amount of disposable income an average of £100 to pay for an unnecessary permit.

Should the times change, and cover the evening and night time, then I would not object so strongly to this proposal.

I understand the logic, that this allows residents who live in the area to park after returning from work however it is those returning AFTER 1830 that struggle, surely responses to the questionnaire reflect this?

Returning after a night shift at approximately 2130 I massively struggle to find a space in the area, let alone my street. I don't see how this proposal will help me, or the majority who work until 1730. We will still be stuck with the same scenario of not being able to go out after work for fear of losing our parking space and having to park streets away, or returning from a day out in the late evening. This also does not help with the issue of parking on Sunday's.

I do hope my views will be seriously considered and reflected upon, a permit zone of 1700-2200 or something similar would be much more beneficial to all and deter cars who park overnight or in the evening.

17. Resident, Boulton Road

I would like to log my objection to the proposed parking permit zone (md) and would like the existing zones removed please.

Just adding small zones archives the objective if your objective is to slowly spread zones across the city by stealth but if you wish to actually make a difference you should ideally look city wide for a solution.



HMOs, students and building ever more properties clearly aren't helpfully. In a city with far more residents than jobs, transport will always be a challenge. As you will know I'm sure, to find a genuine cure you need to look at the cause, not just treat the symptoms.

I don't envy you this difficult task, it is a complex and emotive issue.

My preference would be for no parking zones at all. It has always been difficult to park if you get home after about 6-7 pm, but I have always been able to park somewhere, even if it's fair distance from the house. Now however, due to the parking zones placed around us, it is harder and I have on a couple of occasions (after half an hour or so of looking for a spot) had no choice but to park on double yellow lines, something I'm not at all comfortable with but I had no other option. For a portion of the community this is a daily occurrence, before changing my job it was me. For those people fines will be unavoidable and frequent.

We have had three rounds of surveys so far and each one appears to be more pointed to get the answer yes. We even had a letter through the door a few years back where certain words were highlighted in different colours, this was of course completely unacceptable (I thought perhaps someone had recently done a short NLP course).

There is a feeling of dread and inevitability about this issue. I have a feeling that the it will be pushed and pushed by some until they get the answer that they want. This may not be the case, but it is certainly how it feels.

Again, I wish you luck in your work, I know it can't be easy and thank you for logging my objection to permit parking.

18. Resident, Boulton Road

Having just from 16:30 to 18:30 parking just for residents its not got help a lot, because people are coming on Albert Road after 19:00...and when I come home for example at 20:30 and I am driving for 40 minutes to find a parking space I see at least 7 cars like me, that they are driving around with the same reason. The problem is I can be sure that they live around or they are coming to Albert road.

19. Resident, Boulton Road

My thoughts are to please not institute a permit zone only between the hours of 430-630 pm. It really should be 24/7. So many people use this road to park their extra vehicles or if they going somewhere on Albert Road, I see it all the time. Then you as a resident are stuck without parking and have to park miles away. On the weekend in the evening or at night its a nightmare. Basically you don't want to go out and do things because when you return in the evenings particularly or on weekends, it's a nightmare trying to find a decent parking. sorry 3 additional points I have thought about in retrospect to sending this.

1. There are a lot of large work van type vehicles that park here, some of which I know don't live in this street and park before 430 pm in the evening.
2. People park their camper-vans here, 1 is particularly large that is permanently parked here, there are 2 are permanently parked here (the other is smaller)
3. You are sometimes forced to park illegally if you have driven around the block more times than I count on my hand and eventually just need to park somewhere, often late at night.

20. Resident, Boulton Road

I personally against parking restrictions, this mean more expenses.

Plus other area has similar restrictions has not help resident with parking issues at all.

I AM AGAINST PARKING RESTRICTIONS

21. Resident, Boulton Road



I would like to object to this new proposal. I am a student, and I don't think that these new permit areas are fair on the residence that live in this area. I have lived in Southsea for years now, during my first year I had to park my car a 25 minute walk from halls due to parking zones, this made me feel uneasy with my car being so far away. The next two years I had to park away from my house once again, during this time multiple incident happened to my car such as the air in my tires being let down on multiple occasions, the side mirrors being kicked off and finally having my car keyed, I understand that this isn't the Council responsibility, but if I had been able to park my car outside of my house I feel these issues could have been stopped. This year I purposely choose to live in a house on a road with no parking restrictions, and to be informed half way through the student year that to park on this road a parking permit will be needed just is not fair. Having to change my vehicle registration every year (seen as student rarely stay in one address for their time at university) just seem ridiculous. Portsmouth is a major University city and to ask them to pay a fee to park outside their house just doesn't seem fair. I have fallen in love with Southsea and hope to live here for the foreseeable future, but increasing this will deter me from permanently moving into a house in this area.

Also changing nearby road to permitted has put such strain on roads outside of these areas, are the council going to continue to do this until the whole island is parking permit zone?! After around 4/5pm Boulton road is impossible to park on, you may argue that this is why a permit zone is being put in place, but this wasn't the case last year. The strain out on this road and nearby ones is purely down to other people having to park their cars elsewhere, due to new parking zones.

If this permit zone is approved, I hope that your next steps would be to help the student in Portsmouth and come up with a new parking scheme to allow them to park by their household without having to change where their vehicle is registered to. Maybe a student Parking permit that is done on a "school year" and approved with a house contract?

I hope that my voice will be heard and taken into consideration when deciding the outcome of the new parking zone.

22. Resident, Campbell Road

The proposal to put forward the Permit Holders Only between 4.30-6.30 is absolutely no good at all because if said resident wants to go out of an evening then said resident will not be able to get near their homes late at night because obviously someone will have parked there!

Residents Parking needs to be citywide and all hours for each street. Otherwise it does not help anyone.

I'm afraid all these ideas will not help because we are an overpopulated city and as more and more people move here it will just get worse and worse. There will actually be no room to leave a car. Our air is on the WHO dangerous toxicity list.

23. Resident, Campbell Road

As many of the houses on this road contain multiple occupants i.e. flats, I do not believe this proposed zone will help the residents in the area in anyway, shape or form.

As far as I am aware, the vast majority of people that park along these roads are residents to the area as I recognise the same card around on a routine basis. I do not believe that this zone will benefit very many residents of the area at all, in fact, I strongly believe this zone will cause a backlash from residents with disappointment over how their parking situation will likely worsen.

Additionally, me and my partner both have vehicles with us as they are very beneficial to our daily lives. I believe that we, like others, are not the only occupants of a single postal address with a vehicle and therefore, the parking zone policy of having no more than two vehicles per postal address will severely inconvenience our everyday lives.



Furthermore, I believe it must be made clearer to local residents that the parking situation will only improve for them if they have less than two vehicles per postal address, as previously mentioned, many will have more and will be significantly inconvenienced by this proposed zone.

It is for these reasons that I strongly object to the proposed parking zone. I believe this idea will not help the local residents in anyway and is designed as nothing more than to be a money making scheme.

24. Resident, Campbell Road

I write to object strongly to plans for a MD parking zone, as I did with the MC zone.

My general objection is that such zonal schemes have no place in the city, where if parking is perceived to be an issue, an holistic city wide solution is required. Further in general terms, there are many things that need addressing in the City, things that I have no control or influence over, but I can manage to park all on my own.

These schemes are already pitting neighbour versus neighbour, causing unnecessary poor behaviours, particularly with 'strategic parking' to save places, and displacement of second or third cars.

My specific objection is that whilst Campbell Road is not in either parking zone, I do not feel that I should be subject to rules, regulations and policies set by local councillors who do not represent me. Surely, on the boundary of two zones – where of course in any context tensions are greatest – there needs to be flexibility, and an scheme where cars registered in Campbell Road can be dispersed into both zones is required.

This is why, if we have to have the scheme, that I support the Liberal Democrat idea that residents of Campbell Road can park in either zone. Even more simple, Campbell Road north in MC and south in MD. However I do feel that the Liberal Democrats are making it up as they go along.

I further worry about the impact of the MD scheme on the local business on Albert Road where people want to park to pop into shops, cafes and importantly the Theatre.

These parking schemes are just being introduced to make money. I attended the Labour meeting last night and they are as clueless as the Liberal Democrats. Councillors need to work together to sort this shambles out.

25. Resident, Campbell Road

Frankly the whole concept is ridiculous, with the piecemeal introduction of parking zones, rather than having a true citywide strategy for parking. None of the local parties seem to have the desire to actually co-operate on something that will benefit the whole city and would rather auction off parking zones for votes.

The suggested operating time for the MD zone from 4.30 to 6.30 is simply not late enough. Many people don't return home from work until after 6.30 pm and the timing suggests that the idea is to propose something to keep residents who are now suffering from the displaced parking from the newly reintroduced MC zone, whilst not doing anything that will impact people visiting the King's Theatre. If not, then why is it not aligned with the MC zone? The MC zone runs from 5pm to 7pm, which is better but still means that while you may be able to park when returning from work you can't go out again afterwards.

I am currently eligible to purchase a permit for the MC zone even though Campbell road itself is not in the zone. This is just as well as due to all the displaced parking from the MC zone it is now practically impossible to park actually in Campbell road and I typically have to park in Lorne road or in the Lawrence road or further into the MC zone. Assuming the MD zone is introduced then hopefully that would free up some space in Campbell road itself, but if there were no spaces in Campbell road then would I only be able to park in other parts of the MD

zone rather than in Lorne road or Fawcett road which are currently in the MC zone? I ask as other streets south of Campbell road are a much longer walk than Lorne road or Fawcett road is. Walking home from them is bad enough, but if it were a case of having to walk back from Inglis road, Oxford road, Chelsea road etc, then really it defeats the point of the zone entirely. Ideally, as a resident of Campbell road it would be better if we could park in either zone, a so called blurred boundary. I say that, ideally the MC zone should be extended down to Albert Road (and beyond?) rather than having a separate zone which has been engineered 30 mins earlier so as not to impact the Kings. I don't understand why the King's theatre is always prioritised over the needs of local residents when there is a bus stop outside and patrons can use the Waitrose car park if needed.

To summarise the best option would be a coherent city wide parking strategy rather than this piecemeal approach. Given that is very unlikely I think it would make sense to extend the current MC zone down to Albert road (maybe beyond) rather than have a separate MD zone that panders to the King's theatre. Failing that, as a resident of Campbell road which is on the boundary I think it would go good if our permits allowed us to park in either zone, i.e. a blurred boundary.

By the way this must be the 7th parking survey of some kind that I have responded to, always making the same points, which many residents appear to agree with, yet which councillors seem to ignore. Councillors always cite that a few more people asked for the zone, and we are only doing what the people want. However this is often based on a statistically small numbers of response versus the number of actual residents. It is also a very lazy form of politics. Just because slightly more people want something doesn't make it right or in the best interest of the area. Again the focus purely seems to be on what will maximise their chances of re-election. Ultimately I don't think the problems lie with the council officers who have to enact the parking zones but with the councillors that promote these zones. For me the big issues is that decisions are made on a relatively small number of people's views that respond to the consultations, compared to the number of people that actually live in the zones. I know you can't force people to respond, but to make decisions based on such small numbers seems flawed to me. Also I believe that it is only the people within the zones that are consulted where arguably the people most affected are those immediately outside the zones who have to suffer from displaced parking. This is why parking zones should be considered carefully as part of a city wide strategy, rather than being introduced piecemeal by the various parties. The councillors say they are only doing what local residents want, but those are only the residents within the zones, not those neighbouring the zones. Also it is those residents' votes that the councillors are seeking to receive at the next election. Moreover, why is it that councillors feel the need to devolve the responsibility for parking zones to the public? I am not aware that they do the same with any of the other decisions that they need to make about issues that affect the city and its residents? Yes people should be consulted, and listened too, but that needs to be balanced with expert opinion as to what is in the best interest of the city as a whole as it moves forward. That is why there needs to be a strategic plan for parking in the city, rather than councillors auctioning off parking zones for votes.

Anyway, I am aware everyone has strong views on this issue, and the discussion could go on for some time.

26. Resident, Campbell Road

My husband and I currently hold parking permits for MC zone Campbell Road, since the implementing of this we have found parking in Campbell Road almost impossible. There are so many cars coming to park we are having to double park in the road to offload our cars at the house to then drive and find a space.



It's worth noting I have seen bollards being used to keep a parking space. If by implementing permit parking on the opposite side of the road will this in essence cause the same problem? Also I was under the impression we as holders would be able to park on the MD side of the road, but will this mean us having to purchase a further permit? We feel the charge considering the two hour clause is not proportionate, yes the costs to set this up are high; but it should be weighted in the favour of the residents. I am sure we are not the only ones experiencing this. Ok so if this comes in we will no longer be able park in Lorne Road and surrounding as we currently have to do? How far exactly will we have to go to park? I have to say the map fills me with dread, we will have to walk even further than we currently do and the Roads mentioned are completely full of parked cars as it is. I am completely against this being put in place.

27. Resident, Campbell Road

I am surprised that the proposed restrictions for the MD zone will be for one hour only from 17.30 to 18.30 hours. This timing ignores the representations made in the survey of residents that pointed to the 'evening' being the major problem time for parking and that parking by visitors to the Kings Theatre was a major cause of congestion. Evening for most people means the time they return home from work or the day's activities and this is certainly not only within the hour being suggested as suitable: many people do not end their workday in time to get home between 17.30 and 18.30 and when adding travel time to home the proposed time is clearly inappropriate. It also is ridiculous to suggest different restriction times to the neighbouring zones, for example the MC zone restricts non-permit holders for two hours from 17.00 to 19.00 hours. Beyond this uneven treatment between zones you have completely ignored the Kings Theatre issue because theatre goers usually turn up in the 30 to 45 minutes before the show starts so after 18.30pm will be no problem for them whilst creating parking chaos for the many MD home comers arriving after that time.

28. Resident, Campbell Road

I would like to strongly object to the planned introduction of the further expansion of the controlled zones. Facts
The Council approved hundreds of HMO's in this area and are therefore aware of the residential intensification.
When driving through the Permit zones there is plenty of free spaces due to the fact that people who do not wish to pay for a permit or are unable to get a permit just park in non-permit areas. You are pushing the congestion elsewhere rather than resolving the parking shortage.
What additional parking are the council providing residents within a short walk to compensate for the restricted parking caused by your flawed logic.
As a resident in an HMO, your restrictive permits will push myself and other residents out of Portsmouth and the council will lose revenue, the shops will suffer a loss in profits and you start the cycle of decentralisation.
If the council employed someone with some sense to look at the white lines that indicate a dropped curb/access to a drive. They might consider that residents are not parking lorries and the exclusion marking could be considerably narrowed, thus freeing up multiple extra spaces for parking. There are also double yellows that extend for not apparent reason and could also be reduced to free spaces.
As tax payers, we own the public roads, we have paid for them millions of times over and continue to pay road tax as drivers. It is the government and local council's duty to provide parking for car road tax and council tax and income tax and commercial tax etc etc payers, yet you propose to remove parking with no provision of an alternative provision.



You must have a moron running the council! What sane educated person would remove parking without considering the ramifications and ultimate destruction of the revenue the council relies on and the impact to tax payers without providing alternative solutions? Perhaps the council has forgotten that they exist to serve the public and not the other way around! No taxes = no council!

Perhaps the council would be better providing free permits to those who can prove their address to ensure non-paying permit holders are not pushing the congestion to other areas. The council needs to prove that they are not introducing this ridiculous and quite frankly moronic policy just to extort further revenue and instead perhaps provide scientific evidence that their policy is not making things worse and looks at the wider impact of such a stupid policy.

If you are trying to raise more revenue, then reducing the available parking is a stupid approach - therefore what are you trying to achieve and what is your solution to the issue? i.e. you need to provide more parking!!

In summary - for the love of God, stop this stupidity and start to solve the issue by finding land/property that can be used to build a multi-storey or underground parking in short distance. The issue of parking will only get worse as the council authorise further HMO's. You are responsible for this problem!

Also please can you provide the process on who decides which person in an HMO gets priority of a permit and how you decide who must pay a further extortionate fee.

Please provide evidence that the council has considered HMO's and why they have not offered a separate scheme for permits in an HMO. Why are we being discriminated against? Your policy is neither logical or fair!

29. Resident, Campbell Road

We wish to register our objection.

We do understand and sympathise that certain residents within the Kings Theatre / Albert Rd area could benefit from some sort of parking control, the influx of theatre goers etc has long been an issue. However we have increasingly come to the conclusion that the piecemeal introduction of zones is not the solution, hence this objection – the resolution in our view will only be achieved by adopting a coherent city wide parking strategy.

The zones recently introduced, MB and MC, have more than highlighted the problems of displacement suffered by residents who live on the border of these zones, also that we have seen it give rise to strategic parking by some to safeguard spaces and also a general mood of stress and aggravation in the neighbourhood.

We are aware of a proposal that might go some way to alleviating this issue, in that residents in border roads could be afforded dual zone permits so that finding on-road parking could be conducted more in a 'pre-zone' manner. Otherwise all border road residents would unduly load the parking capacity in one direction only.

Campbell Road is currently not in a zone however is designated to be in the potential MD zone – at this time north side residents can have MC permits, but if MD is adopted they would become part of that zone and have to give the MC permits up. This would then take up on-street parking capacity exclusively to the south which would certainly load that area more than it currently is. Our experience is that the roads to the south, Wilson Grove, Inglis Rd and Albert Grove have always had very little available on-street parking capacity and to absorb even more would be to the detriment of those residents.

Therefore we do fully support the concept of blurring the zone boundary and offering Campbell Road residents (on both sides), dual zone permits as a pilot project – we understand the local Lib Dem and Labour councillors see the merit in this idea.



So to summarise, we object to the MD zone but should it ultimately be adopted, we support the dual zone concept for Campbell Road.

30. Resident, Campbell Road

I have strong objections to all parking zones as I do not think they effective. They just move the problem around. I still believe the council need to work harder to produce a city- wide parking solution.

Most of the problems in our area are due to HMO's and students. I have heard many views that there is not a student problem but parking is definitely easier during all the holidays.

As this is not going to happen because the Lib Dem's are completely obsessed with parking zones, I feel that we can only, very reluctantly, agree to the proposed MD zone.

However, I do feel that there should be a special arrangement for Campbell Road residents, as we don't fall into either zone. We should be allowed to have permits for both areas or our parking options would be severely curtailed, especially at our end of the road.

I have heard about the suggested 'blurred boundaries' and feel that this would be entirely appropriate for Campbell Road.

31. Resident, Campbell Road

If we must have a parking permit scheme, I would like the council to consider the option of a blurred boundary for Campbell Road enabling parking in areas MC and MD.

I would rather there was no parking scheme in Campbell Road since the effects of the current schemes across the road already impact on the parking in our road and with the staggered times there will be convoys of vehicles moving from one zone to the next.

I also resent having to pay for parking in the road that I live when I already pay road tax on my car and council tax for the upkeep of the streets.

We have lived in our house for years and parking has never been an issue until these crazy parking zones and permits were introduced.

32. Resident, Campbell Road

I wish to raise my objection to the proposed MD Zone.

The reintroduction of the MB/MC parking zones has led to a considerable disadvantage for me when trying to park in Campbell Road. The displacement parking from MC and elsewhere means that cars are invariably sitting in spaces for days at a time. These parking places were once easily accessible by me pre the re-instatement of zones.

Furthermore, when my family come to visit by car in the evenings, they are also unable to find a parking spot. They live over a mile and a half away so need to drive. They need me to buy permits each time they visit in order to park in MC. I can't always do that.

On the surface, an MD zone might help but I suspect it will still be difficult to find suitable parking within easy reach of my part of Campbell Road if we are forced into MD. So, I think the volume of cars seeking spaces will be high and competition for spaces tough, not least

because the proposed cut off point of 6.30 pm will mean visitors to Albert Road will be in the mix. I don't want to deny the Kings Theatre and other places business but I'm unhappy about the potential difficulties for north side Campbell Road residents if we lose our MC permissions.

As Campbell Road marks a boundary, if MD is adopted, I would strongly request the right to be considered a resident on a 'blurred boundary', allowing me to retain the possibility of parking in MC, if not the more desirable option of being able to park in both in MC and MD. That was more 'fluidity' in parking might be achieved.

I was in a better position for parking before the reinstatement of MB/MC. I don't want MD because I fear that will be worse for me than is the case now, given that I have no choice but to park off road. However, I do hope that my local councillor, is right to say that it would be worth piloting blurred boundaries and see what difference it makes should MD be enforced.



I recognise that parking is a difficult challenge. I support everything we can do to encourage other means of transportation. I have suggested ideas to my local MP that may, over time, reduce the need for individual car ownership. Until such time as arguments over congestion; the environmental impact of car usage are won, we have to live with what we have. For me, the status quo, a blurred boundary with access to MC and MD, is better than being forced into MD only.

33. HMO Owner, Campbell Road

I am worried about my Tenants not getting Permits each. Many have lived in the above property for years.

I believe that properties around us that are converted to 4 flats will be allocated 2 permits per flat equalling 8. I only have 8 tenants and will only get 2 permits for the property.

These tenants have to pay a Television Licence fee for each room so it seems strange that they can't have permits each. These still have to be paid for.

How will you allocated 2 permits to maybe 6 residents who require them at our property in Campbell Road and how do we keep our property full of tenants if there is no guarantee of a parking Permit. These Houses are too big for some people to live in as a family nowadays. My Property is kept extremely clean and tidy and I only take people who are working full time.

34. Resident, Cavendish Road

I haven't encountered problems parking. The proposed parking restrictions from 4:30pm till 6:30pm would in no way deal with the issues of parking. I understand that some residence may find it difficult due to St Johns college being at the end of our road, however the time proposed would do nothing to stop locals parking for other events on Albert Road such as meals, drinks or the theatre to attend, when parking may be an issue. Myself and my wife do not wish to have a parking area introduced to the suggested area as we firmly believe it will do nothing to alleviate the problems parking. Another reason for our decision against this would be that the cost of permits would add to our current financial restrictions. We often have friends and family visit from out of town and for us to provide a parking permit for them would be an extra burden when they can already find parking without a problem. On Cavendish Road, there are also many flats and shared houses. If the council was to introduce parking permits, this would again add to our neighbours financial constraints.

35. Resident, Cavendish Road

I am delighted that a parking zone is proposed to cover where I live. However, I object to the timing of the proposed restriction. Ironically, between 4.30 and 6.30pm is the only time that parking is easily available in our road or the surrounding streets when people leave school and go home from work. I accept that this may be different in the streets on the other side of Albert Road.

In spite of the assertion that you want to encourage local employees and commuters to use other forms of transport, the proposed restriction for this zone does not address that. It seems to carefully avoid the hours when people park in our road to attend St John's College, to go to work in the area, to go shopping in Palmerston Road or even to avoid paying to park on the seafront (evidenced by family groups leaving their vehicles with beach stuff). It also means that we do not avoid the blight of people parking later for the theatre or to go out in Albert Road.

That said, I am desperate for a parking zone in our area as hopefully it will address the displacement parking from other parking zone areas. Our situation has got worse again since the reinstatement of 2 nearby parking zones.

In conclusion, I support the parking zone and the payment structure but not the timing of the restriction.

36. Resident, Chelsea Road



I have lived in Chelsea Rd within this area for many years and am dismayed by the proposal to implement resident's only parking for a period of time which disadvantages people who will be expected to pay for a permit by being in force between hours which would be of no benefit to those fee paying residents. My main objection is that the times specified on the proposal do not favour working people. The ideal timing for residents only parking in this case is between the hours of 6pm and 8pm when most working people are returning home.

37. Resident, Chelsea Road

I'd like to express my objections to this residents parking scheme. The current proposed hours of 4:30 to 6:30 will indeed stop long term parking, but since in my opinion most of this is currently caused by displacement from the neighbouring zone any time would do for that. I personally find that up to 5:30 parking has always previously been easy enough and as people tend to work later I think 6:30 is too early to let non-residents park. I feel that it'd make more sense to tie in the times with the adjacent zone and be 5:00 to 7:00 as this would still leave a slot for visitors to Albert road to hunt for spaces, but would ensure far more residents would get home.

38. Resident, Chelsea Road

We wish to object to the proposed residents parking zone: MD Kings Area specifically Chelsea Road. We have resided in the road for many years and although at time parking can be difficult, especially pantomime season at the Kings, do not feel that this requires the introduction of this scheme.

On a secondary note in respect of the proposed charges for a 3rd resident permit. I am appalled that an amount of £590.00 has been levied. As parents of adult children who have returned from University who cannot afford to rent/get on the property ladder and whose friends are in a similar position staying at home in order to save. This seems a draconian action.

39. Resident, Chelsea Road

I understand that parking in Portsmouth is a very difficult and touchy subject that has no easy solutions and I understand that the council is trying their best to help ease the issue.

However I completely object to the idea that the solution is just to slap parking zones everywhere that doesn't already have one.

Not a single person I have spoken to in the most recent parking zones further up Albert Road is happy with the new zones. I assume there must be people happy with them as I have read quotes from the council saying you have been receiving good feedback. I would like to know if this feedback is from the residents or the council, as every resident I have spoken to tells me of how barren their roads have become as people who won't or can't pay for permits have to park much further away from their houses than ever before. They are parking in and around my road instead.

Now I know what you're thinking, "That's fine then we can just turn that whole area into permit parking as well and the knock-on problem of our other zones is fixed!"

This is some of the most flawed logic I have ever seen, and must be what went through someone's mind at the council as these new zones have been proposed.

I find it more likely that this just means that those who rely on their cars and don't make enough money to pay for permits (especially when it comes to families who may have multiple cars) will either have to park north of 10 minutes from their houses or they are stuffed.

The parking in my area, where the new zones are proposed, has always been terrible. That is a fact of life here that everyone accepts. It only became noticeably much, much worse when the previous parking zones were implemented. Before then even when the students were around it would take 5-10 minutes to find a space near enough my house. Then literally over night when the zones came in to effect I am lucky if it takes 15 minutes to find a space. I have parked by

the Garage Lounge many more times in the past month than I have in the past 3 years. And the only thing that has changed is the nearby zones.

Every single person I have talked to from the most recent zone and in the newly proposed zone is unanimously against the idea of now having to pay to park where we already park, and staunchly against the idea that other zones have made our parking far worse.

I know that your immediate response will be to refer to the surveys you sent out to every house and say you had very positive reception to the idea of a parking zone.

Unfortunately your survey was unbelievably biased with little or no room for any sort of negative response or anything asking how other zones have effected us.

Of course the responses to the surveys were positive/neutral when the only options were positive/neutral.

I understand that the amount of money you will rake in from this new zone is enough that you will ignore every negative comment, but I would like you to at least respect myself and my family enough to read and reply to this comment.

It is poorly thought out decisions like this that is turning people against the local lib-dems and forcing locals out of the area to let students fill every street to the brim (ironically making the parking situation worse)

PS. As I mentioned, I understand how difficult it must be to try and find solutions to these issues, but there was a publicly advertised meeting about this at the Wedge a few weeks ago, which had the venue completely packed with people objecting these parking zones and the Council leader's response was to essentially say that the zones are working and that opening the local car parks is impossible. Why exactly does our council ignore us en-masse then tell us that we are being listened to?

40. Resident, Chelsea Road

I strongly object to this proposal. It so fails to avoid solving the issue that it is 'sold' as doing I struggle to know where to start.

It is meant to 'resolve' parking issues.

Parking issues are as a result of too many vehicles. This proposal will fail magnificently to do this as is well understood by the majority of clear thinking humans. It will move the problem elsewhere. The council and councillors know this. You are not all stupid.

But it will generate swathes of income for you; so at least the much and many of the Council/councillors will be happy.

Look at the impact of mb/mc zone. Whilst your off street parking reserve must be bursting at the edges with fine fees and permit wealth you have negatively impacted on my and my families quality of life. But I know you collectively don't care about me and my family; the money and potential votes comes first and always will.

Why not work on a sustainable alternative to using private vehicles? Encourage / force the bus operators to reduce their fares. I know they are still cross with the free bus passes but tell the entitled middle class men to get over it and work to make Portsmouth a better healthier place to live. They should be made to stop 'ripping' off Portsmouth residents. They should be ashamed.

Be serious about cycling. Safe routes to the local train stations; we have three of them !! And a flat city. We should be mortally ashamed that we do not resemble Amsterdam in terms of cycle usage.

I could go on. But I know this is a waste of time. Cash is more important than my views, the health of the city and the future of sustainable transport in all forms.

I dread the implementation of this crass and inappropriate hair brained scheme.

I will never vote for the administration that implements this scheme.



If you are serious about solving 'parking problems' you should reduce the number of cars or increase the amount of parking in the city - there you go, how about that.

Shamelessly raising funds at residents expense is something that you as public servants should rally against.

I appreciate that you must have a record breaking off street parking reserve balance at this point - please can you tell me what it is. but you are ruining Southsea, degrading our quality of life, pitting neighbour against neighbour, neighbourhood against neighbourhood.

And will it reduce the number of cars in the city. Of course not. Unless you have substantiated evidence that it does.

If you gave me affordable public transport and safe cycle routes I would happily give up my vehicle.

Instead you ask the wrong questions to aggrieved MB MC victim residents and you get the answer that the politicians want to hear.

41. Resident, Chelsea Road

I strongly object to this proposal, because:

- it will negatively impact my family quality of life. Living in Southsea has a strong community of lift shares, school runs, after school clubs etc where people look to park near my house, drop kids off, chat and then leave - often for short periods (e.g 1 Hour). I don't want to have buy visitor permits to allow them to do that, even if only between 4.30pm and 6.30pm.
- we're happy to park in the current situation, without permits. It's not "broken", in my opinion.
- it will cost me money, and I won't benefit.
- it adds to cost burden of local businesses, many of which are struggling anyway. This is a *huge* issue, since the zone is an important area for small independent traders that make this part of Southsea what it is. I don't want to see more shops close.

42. Resident, Chelsea Road

We strongly object to this ridiculous plan of residents having to pay to be able to park in streets in and around our homes between 4.30 and 6.30.

You are supposed to be solving the problem NOT adding to them and making money at the same time.

With the parking permits in place this means:

- 1) Residents with children of a school age now have to pay to park in our street when they get in from school. Or if they don't buy a permit then they will have to go back out with their children and move their cars for two hours! Then take their children back out to bring their car back.
- 2) This will not solve the King's theatre parking issue! Most productions at the theatre start at 7, so with the permit finishing at 6.30pm everyone will still Park there! Why can't you set up and park and ride from the Waitrose multi storey car park. It is their decision to go/use the theatre, they should pay to park not us, the residents!
- 3) obviously no one wants to/or can afford to pay these costly amounts, you are just pushing the problem further and further south until everyone will have to park in the sea! We cannot Park as it is as the permits (5.30-7.30pm) in Outram Rd and surrounding area have pushed their residents down to Chelsea Rd and surrounding roads.
- 4) scrap this ridiculous pay to park. If it HAS to be done then make it 6pm-6am as this would be more beneficial to the residents of this area and may be worth paying for.
- 5) essentially we are just paying to park for two hours a day and even then we are not guaranteed a parking space!

Like I have said, you are supposed to be helping your local residents, not adding to our everyday problems and thinking that we can all afford to keep paying out, it will not make the problems go away, it just makes matters worse!

43. Resident, Chelsea Road

In general, I'm in support of the proposed scheme with the following amendments.

A. The scheme times need to be aligned with the neighbouring zone mc zone. I work off the island and have to commute to work. The journey back on M/A27 is routinely delayed by congestion and incidents, meaning I return after 6.30pm. Knowing there is a good chance of finding a parking space on my return will reduce any anxiety / stress with my commute. This will mean that I'll be more relaxed and therefore a safer driver. Also, aligning the times will reduce the impact of displacement parking after 6.30pm.

I support the scheme but object to the proposed times. As per my previous comments, the neighbouring MC zone is 5pm to 7pm, MC zone surrounds residents in northern part of MZ zone. Alignment to this zone will avoid displacement parking. It will allow residents that have commute off the island the time to return home in evening, park & benefit from the scheme. The fact that the two neighbouring zones times are misaligned demonstrate that the council has a piecemeal approach to the parking and not an overall strategy. This needs to be addressed rather than end up with mixed zone times.

Business are not for any parking restrictions and say any restrictions will affect them. The theatre can just start the shows half an hour later, so can accommodate any times. Therefore, the time should be to suit the residents commute and not the preferences of other interests or informal comments from a survey outside of this formal consultation. They're paying for it.

Note, Southsea infants & St Johns college will not be affected by the scheme times as schools finish before 4.30pm so I do not know why you're using them as a reason to have an earlier time.

44. Resident, Collingwood Road

Hello, pleased to finally see some movement on this issue, but unfortunately the early finish time of the planned restriction on Collingwood Road would render it virtually useless. The restriction is planned for 16:30 - 18:30, but it has always been evenings and overnight that were the problem, in fact 16:30 is currently a good time to park here. Those of us not lucky enough to have a 9 -5 work routine will be paying for useless permits, as when I return home it will once again be a free-for-all, and on church / theatre nights that means nothing within about a mile. We have just one vehicle in a household of 3 adults, and don't think it too much to hope that there might be a space on our road of an evening. I hope you can use this in your plans

45. Resident, Duncan Road

I submitted objections in the informal consultation. I wish to simply repeat those objections.

1. The problem of parking in the area is created by too many resident vehicles for the spaces available. A simply count of the number of residential properties on the streets in the MD Kings area will confirm that the maths simply don't add up; assuming 1 car per property (in my road) there is at least 20% shortfall in spaces available.

The problem is not vehicles from outside the area (I suspect these are relatively low numbers anyway); they generally arrive/leave between 9am-5pm because they are; delivering to residential properties, providing care or other personal services to residents, building/contractor services, ad hoc visitors. These users are parking at a time when the roads are least congested by parked cars...because this is exactly the times (9-5) that parking spaces are at their greatest...because residents have taken their vehicles to work! I believe the proposal simply will not work, or make only a marginal difference to local residents.

2. Taking a slightly wider perspective (and based on my own experience of implementing parking schemes in a nearby authority). One impact will be to displace vehicles to adjoining areas - creating greater issues there. The reaction to that is often to then introduce a scheme in adjacent areas. The entire local area is eventually covered by parking schemes...there are now

35/36 in the city...but the same problem remains; too many cars in the city for too few parking spaces.

3. I am not convinced by your statement "Parking restrictions can also encourage commuters and local employees to consider alternative ways to get to work...."

As if;

- they aren't already put off by the lack of parking (hence the scheme in the first place)
- there are viable alternatives

It seems to me it is a more likely those from 'outside' the zone would;

- look for ways to get 'around' parking restrictions
- increase their frustration with working in S'sea
- lead to more penalties, appeals & administration

Since when was creating frustration and annoyance deemed a legitimate part of a transport strategy?

Directing energies and finance into (well documented) alternative transport options coupled with, say a congestion charge for the city - where at least commuters have the option to a) pay & travel by car or b) use alternative methods of transport...with finance raised from the scheme to cross-subsidise other transport options; is surely the direction to go.

It does seem a little like; to address transport issues in the city takes considerable finance, coordination, consultation and multi-agency involvement as well as leadership, commitment and good-will. Or...the city could just introduce parking schemes - they won't solve the problems but at least it gives the veneer of action.

46. Resident, Duncan Road

I object to the implementation of parking permit restrictions intended for this MD Kings area. I lived in this Kings Theatre district for several years and then recently returned to the house and noted without surprize that the parking issues had not changed in all those years.

Its still the same family owner occupiers looking for the same limited curb side space as its always been. To implement parking restrictions in this area will have no bearing on the local populations parking issues, it will just add a financial burden to the long term residence.

I see no major new developments with in the area, we are not seeing large student block developments in the area or any other new build flatted developments raising the car driving population with in the area.

The local schools and retail outlets have not expanded their intake to cater for a population boom.

You as a council have restricted HMO licenced C4 properties with in the area since 2013 cutting down multiple occupancy households, meaning less people and with the corporate student block building frenzy in central Portsmouth having enticed local student populations to exit this district for more adequately located accommodation surly there are less people in the district now than what there were ten years ago, yet the problems are still apparent.

Extended households where junior family members can not afford to buy their own home and are still living at home saving monies for a deposit are the only additional population change with in the demographics of the area and you wish to punish those savers by introducing taxes to hinder their plight.

A mature house hold with two working parents and two working junior members of the family still living at home will have to pay out by my reckoning £30.00 for the first parent £100.00 for the second parent and the two children will have to pay £590.00 each and that's if you allow them a car permit at all, amounting to an additional £1,300.00 per annum - is this nothing more than a stealth tax..?



What does happen to an honest working third or fourth member of a car driving family in this area, if you say no to them having a permit how will they be able to enjoy the freedom of the road for their workplace and pleasure.

My final question to you is, have you undertaken a feasibility study on the impact of local businesses in the area with restricted parking..?

The high street shopping areas are dying because of parking restrictions and fees, where-as retails parks are booming, I have no doubt due to free parking

I would be interested to know who the council are targeting and intend to drive out by bringing the restrictions in to place as the main impact is being focused against local residents.

47. Resident, Duncan Road

I Strongly object to the proposed restricted parking Zone for just 2 Hrs, that is of no help to the residents of Duncan Rd who will still have to put up with the patrons of the Kings Theatre, if it was going to be an all-night restriction or day restriction then I would agree but a two Hr Restriction is of no help or use to anyone, accept PCC Revenue!! why should we be penalised when we already pay road tax

48. Resident, Duncan Road

Whilst I support permit parking in principle this proposal in particular is disappointing.

This is a proposal which has not taken into consideration the greatest problems of evening and overnight parking highlighted by the residents. No doubt this will avoid losing customers at the kings and surround shops and pubs.

The restricted parking times selected by the city council of 2 hours between 4.30 and 6.30 in the evening fails to tackle any of the real issues as I will still not be able to park because of the following reasons:

The Kings Theatre parkers will still be able to park after 6.30pm as this is before a performance starts at 7.30pm.

The Albert Road drinkers will still be able to park after 6.30pm and will not need to collect until the next day before 4.30PM.

Both of which will restrict my parking after work when I return home from my work until 7PM.

Saturday shoppers will be able to park until 4.30pm, so I cannot go out on Saturday/Sunday and rely on space before 4.30pm.

These were the three major reasons I gave as the cause of me being unable to park in my road or surrounding in the initial consultation. These problems have not been addressed by this proposal.

This proposal will absolutely worsen my situation as I will be paying for the privilege of a permit without the ability to park in the vicinity.

It is disappointing that you have not engaged with the residents in any useful way by asking their ideas or opinion of the scheme first.

If the restrictions were either extended to 4 hours (4.30 - 8.30) or shifted by an hour (5.30 - 7.30) I would have a fighting chance.

I suppose if we do not agree to this it will give the council opportunity to say that we could not reach an agreement hence it will not happen at all for another few years, and so it drags on.

I was so excited when I heard we might have a solution to the parking issues here but now I am so dismayed as I will have to continue to drive around for 45 minutes before I can park.

Therefore I am forced to object to this proposal that just doesn't cut it in it's current format.

49. Resident, Duncan Road

The half-baked proposed idea above is absolutely ridiculous and will not relieve the parking problem in any way. One of the problems at night is the Kings Theatre so the restriction ending



at 6.30 would not solve the problem in any way. Either a 7/24 or overnight solution would be preferable. I strongly object to the above and so do most of my neighbours. Please reconsider.

50. Resident, Duncan Road

I am writing to object to the extension of Permit Parking zones in Southsea (MD Zone, ref TRO 15/2019). There is generally little issue with finding parking space, and while some streets might appear "congested" with parked cars, these are mostly of resident and occasionally visitors of residents, rarely those of commuters or shoppers (who tend to use the limited waiting spaces on the main shopping streets). Additionally, extending permit parking zones makes it harder for residents to receive visitors, deliveries etc., which reduces the range of social interactions and quality of life residents can partake in. Additionally, parking restrictions make it harder for older residents who require family members or care staff to visit them to help them with everyday tasks. Whilst the proposal does allow free parking at certain times of the day, blocking out certain hours creates uncertainty for both residents and visitors (including deliveries, carers etc). The scheme appears to "solve" a problem which currently does not exist and could be taken as a revenue-raising opportunity for the Council instead of addressing the needs to the community. Therefore, I must object to the proposals.

It is still my view that I would prefer the proposals not to go ahead, and I would be grateful if this could be communicated to the Council when the decision is made.

51. Resident, Duncan Road

I want to object to the current resident's parking zone proposal for the MD Kings area (TRO 15/2019).

My objection is on the grounds that the proposed time period of 4.30pm to 6.30pm is inadequate for the area around Albert Road. The two hour period 'when the majority of residents return from work' might be cheaper for the council to enforce and beneficial for purely residential areas with overflow or trade vehicle parking problems, but it doesn't address the problems caused by the commercial and social use of Albert Road and Elm Grove. The Kings Theatre evening shows don't start until 7.30pm and parking becomes a real issue from 7pm whenever a show is on (especially popular ones). There is also the issue of non-residents parking in the area when visiting the pubs, bars, restaurants and entertainment venues on Albert Road and Elm Grove in the evening and the shops during the day time (this is a particular issue at the weekend).

In summary:

- 1) if residents of the MD Kings area get in from work between 4.30pm and 6.30pm and don't use their cars in the evening or at weekends, they will benefit from the proposal.
- 2) if residents of the MD Kings area don't get in from work between 4.30pm and 6.30pm or do use their cars in the evening or at weekends, they will not benefit from the proposal.

It's unreasonable to expect residents to have to stay at home outside of the proposed two hour time range to benefit from paying for a permit, particularly if they are reliant on their cars such as the elderly, disabled or people with children.

Proposal:

The parking restriction for this area should apply between 4.30pm and 9pm every day to help with the issues I highlighted above. Given the number of badly, illegally and inappropriately parked cars I regularly see within these times in the area, the parking fines generated should more than cover the costs of patrolling during the extended time frame.

Unfortunately I don't understand your point about how the 4.30pm - 6.30pm restriction will take "...into account the Kings Theatre and evening economy of Albert Road in particular." as that is when most people are arriving home not going out for the evening. Also, please could you let me know where the council got the data regarding the arrival times for Kings Theatre patrons



as per your statement "...a number of patrons reportedly arriving around 3 hours earlier.", and how many patrons usually do arrive around 3 hours earlier. In my experience of living in the area and trying to park when I get home from work around 6.45pm, when there is a show on at the Kings Theatre the roads are choked with cars crawling along doing circuits looking for parking spaces. There is also usually more than one vehicle either illegally or badly parked down Duncan Road that has arrived after 6.30pm when there's a show or at the weekend. If it will assist, I am prepared to survey the parking in Duncan Road on a regular basis and provide you with evidence.

52. Resident, Duncan Road

I object to the parking permit proposals in my area and adjacent areas. I do not feel that it will be helpful for residents and we are already seeing problems occurring in the other areas. I have lived in Southsea for years and never had to use a permit and I only occasionally find parking an issue. I do not want to be forced to have to pay £130 a year for our household permits plus additional visitors permits and feel that this is just a way for the council to raise extra funds.

53. Resident, Duncan Road

I object to the parking permit proposal.

I do not see how a permit scheme will help anyone. It won't reduce the number of cars that park here.

Personally I don't think that there is an issue with parking. I come and go at all hours and never have an issue parking.

54. Resident, Exmouth Road

I would like to object to the proposed parking restrictions. I do not object to permit parking, what I am objecting to is the time you are proposing to enforce it. If we are to have permit parking and are going to have to pay for it, then I think it should be enforced 24/7. Where I used to live, we had permit parking 24/7 but with the proviso that anyone could park for 3 hours, this worked very well and meant that if someone wanted to visit or a tradesman had a small job to do they could still park there. This arrangement would work a lot better than what you are proposing. Your survey showed that evening is the busiest time and yet you are proposing to enforce parking restrictions between 4.30-6.30, this will not be effective. The Kings Theatre has shows most evenings from 7pm onward, this is what causes the parking problems so having parking restrictions from 4.30-6.30 will not make any difference to this.

My daughter has had parking restrictions introduced from 5-7, which means if I want to visit her I cannot between 5-7, she will not be able to visit me between 4.30-6.30. At this rate if you are going to continue to do this around Southsea we will all have to coordinate our visits around your parking restrictions which is ridiculous.

55. Resident, Exmouth Road

I object to this proposition of a 2 hour week day parking restriction in this area. I do not believe that restricting parking for a total of 10 hours a week is going to assist resident parking. This proposed restriction will be of no help at the weekend, when it is also difficult to park. If a restriction has to be introduced then it should be similar to other parking zones with limited parking of up to 2 to 3 hours. I would prefer no parking restrictions to the 2 hour a day suggestion.

Your rationale for this is to assist residents returning from work, the best time to park in my road is between 5:30pm and 6:30pm as the local businesses are finishing work. The restriction will not encourage local employees to consider alternative ways of getting to work they will just finish earlier at 4:30pm. Also, not everyone works 9-5 hours, lots of people work shifts and



nights. The real way to encourage people to use their vehicles less is to improve public transport and to provide this at an affordable cost.

I also do not understand how the same permit costs can be charged, surely this should be done on a pro rata basis. I would need to purchase 2 permits at a cost of £130 for a year to be able to park in my road or surrounding area for 10 hours a week. Whilst in other parking zones it is the same price with greater restrictions. Any visitors in this 2 hour period will need to purchase a 12 hour permit. Worryingly, at the moment this appears to be a money making exercise for the council.

One suggestion I would make is to remove the planters, this would give additional parking of around 4 spaces - it all helps, especially as planning permission has recently been given to build another 8 houses in the road.

56. Resident, Exmouth Road

I object to the proposed parking restrictions as this appears to be a token gesture and the real problems are not being addressed.

The proposal restricts the residents to park their cars in those 2 hours for a chance to be able to park near their homes.

Will the parking zone be enforced effectively, there is little or no presence of traffic wardens in the area, cars are parking on double yellow lines and entrance markings. In addition to careless parking, taking up 2 - 3 spaces with 1 car.

I do not understand why we are paying for a permit and at full price which limits the resident to when they can park their car.

The only people this is restricting is the residents.

I would prefer no parking restriction at all.

Please could you send me the evidence or research relating to your statement that:

'The restriction of 'permit holders only' for a short time has the same effect of deterring long-term parking as a 24-hour scheme does' and 'restricting parking to permit holders only for a short period each day effectively deals with long-term parking by non-residents,' . It would be very interesting to read.

You have not addressed by concerns regarding the cost of the permit.

I do not understand your final sentence:

'In order for the parking provision in the area to operate more effectively for more people, compromises have to be made on all sides.'

What compromises are the council making?

As I said in my previous email I would rather have no parking restrictions than this proposal and more regular parking patrols in the area.

57. Resident, Exmouth Road

I must extremely object. Parking permits do not solve any problems, they just push it along to another area. Plus you are not guaranteed a parking space even though you are paying. It's a rip off! I don't think anyone should have to pay to park their car outside their house, we are all paying enough just to run the vehicle and keep it on the road. We don't need any more needless expense.

The only solution is to get rid of all parking permits and parking meters, as there was never any problems until you brought these things in.

58. Resident, Goodwood Road

I oppose this idea of parking permits as I do not think it will make any difference to the parking spaces available in Goodwood Rd just a way for the council to make more money. So if I pay £30 and £100 for an additional permit am I guaranteed a space by my house every day? I very much doubt it



59. Resident, Goodwood Road

I object to the proposed residents' parking permit zone.

60. Resident, Goodwood Road

I personally do not believe the parking issue will be resolved or improved with a permit coming in. Certainly not one that is only from 16:30 – 18:30. I feel this time bracket is not sufficient with regular working hours and putting it to 20:00 or even 20:30 is more realistic.

However, as I said previously implementing a permit will not work as the problem is that there are not enough parking spaces on the road to accommodate the number of cars that the houses demand in the street. It feels like charging the residents only serves to punish them living where they do rather than looking to resolve the problem.

I believe that if we could open up Waitrose car park on Marmion Road for free to those with a residential permit (the permit being free of charge also! Maybe residents could print these from ones sent out) this could mean that those who wish to use our roads to go to the theatre, pubs and restaurants can still do so. Not only would this mean a significant number of parking spaces have been created for the residents, but local businesses along Albert Road, will remain to have sufficient trade. I would be more than happy to park in Waitrose car park as an option between the hours of 8pm – 8am (when the shop is closed) and walk the 10 minutes to my home if it meant I could almost guarantee parking.

I feel the permits are expensive and instead of resolving an issue, penalise the residents.

61. Resident, Goodwood Road

I acknowledge there is a parking issue around Albert Road (and Southsea as a whole), but I do not believe the measures you have proposed will tackle or address the actual problem.

The 1630-1830 parking restrictions appear designed to address the traditional working day of 9-5, and allow people coming home to park easily. While I understand this is an ideal scenario, I work a range of hours and find that period, of up to 1830, not particularly problematic and am almost always able to park on Goodwood Road if coming home at that time.

The most difficult period is later into the evening, around 1930 onwards. Certainly by 2100 I would not expect to be able to park on Goodwood Road, but instead have to find an adjacent street.

I often leave for work by 0620, and at this time there are a significant number of vacant spaces on our road. To me this indicates that the majority of the people causing these parking 'issues' are enjoying the bars, restaurants, and theatres, and music venues that run along Albert Road. This is part of the attraction of Southsea, and this scheme would surely impact these businesses negatively.

With this in mind, surely the recently proposed alternative of opening up supermarket parking facilities (Asda Superstore and Waitrose Marmion Road) would be more beneficial, and would do more to address the actual issue of late-evening parking.

Has there been any study of the number of parking spaces available at various times of the day, around the proposed area? This solution appears to be a standard approach, without consideration of the location-specific factors such as the Albert Road restaurants. etc.

I feel that the 1630-1830 permitting will therefore not solve the problem, and penalise residents financially in the process.

62. Resident, Goodwood Road

I am absolutely AGAINST this proposal for the following reasons -

A great deal of hard work was done to encourage people to view Albert Road as a good shopping centre; many small cafes have sprung up because of this. Where will those potential customers park?



The King's Theatre will also lose out if many people choose to eat first. These are also matinees, not just evening performances.

Why is it not possible to build a multi-storey car park where the garages are at the side of the King's?

Already this road is crowded with cars pushed further south by restrictions, sometimes making it impossible to cross the road with a pushchair or similar. We certainly need residents only parking those coming home from work. One of my visitors last week had to park in Elm Grove. Many a time my daughter has tried to visit in the evening but there has not been a space nearby.

I rely on visitors for company, shopping, DIY, etc. Quite a few people in this road have mobility problems - and, I would mention, no computers. I receive extra income from the govt so they obviously think I need it. Should visitor permits be assessed? Our lives will be much lonelier if each visit has a cost.

I really have no answers to this problem and feel daytime should be left as it is - for traders, general public, builders, etc. First come, first served. On the other hand we have an ambulance driver who works shifts and deserves a permanent space.

I do not have a Blue Badge as I have no car, but either side of me have 2 cars per household.

63. Resident, Grove Road South

On-street parking in Grove Road South is currently available only on its west side, (a) in a lay-by outside Nos 3–9 and (b) for the length between the junctions with Queen's Crescent and The Retreat, both being unrestricted. I haven't noticed a particular problem there during the proposed hours of restriction (4.30pm – 6.30pm). In my experience difficulties in finding a space in these particular stretches are felt most in the period 8.00am – 12.30pm when people who work locally arrive looking for a space for the day. I have no experience of the parking situation in the area further to the east, down Merton Road and Nelson Road and beyond. Although Grove Road South is not currently in any residents' parking zone, it sits on the eastern boundary of KD Zone. For many years the Council has permitted the residents of Nos 3-35 Grove Road South to have KD Zone permits. This concession has a particular impact on Nos 3-9 Grove Road South as we each have a garage at the rear of our properties opening onto an enclosed area with a driveway leading out to Queen's Grove (just opposite its junction with Queen's Way). Thus, the vehicular access to and from our garages leads directly into the KD Zone and it is in the immediately surrounding streets of that zone (Queen's Grove, Queen's Crescent, Queen's Place and The Retreat) that temporary on-street parking can most conveniently be found.

While the above concession also includes Nos 11-35 Grove Road South, Nos 15-33 (Holmbush Court, retirement apartments) have a large communal car park. Therefore I suspect that in practice the concession affects only a handful of properties.

I can't see any benefits for me arising from the proposed scheme and in fact I believe that this change would bring me disbenefits unless the current KD concession were to continue.

Consequently, if the proposed MD Zone is to be established I would ask that the Council continue the current concession allowing a small number of Grove Road South properties to have KD permits, if necessary with the new zone's boundary being moved to the east side of Grove Road South.

64. St John's College Employee, Grove Road South

As a school we have been advised of the plans for permits being given out from the hours of 4.30-6.30 around our school site (Nelson Road in particular). This brings about huge consequences for us as staff members for parking around the school. We has a school do not finish until 3.45 and for us as teachers this then means we have after school clubs, marking



and various parental evenings/meetings we need to engage in. Thus meaning, we will have nowhere to park and causing disruption to both our students and parents visiting our site. Again causing a huge knock on for people wanting to attend St Johns College.
I entirely object to the new plans of permit – I see this leading to more problems than good.

65. St John's College Employee, Grove Road South

I would like to object this proposal due to these roads being used by staff and parents at St John's College. I understand that a lot of staff park on these roads to attend work each day and many do not leave the office until gone 5pm. This is the same case for parents who pick their children up after clubs and after school activities, where, at the moment, they can park in a safe area to collect their children. If these parking restriction are put in place this will not only affect where staff will park for the college, but the safety of our children, which is paramount.

I understand your concern is for the residents in the area and enabling them to find parking when they return from work, and to encourage local employees to consider alternative ways of getting to work. However, the majority of staff travel from quite far out including Southampton and Chichester, and finding alternative transport will just add more time and stress to their day and cost a lot more for them to get public transport. This is also the case for parents, who can, at the moment, quickly and easily pick their children up from the designated gates of the school.

66. St John's College Employee, Grove Road South

My objection to the planned changes it would seriously impact teachers working hours which in a busy school such as ours we often work long hours staying at school well past 4:30. My daughter attends a range of extra-curricular activities which do not finish until 4:45 meaning that we would not be able to park and collect her.

I would like you to consider the amount of parents and staff who would have to use other areas of Southsea thus just moving the amount of cars to another area of the city. I also think it may encourage some 'flustered' parents to make poor parking decisions in and around the local area as they will be apprehensive about finding somewhere to park in order to collect their children.

67. St John's College Employee, Grove Road South

I object to the proposed changes as it would make running and attending the wide range of after school activities such as parents' evenings, staff meetings, study support groups, more difficult for me. There is extremely limited parking on the school site so I frequently park on Cavendish Road. I normally drive from my home address, preferring not to take public transport as I often have several bags with me which are too heavy and cumbersome to take on the bus or train. Added to this are the relatively high costs of public transport compared to driving. I try to cycle when I don't have a lot of books to carry but there are still times when bringing a car is a necessity; being able to park on the surrounding streets with no restrictions is essential for me.

68. St John's College Employee, Grove Road South

I am not a resident at the proposed parking zone, but usually park my car on the proposed parking zone. I think those who are parking their cars on these roads (working people) will be happy if you change the time "MD Permit holders only" to 5pm to 7pm instead of 4.30pm to 6.30pm as most people finish their work around 5pm. The residents will also be happy because most of them reach home after 5pm. I do not appreciate introducing or lengthening double yellow lines on many roads in this zone.

69. St John's College Employee, Grove Road South



There can be key times when there are parents' evenings, meetings, or other after-school events which would be impacted by a two-hour parking restriction within the 4pm to 7pm limits that appear in other zones around Southsea.

The parking zone will impact on parents, many of whom come from outside the city, particularly when there are larger events and the school site is unable to accommodate everyone. If the parking zone is put in force then some form of register should be available so that staff can park in local roads and, on days when there is a school event, not be subject to a parking notice if they are working late and they have been unable to park on site. However, this should be limited only to those days when there is an afterschool event.

70. St John's College Employee, Grove Road South

I, like many of my colleagues, live outside the city and therefore drive to work. As the college has almost no parking provision and there are already restrictions in place to the west of Grove Road, I have no choice but to park to the east in the Nelson Road / Albany Road area. Due to the bulky and often sensitive materials I have to transport between home and work, public transport is not a viable option.

I also run the after school care provided by the college and do not leave work until around 6:00 PM on most weekdays so would be affected by the proposed restrictions and I do not have the opportunity to move my car between my school and after school duties before the restrictions start.

The timing of the restrictions (16:30 to 18:30) would appear unnecessary as there are always multiple parking spaces available when I leave work as shown in the attached photographs taken over several days.

If the proposed parking restriction is introduced, with the hours I have to work and with all of the other parking restrictions that are already in place in the surrounding area I am going to be in an extremely difficult position as there are no alternative places for me to park.

I look forward to your response and your justification for introducing the parking restriction when it is clear from the attached photographs that in the area directly to the east of St John's College it is unnecessary.

71. Resident, Hamilton Road

Am I right in understanding you're proposing impose permit holder parking for 2 hours a day, between 4.30pm and 6.30pm, 7 days a week? Or is this a mistype and it should state between 4.30pm and 6.30am?

Please may I also check my understanding of 'marked bays' and the implication of this? What would this mean that for roads, such as Hamilton Road, where people park up on the pavement on both sides of the road? Would it mean that one side of the road would become marked bays that are fully spaced on the road? With the other side of the road, would it be marked with double yellow lines to ensure traffic could still get through or is there a reliance on people's common sense? Or would the marked bays be up on the pavement?

I do not support the proposed 4.30pm-6.30pm permit time. I do support the implementation of marking permits overnight, eg 4.30pm-6.30am, or for 24 hours.

I believe the 4.30pm-6.30pm proposal does not solve the current parking issue and, depending on how it is implemented, will actually make it a lot harder for residents to park.

I also cannot see how the 4.30pm-6.30pm proposal reflects the results of the residents survey. Most people noted that the most difficult time to park was the evening and overnight, of which 4.30pm-6.30pm doesn't cover these times. The survey results also noted that the Kings Theatre has an impact on parking and, with most performances starting 7/7.30pm, the proposed permit time finish of 6.30pm does nothing to resolve this issue.

I would like to be clear that I fully support the implementation of parking permits overnight or over 24 a hour period, 7 days a week. Both of these options reflect the responses to the residents survey.

I do not support the proposal of parking permits between 4.30pm-6.30pm. The current proposal does not reflect the results of residents survey and I believe it will make parking more difficult for residents.

72. Resident, Hamilton Road

I understand the current proposal is to implement resident's parking in the roads around my house for two hours in the evenings. The first permit will cost £30, the second £100.

The previous time I was asked for my opinion re this I voted not to implement. On the more recent flyer there was no opportunity to say no, only spaces to comment on whether there was a parking problem.

I do not welcome any parking scheme. I park in my garage, my partner has always been able to find a space, often over our garage. So at present we have no problem parking, for free. Under any parking scheme we would presumably still have no problem, but we would have to pay £130 not to have a problem.

The only problem I do have is when people park across my garage, trapping me outside or inside. I would be forced to but the second permit at £100 for those times that people stop me parking, adding further annoyance.

The council have been completely unhelpful on the occasions I have been trapped inside my garage.

Our neighbours have lived here for many years and do not note a problem, and are also not in favour of any parking permits or restrictions.

Meanwhile, other friends in other parts of Southsea either have the permit system but still can't park, as it is residents trying to park that is mainly the problem, or in one case do not have permit parking, but live in the only road in the area that doesn't so now have a problem parking when they didn't before permits were introduced.

Permits are only for making money for the council and don't help residents to park.

It says on the flyer that Labour 'support a 7/24 or overnight solution'. What would this entail, and how much would we then have to pay?

It is good that I won't need a permit to park over my garage, though I fear that will mean others will do so even more! I will make a sign as the white line isn't a deterrent.

Displacement from other permit areas does create problems, as mentioned in my last email.

Making everywhere have to have permits doesn't solve things because as you say the key issues are multiple occupancy/ two car households. Most people like ourselves have no choice about not having two cars as we need them for work.

73. Resident, Hamilton Road

I would like to register my opposition to the above proposal for the following reasons:

1. In reality it is an additional tax for us to live where we are and to keep a car.
2. It will adversely affect the small business at the junction of Hamilton and Brandon Road.
3. It effectively penalises us for having visitors to our house.

74. Resident, Hereford Road

I would like to express my objection to the implementation of this residents parking zone.

I did not receive the 'informal' survey form to have the opportunity to object before.

I do not believe that this scheme will improve the situation, just displace the problem elsewhere.

75. Resident, Hereford Road



I have read the full text on the sign post and am dismayed with the proposal. A permit scheme is surely welcome but the one proposed will worsen the situation during the day time hours. The proposed time parameters of permit holders only period is between 4:30 and 6:30PM will do nothing to solve the problem during the day. Actually, by reducing the parking spaces within the areas by introducing new double yellow lines this will make it impossible for us to find a space in our road to park during the day. This will cause an even worse displacement issue in our area if the new parking zone is not equitable to its surroundings.

The only reasonable proposal would be to make it a 2 hour limited parking with no return within 4 hours except for permit holders. This is exactly how it is done in the surrounding areas with complete success.

Again, we welcome the institution of the MD parking zone but only if it is designed to help the problem of parking. This proposal does not. The survey sent out for public consultation did not mention anything about this time period and was therefore wholly disingenuous.

The time proposed is totally inappropriate for our roads. There is no parking problem when we return home from work between 4.30 - 6.30PM. The list of contributory factors is incomplete. Staff and Faculty from St John's college fill our roads - Hereford, Albany, Cavendish, Stafford all day from 8.00 AM to 3.00PM. The time of this proposed restriction would do nothing to ease the problem which impacts us the most. We cannot park in our roads during these hours. It is impossible! An earlier time of MD Permit Holders Only' say between 8.30AM-10.30AM would encourage this population to park in the car parking facility owned by the college or choose to no longer arrive by private car.

It is critical that you realise the proposed time that is suggested does not suit the needs of our roads.

St Jude Ward Councillor response -

The particular problem in Albany, Cavendish and Hereford Roads and in parts of Nelson Road underlines why a Southsea wide parking zone would not work. These roads have a particular problem which is the staff and, so I am told, a few of the senior sixth formers from St John's College parking in the roads during the day time. These roads suffer less from the evening parking problem than those on the east of Victoria Road South but they do have a daytime problem in these few roads which is different from the rest of MD.

76. Resident, Hereford Road

I am writing to ask you to reconsider the newly proposed MD parking zone in our neighbourhood.

I am quite frankly dismayed with the proposal. Whilst I support a permit parking zone scheme, the one proposed will worsen the situation during the day. The proposed time parameters of permit holders only period is between 4:30 and 6:30PM will do nothing to solve the problem during the day. We will be forced to pay a fee to allow visitors to park in our road during tea time! This will cause an even worse displacement issue in our area if the new parking zone is not equitable to its surroundings.

The only reasonable proposal would be to make it a 2 hour limited parking with no return within 4 hours except for permit holders. This is exactly how it is done in the surrounding areas with complete success.

Again, we welcome a parking zone but only if it is designed to help the problem of parking. This proposal does not. Please I hope that you can do whatever is in your power to and reconsider the proposal.

It should be possible to change the timings from those on the Traffic Regulation Order without going out to consultation again. While I think that the proposed hours might work east of Victoria Road, the area west of Victoria Road is a different situation because our parking

problem is different. It is a school and shops problem not a restaurant, theatre and pub parking problem.

I have also just received an update from Portsmouth Labour on the Parking meeting. – thanks for that update and you continued efforts in this regard.

77. Resident, Hereford Road

I support the residents parking zone MD but not with the time parameters proposed, I am happy to pay for a residents permit. I would like to see the 3 hour visitor with no return within 4 hours which is effective in adjacent areas to my neighbourhood KB, KD, LA and LB being implemented.

At my age it is important when family come to visit me, now when they visit they / I will be charged for a family visit, my friends living near me in KD can have their family visit without being charged.

On another note It is very clear that the newly proposed MD zone has been incorrectly accessed, most probably just because its convenient when drawing boundary lines on a map, but this Zone assessment will have a permit lifelong affect on residents.

If the Zone maps are studied all parking Zones which have a boundary with Elms Grove and Kings Road have the "Visitors and non-permit holders are entitled to three hours free parking" (free hours vary in different Zones) these Zones are KB, KD, LA and LB.

The below roads fall into the aforementioned Zone conditions so should be joined with KD, they are of the same Owens conservation area and same neighbourhood street layout -

Nelson Road, Merton Road, Cavendish Road, Albany Road, Hereford Road, Stafford Road
The Thicket

It makes no sense to combine the above mentioned Roads into the MB and MC Zoning restrictions which are to the East of Victoria Road North and have a boundary with Albert Road and are more to do with the Bars, Restaurants and shops.

Please can you send me an explanation as to how you came to your conclusion that Nelson Road, Merton Road, Cavendish Road, Albany Road, Hereford Road, Stafford Road and The Thicket should be made part of Zone MD and not amalgamated with Zone KD

78. Resident, Hereford Road

I wish to object to the proposal as outlined. I would stress that we are all in favour of the introduction of this residents parking zone which I believe would be very beneficial for the are but regrettably not in the way it is proposed.

Our reasons for objecting to the zone as proposed are these:

1 Our principle objection is that the proposal gives very little priority to residents who will be paying for their permits. The only benefit is for two hours a day and totally fails to address the overall problem which is semi-permanent parking by non-residents during the day and in the evening

2 There appears to be no suggestion that non-residents should be limited to a maximum number of hours (say 2 hours) with no return for a further period. The biggest problem we have in Hereford Road during the day is parking of vehicles owned by office workers in Victoria Road and people working at St John's College and the ability to park effectively all day until 4.30 pm would act as little or no deterrent to them and will I believe perpetuate parking of this nature.

3 We have a plethora of vans parked in the Hereford Road during the day time which serve not only properties in Hereford Road but elsewhere in the vicinity. Of course, we have no objection to vans parking for short periods whilst dealing with adjacent properties but without a time restriction during the day the proposal as outlined would in no way address that problem.



4 During the evening when there is a show at the Kings Theatre it is impossible to park in Hereford Road because this road (and I believe other roads in the area) are taken up with vehicles of people visiting the theatre. The proposal does not address this issue at all. Again a limitation of say two hours with no return would we believe address this.

5 The Council seem to presume that all residents in the area work and the proposal only really addresses people returning home from work. There are many residents like ourselves who are retired or are at home during the day for other reasons for example to look after children whose needs are completely ignored by the proposal as it stands

6 How it can be argued that a two hour residents only restriction between 4.30 and 6.30 pm is more flexible and more efficient to enforce is beyond me. It is clear that the proposal is entirely inflexible and fails to address the problem in Hereford Road and I suspect most of the other roads included in the proposal. It may be easier to enforce so far as the Council are concerned but I suspect that the Council rely on residents reports rather than its officers for enforcement. Our fears about Council enforcement are founded on the fact that the Council completely fail to deal with parking on double yellow lines in Victoria Road at its junction with Hereford Road where the lack of visibility makes this an extremely dangerous junction for all who use it.

7 We would like to see residents only parking between 4.30 and 6.30 and parking for non permit holders restricted to two hours with no return for two hours. This would we believe act as a significant deterrent to those who currently use Hereford Road other roads in the area as free parking for the day.

8 It seems to us that the failure to issue physical permits is an entirely retrograde step. It means that as residents we will not know whether someone parking outside our property has a permit or not. This means that enforceability rests only with Council officers and for the reasons stated above we would have no confidence in the zone being properly policed. Perhaps you would let us know how many enforcement officers the Council currently employs to cover the 36 Parking zones within the city. Presumably there are designated officers to cover this as opposed to traffic wardens whose duties are principally concerned with illegal parking on double yellow lines, time restrictions for meters and the like.

We very much hope that you will take account of these suggestions and understand why in our view and we would suspect many others feel that your proposals fail to address the problems that we as residents face. We stress again that we are totally supportive of the introduction of permit parking with the right restrictions and have no objection to the charges provided we receive a fair benefit in return.

79. Resident, Inglis Road

The current parking situation with the recent introduction of 2 controlled MB/MC zones has become intolerable.

However, I do not support the idea of ANY resident parking scheme in Southsea. Parking is always going to be an issue in such a densely populated area, but we need to have freedom of movement and the ability to park in surrounding areas, if our own controlled zone is full up.

If we must have a resident parking scheme in Southsea, the zone should be one zone and cover the whole area of Southsea, thus giving residents freedom of movement. These small broken up zones are very restricting to residents.

Parking meters could be more widely introduced to allow visitors to park in certain areas such as Albert road.

The recent introduction of the MB/MC zones has had such a negative impact on our quality of life - I do not exaggerate - that I am considering leaving Southsea. It is terrible that it has come to this because I have lived here for many years.

80. Business, Inglis Road



1. How much will it cost me to keep my own Transit van on the street?
2. How much will it cost for my employee to park on Inglis road six days a week? He doesn't finish work until 5.30 p.m.
3. On average we may have 3-5 cars awaiting collection up until close of business 6.00 p.m. What type of permits will be required for this? And how much will it cost me?
Even though we are a relatively busy workshop, I am struggling to keep the business afloat, we are being 'milked' from all sides, we have Brexit looming and now this? Considering the adverse effect this will have upon small businesses, why not wait until we have at least partly survived Brexit, c'mon, let's have a little forward thinking here.
I would also add, like many small businesses, we are so much more than a 'garage', servicing and repairing cars (no car sales). We are very much a hub of the local community, we take in parcels everyday awaiting our neighbours return from work. On several occasions I have spent time with a resident, helping her with her keys, her phone, her T.V., she is suffering with dementia and needs keeping an eye on. I've spent hours helping another resident (now in care), once it took me an hour, as I had recently suffered a broken neck and back and was still strapped up. Several times helping a local family, the husband with advanced MS and the wife with emotional support. Carrying the furniture up the road for the lady at a downstairs flat. Swapping washing machines. Bulb changes, fuse changes, smoke alarm batteries for several of the older residents. I also rescued a local lad in a fight with several youths involving a knife...I could go on and on.
Please think before you implement such a scheme, you may eventually be partly responsible for closing businesses such as mine down. Then what little community we do have will be all but dead, and so will increase the ever rising mental health issues we already cannot cope with.
Simply put, I do not support or wish to have a residential parking scheme in this area. Ultimately it will make little difference apart from the costs involved.

81. Resident, Inglis Road

I wish to object to the proposed new residents parking zone for Inglis Road (MD Kings Area). I believe that this will have a detrimental effect on the community and the prosperity of Albert Road. It will also influence my voting in local council matters.

82. Resident, Inglis Road

I wish to object to the proposed new residents parking zone for Inglis road (MD Kings Area) as I believe that this will have a detrimental effect on the community and the prosperity of Albert Road.

83. Resident, Inglis Road

I wish to object to the proposed new residents parking zone for Inglis road (MD Kings Area) as I believe that this will have a detrimental effect on the community and the prosperity of Albert Road. I'm not emailing with just objection but also a possible solution. I Believe moving parking to one side of the roads in the area and bringing in diagonal bay parking will be a better solution as this limits peoples ability to poorly park in town and guarantees a set amount of spaces.

I know it's not my place to remind you but the council is designed to help and support the community with good ideas, this isn't a good idea it's just moving the problem and annoying many of the local including the ones already under the new parking zone restrictions.

84. Resident, Inglis Road

I am in favour of a residents' parking zone, but think the current proposal needs refinements. The parking situation in my road has now reached critical. You cannot park in your road most of the time at the weekend and after 5pm on a weekday.

It is obvious that given the space outside houses on the even numbers side that people should only be able to get a permit for one car. The other side (Odd numbers) have garages at the back in some cases, so these houses might reasonably be allocated two residents permits. Some houses are multi-occupied. If any of us are ever likely to be able to have a visitor who can park at all nearby, no house should have more than the one (or two permits). Ideally the zone should be residents only with parking from others allowed up to one hour with no return to the zone (as in parts of Old Portsmouth). This would help reduce the number of cars left for longer periods without paying and movements between zones of third and fourth cars - top avoid charges for permits. I know the latter to currently be the case in our area. Since January 1st we have had a number of cars from non-residents parked for weeks at a time. Owners clearly do not even need these cars regularly. Paid visitor permits bought by households in the zone are a good idea and should limit the selfish behaviour noted above.

85. Resident, Inglis Road

Is there going to be a voting form distributed as there has only been an informal survey so far, of which only 13% responded albeit 70% of those requested a parking zone.

The distributed letter has no details of time lines or processes for the proposed zone, will that be distributed.

Like a lot of people I object to a piece meal parking zone strategy as although Inglis Road will benefit from the scheme it will disadvantage those roads adjacent that are not in a zone, just like Inglis Road has been affected by the MC Zone. I request the council look at a city wide approach either no parking zones or 1 large parking zone.

I recently attended a parking meeting where it was suggested that each person on the electoral register could apply for a vehicle specific Portsmouth Parking Permit, with a similar cost as already used by the council, and then if there was any spare capacity then non electoral residents could apply for a permit. This sounded a quite reasonable solution and had a lot of support from those present at the meeting.

I understand that parking in the most densely populated city in the UK is difficult and you have a thankless task where you will never please everyone but I hope my comments above are taken in the light of offering a different solution.

Many thanks for the response and the informative information about the whole city that I was unaware of and clarifying the survey process.

As said previously you have a difficult job and hopefully it ends up with a result that although it won't please everyone it will address the discontent between adjoining roads that are either in or out of a zone and the displacement parking issues that causes.

On the whole city parking couldn't the central areas, Milton, Southsea, Fratton etc. have a whole approach? And those further afield like you mentioned can remain without one?

The official Portsmouth visitor website only refers to the city as being the central hub, for example, it states there are 3 train stations in Portsmouth it discounts Hilsea, Cosham and Portchester so when we talk about city wide parking we are probably talking about the same area of the central hub as depicted on the councils official website.

How do I make a proposal that is discussed by your team and/or the council team.

My proposal as before would be in the boundaries of the central city to have 1 parking zone that encompassed it all. Within that zone residents on the electoral register would get a parking permit, if they wished to have one and a cost could be charged. The council along with the University could look at some of the university sites that would be suitable to park the

student vehicles, thus taking them off the residential streets. This area does not need to be a full blown car park it just needs to be capable of taking vehicles. We know that most student cars stay put whilst they are in the city during term time apart from the occasional weekends. Other Universities use this approach and it's a bit like leaving your car in a field at the airport whilst you go on holiday. After the electoral registered residents and student cars are accounted for then non electoral registered residents could apply for any remaining permits on a first come first serve policy. When I go and work in other cities with parking restrictions I normally have to place my car in a public car park and incur those charges, and that is not unreasonable. The zone should also have a visitor time zone like some already have it you can park without a permit for 3 or 4 hours without penalty.

86. Resident, Lawrence Road

I would like to object to the decision of the introduction of MD parking permit proposal to be introduced.

I have been at the receiving end of a PCN in the road off of Lawrence that was due to a parking scheme introduced unbeknownst to me as a regular place for me to park, given the lack of spaces on Lawrence road. I appreciate that the area is densely populated and cars are overflowing, but it hasn't required more restrictions as few visitors are parked so the cars that are parked here, usually do so justifiably as residence.

I have already contested and been rejected the PCN I received.

There is severe difficulty parking in the area as it is and to have a permit zone introduced and a requirement to pay for a permit, along with the complicated and unreasonable restrictions related to this I find it unacceptable that you are making it even harder and more expensive.

There is only parking on one side of the road so it is not realistic that you will be able to offer enough permits to cover every resident on this street.

Portsmouth has to be the least empathetic council for parking and has a poor operating ethic.

The approaches you take and restrictions you create on top of an already oversaturated area is not fair and is penalising the residents and creating more stress for the likes of myself, dealing with mental health issues as it is, and now having financial pressures from such fines and schemes is creating pressure that I cannot afford on multiple levels.

In respect to this email I would ask for a review of my PCN refusal on top of my expression of displeasure related to these changes.

87. Resident, Lawrence Road

I wish to register my objection against the MD parking zone in Southsea. It should be thrown out or changed.

St Simons Road should certainly be excluded from the MD zone.

88. Resident, Lawrence Road

I am writing to object to the proposed parking restrictions in this area.

I am already suffering from the impact of an inappropriately applied parking restriction resulting in displacement of cars and commercial vehicles in the area around my house. It is now a rare occasion that I can park within a 0.5 mile radius of my house. Having a 2 hour restriction at the end of the day (4pm til 6pm, 5-7pm etc) doesn't stop commuters or commercial vehicles as they simply move the car further afield temporarily.

Another parking restriction of this sort will mean complete difficulty and displacement to the few areas where there are no restrictions.

The massive impact to Mayville school and other businesses within the proposed area is massive and inappropriate.



We need a Portsmouth wide strategy for parking, not area by area. Where necessary a 3 hour restriction (anytime of day) is more suitable if you are looking reduce commuter without impacting locals. Commercial vehicles should not be allowed to park on the limited street parking and they should be charged significantly to encourage them to park in empty car parks overnight such as NCP or ocean retail parks.

89. Resident, Lawrence Road

I would like to register my objection to the proposed MD Kings Area parking zone (TRO 15/2019)

I would like the status quo to remain so that the available but limited parking can be used by any resident, business or visitor in this area, as and when they require it.

I don't believe there is a problem in parking here and I have lived in Lawrence Road for many years with a car.

Therefore any imposition of a parking permit requirement is an unnecessary burden in terms of cost, restrictions and inconvenience to the free use of available space for 2 hours a day.

My opposition is further determined by these additional points:-

1. The size of the zone and the variation of usage within that zone.

One size doesn't fit all. Potential issues that may be perceived in Lawrence Road (residential close to retail) will be different to Albert Rd (business and retail) and roads which have a large number of HMOs may have perceived issues parking in their road due to number of students etc.

2. I understand that only one address in a block had a leaflet delivered to them, which means missing out 50 plus flats. They have on site permit parking but it would still impact them e.g. visitors or contractors.

3. I would like to know if all residents who live in the zone, including non-car owners, has received notification of this proposal and the opportunity to comment. A serious flaw in the public vote.

A parking zone does not enable residents to park outside their house or even in their street because the space could be taken up by visitors or contractors on any given day.

Lawrence Road has parking on only one side therefore the even numbered properties, who are included in a neighbouring zone, will purchase Visitor permits thereby legally reducing spaces for the odd numbered houses.

Finally, I reiterate that in my opinion there is no issue with parking in Lawrence Rd and I therefore oppose this new zone with all its unnecessary costs and associated inconvenience.

90. Resident, Lowcay Road

My understanding is that a Parking Permit is only needed between 4.30pm to 6.30pm. Does this mean that, outside those hours, parking will still be free of charge?

If my understanding is correct, it will not help the parking congestion we currently have on our road. In fact, congestion occurs after 6.30pm, as Lowcay Road offers free of charge parking spaces, while the surrounding roads do not, so people are inclined to park their cars overnight, even though they do not live in Lowcay Road, causing residents, like me, to struggle finding parking space. To make things worse, in Lowcay Road, the Southsea Waverley Bowling Club is usually hired for parties, bringing more people looking for parking spaces after 6.30pm. It would be more useful in Lowcay Road, to have the "MD Permit Holders Only" hours from 6.30 to 8.30 or later. If my understanding of the plan is not correct, could you please advise a better interpretation of it?

91. Resident, Lowcay Road



We object to the scheme because of the restricted permit only time- this doesn't solve the biggest problem for us which is never finding a space if we get home late i.e. between 6.30pm and midnight- the bowls club is the biggest problem for us.

If someone gets home from work by 6.30, they can generally get a space nearby.

There is a safety issue here- our daughter often get home late/ in the dark, and it is a risk/ concern if they are having to walk home alone having had to park the car many streets away (eg Craneswater)

As proposed, it would be a waste of our money.

As proposed it is an opportunity missed. We feel we were "sold a dummy" in the consultation.

As a matter of interest, did you choose the times because of representations from the likes of the bowls club?

92. Resident, Lowcay Road

I am in support of a residents parking zone however I do not agree that the 4.30-6.30pm restriction will bring any parking benefits at all in the road I live on, Lowcay Road. The busiest times for parking on this road and those nearby are in the evenings from 1830 - 0800 and at weekends/bank holidays from 0900-1800. As a result of the limited area for residents to park each night, drivers often leave their cars parked on yellow lines and in my particular area, this has potential consequences as it could potentially limit the access of vehicles such as fire engines should there be an emergency.

The proposed parking scheme will therefore bring little or no benefits to the parking problem in the area that I live. Instead, this scheme will impose yet another 'tax' on residents, which in my case will cost £130 per year (plus additional costs for visitor parking ticket charges). I feel extremely concerned that this proposal should be reviewed as whilst the 4.30-6.30pm scheme is a really good idea for areas near stations like the scheme introduced near Fratton station, the issues are different on the South side of Albert Road and the proposed plan should reflect this.

93. Resident, Lowcay Road

Although I am generally in agreement for the need to have a residents parking zone in my road I simply do not agree that the 4.30-6.30pm restriction will bring any parking benefits at all in the road. The busiest times for parking on this road and those nearby are in the evenings from 1830 - 0800 and at weekends/bank holidays from 0900-1800. In fact, there is normally no problem at all parking between 1630 & 1830. As a result of the limited area for residents to park each night, drivers often leave their cars parked on yellow lines and in my particular area, this has potential consequences as it could potentially limit the access of vehicles such as fire engines should there be an emergency.

The proposed parking scheme will therefore bring no benefits to the parking problem in the area that I live. I find it quite disgusting that this proposal will cost me £130 to pay for a 2 hour parking restriction that simply does not cause a problem. How can that be fair? The timing for the scheme should be reviewed and cover either the full 24 hour period or at least from 1630-midnight.

94. Resident, Lowcay Road

I am in favour of the parking zone BUT I have a few queries:

Why is it being introduced piecemeal instead of as a co-ordinated strategy across the city? Of course people will complain about the knock on effect when it is only introduced in some areas. We are now suffering badly since the zoning was introduced north of Albert Road.

Why does the letter say permit parking applies 4:30-6:30 pm?

1. This is very short

2. Why start at 4:30? This is unfair to businesses that don't close until 5pm and to parents picking up children from nearby schools



How will the revenue be used? Hopefully on frequent and reliable public transport services and more park and ride schemes. We bought a cheap second car because daily bus fares would amount to £15 per day for our family to get to school and work. Not viable and not convenient. I find aspects of this very concerning. The parking restrictions should be in place AFTER 7pm to protect residents from the effects of people parking in residential areas whilst enjoying nights out on Albert Road. These people should be discouraged from driving anyway as they are probably consuming alcohol. This timing causes severe inconvenience to those, such as myself, who often return from work after 6:30pm or have to go out later for evening work. I will be paying for a permit for nothing. Also, your assertion that people use buses to go to the King's Theatre is not very plausible. Buses in the city are expensive and infrequent - are you saying that you could get a bus to the King's Theatre from ANYWHERE in Portsmouth? The proposed introduction of 2hrs of protected parking for the price of the permit is ridiculous. The knock on effect in our area of the latest zoning has been almost immediate. Wimbledon Park Road and Lowcay Road looked like a commercial van park last weekend - builders and others are now using these streets as a free parking zone for their vehicles over the weekend. There were around ten of them left there all weekend and the problem is increasing. This piecemeal approach will not help - I was a supporter of parking zones, but these schemes are quite clearly not going to work and I have changed my mind about them. Unless imposed city wide, don't impose them at all. Most of the revenue just goes to private parking firms anyway, so has no benefit to the people of the city. I suggest somebody does a serious survey of the area at critical times such as evenings and weekends to see what has happened recently and when the permits are actually needed. Meantime, I will now join the campaign against them.

95. Resident, Lowcay Road

I am writing to formally object to the proposed residents permit zone (MD Kings area) that has been outlined in our recent mail. I have never had a problem parking on my street, and feel that residents permits would be an unnecessary cost as a household with two cars. I also have family that visit regularly and feel that this proposed zone is simply a council trick to extort more money from local residents.

96. Resident, Lowcay Road

We are writing to object once again to the proposed residents parking zone, now named MD KINGS AREA. We have opposed the introduction of residents parking at every informal survey since the first suggestion, which was more than 10 years ago.

On this occasion it seems almost invalid to continue with the proposal based on such a small percentage of the residents responses. You pointed out that the 13% response was comparable to previous years so why did it lead to a proposal this time? It therefore appears that the council have decided that it will happen no matter what and is simply a revenue stream.

Whilst we accept that your findings lead you to say that a two hour restriction has the same effect of deterring long term parking as a 24 hour scheme, and will be easier, and one hopes cheaper, to enforce, the choice of that 2 hour slot is not helpful as most return from work later in the evening. One hopes the chosen time has not been decided by when enforcement is available. As I write this email, at 4.30, there are a dozen spaces available just outside suggesting that there is not a demand for spaces that early. Also your informal survey showed that, of the small number responding, the majority, 38%, said problems with parking occurred in the evening against 16% in the afternoon!

In addition, as has happened in other areas, to avoid payment, people are likely to park second cars just outside the area and probably leave them there. In our case this will be Allens and

Gains Road. Those residents when returning from work will have no chance of parking near their homes and will park in our road after 6.30 therefore compounding the problem for those returning later than 6.30.

We have never felt that parking is an excessive problem in this area however we predict it will become so if a residents' parking zone is enforced.

97. Resident, Lowcay Road

I firmly believe that introducing a residents' parking zone within the MD Kings area will not make any positive difference to local residents. The specific restriction of 'MD Permit Holders Only' between 4.30pm-6.30pm reportedly aims to deter long-term parking and to improve parking opportunities for residents when the parking demand is highest (when the majority of residents return from work). Parking problems occur in the evenings and at weekends when most residents are at home because there are not enough spaces in the road for all residents' cars and not during the controlled hours. The attendant permit charge adds insult to injury, rendering residents with cars financially responsible for the cost to the council of providing a service that will not ameliorate the problem it purports to address. Further, a financial penalty for residents who have a car but, for sound environmental reasons, do not use it to drive to work (or opt to leave it in the road late afternoon/early evening at the weekends) would seem to run counter to the reported aim of encouraging people to consider alternative ways of getting to work.

I also object to the requirement to pay for visitor permits. Instead, I would suggest that qualifying residents should be granted up to 24 free visitor permits per annum to dispense to their visitors (including tradesmen) as required.

Further, my understanding of controlled parking zones is that they do not a guarantee a parking space and, rather than alleviating problems, they reduce the total amount of parking available (if a road is laid out using yellow lines and marked parking bays, there are fewer opportunities to park legally, thus the total amount of parking space is reduced).

Finally, please would you demonstrate that a majority of MD Kings area residents were in favour of the proposed residents' parking zone when they responded to the informal survey.

98. Resident, Lowcay Road

Although you call this area MD Kings Area, you do not mention the Kings Theatre in your parking proposals. This is the so called elephant in the room. It is a magnificent theatre and I am concerned that it will see a reduction in audience numbers if these plans go ahead. I would have liked to see some mention of the Kings Theatre, to show that you had considered any possible impact. There should have been a parking area on Exmouth Road. I know that Waitrose allow parking in the lower part of their carpark, but that is a considerable walk for some people, mainly the elderly.

I therefore do not agree with these plans.

99. Resident, Lowcay Road

I am fortunate to live on Lowcay Road where there is a lot of open green space in the surrounding area and it is therefore less densely populated with housing and from what I understand there aren't many HMOs than other parts of Southsea. This said parking is still a problem for our road at school pick up time when many parents park in the street to collect their children from St Swithans and Southsea Infant schools and after 6pm when most people have returned from work. Sunday's are a particularly busy time in the street also as nobody drives anyway due to fear of not getting a space when they return.

Although I am in support of a resident parking scheme for Southsea generally, I think the proposed restricted parking times of 4:30 - 6:30pm will do little to help the existing parking



issues as this period is when there are fewer cars parked along my street. In order to help residents park outside their own homes I would propose the restricted parking times to be 5pm - 7pm if it has to be a 2 hour period or if possible extend it from 5pm - 9pm. This would ensure people in the street are able to park a convenient distance from their homes. It also will ensure peoples safety. As a woman and a mother of young children, being unable to park near my house in the evenings can mean I have to walk the streets alone at night (and as I'm sure you are aware there are some less than friendly characters that reside on Waverley Road that wonder the streets at this time!). Also if I have to park away from my home and unload the car and my young children, it is less than ideal to have to walk any distance back home.

I would also like to see the visitor parking arrangement extended as my mother travels every fortnight to look after my children whilst I am at work for a few days and the proposed 24 hour visitor pass would not allow her to park for the length of time required. I would like to see an option for an extended visitors permit, particularly for carers.

I am NOT in support of the proposed parking zone for the reasons I listed in my email. If you were to review your proposal and make the follow changes then I would be in support of a resident parking zone in my area:

Extend restricted period, preferably 5pm - 9pm or even for the whole overnight period;

Extend the validity of the visitor passes to cover a 36 hour period;

AND (I realise I didn't make this point before) make the first permit free of charge as originally proposed by the Lib Dem's, and have a significantly reduced 2nd car permit in the region of £30-50.

As I said in my previous email. In general, I am in support of my area having residents parking as parking is at crisis point in the city. This along with traffic congestion!

100. Resident, Lowcay Road

In relation to the proposed parking permit introduction I would like to vote AGAINST it being implemented.

101. Resident, Merton Road

After ticking your yes box to this part of Southsea requiring parking permit I was very surprised to see your reaction, "Merton, Nelson, Cavendish" and "Albany" Roads are full parked upon from 0730 to approx 1700 and to put parking restrictions on between 1630-1830 when it is actually easier to park for residents is ridiculous and in my mind has not been fully thought about.

All these roads are used for daily parking by St John's college staff, teachers and pupils, the shopping precinct staff (Palmerstone Road) including Waitrose, Halifax bank, Iceland, Thomas Cook and Specsavers and possibly more. May I request please that you look at these timings again and consider what we go thru daily, weekends included. If the timings were amended to say anytime between 10.00&1500 in a 2 hour slot to us would be helpful in our abilities to park thru-out the day time.

The proposed parking zone could very possibly assist parking in the rest of the zone, but as this area is settled between St John's College and Palmerstone Road it does require more thought.

If you proposed timings are to suit the availability of the wardens then may I suggest employing more as they do more than give out tickets they are excellent at giving advice on road matters etc. I also do believe that your MD kings zone is too large to enforce and this could be assisted by making this area a small selected zone with obvious problems of its own not found in the rest of the zone.

In anticipation of one day being able to park within a safe walking distance of home.

102. Resident, Moulin Avenue



I do not think we need the proposed parking zone. I do not want to pay £30 a year to park my car. That is a lot of money, and I am already on an extremely tight budget. I don't mind parking my car somewhere else and walking to my house if there isn't a space in my road. It is not an inconvenience for me, and I do not think this proposed scheme provides value for money. The road is full at that time because people are returning from work. Those same people will still be returning from work at that time, so I do not see any benefit. Our road has lots of parking space in the day, and only fills up as people come home in the evening. So that will still be the same situation, but I will now have to pay £30 for it.
So I would like to register my objection to the proposed scheme.

103. Resident, Moulin Avenue

I am highly AGAINST this proposal. This will not make the parking in the area any easier. I refuse to pay for permit holders badge for the hours between 16:30-18:30. Most of the time I come back from work after 1830. However I sometimes work from home and I am not happy to pay another tax to the government for no reason!
I believe that this is just another way of the council to collect the taxpayers' money.
The parking demand in this area is high from 16:00 to 22:30 including in the weekends and in the summer, so this restriction not only will NOT work but on top of it I will have to pay and still have no space.
Extremely unhappy with this proposal!
NO permits please!

104. Resident, Napier Road

The primary issue I have with parking is due to performance at the kings. Especially in the Christmas period.
The proposal to only operate a 4:30-6:30pm slot will not improve parking in my road. It would need to be until at least 4:30 - 9:00pm and only residents can park (none of this 3 hours maximum stay rubbish)
Or you need to operate 24hr restricts with 2 to 3 hours periods that people can park with no permit.
I don't get home from work until 7pm and I do sport some evenings. So nothing I going to improve for me. I am just going to have to pay £30 to have my car which I need to get to work as I work all over Hampshire, East and West Sussex.
Personally I would rather not have to pay more money, So that I can continue earn a living and pay my income and council taxes.

105. Resident, Napier Road

I am writing to oppose the proposed parking zone MD zone King's area.
The time that is proposed will not help residents at all. Permit holders only between 4.30pm and 6.30pm will not have an impact on people going to the Wedgewood Rooms, Kings Theatre or people eating out which is mainly in the evening. The main issue we have is people going to the King's for shows and during panto time it is a nightmare to park and I feel this proposal won't make a dent at all in this.
Also as a household of two cars £130 seems a lot for just two hours parking with no guarantee of a space. I have seen in other areas in the past the first permit is free and then £50 for a second.
I feel this proposal is unreasonable and I would be tempted to not get a permit but it would mean parking miles from my home when I have a child.
I thoroughly opposed this plan.
I object to this proposition of a two hour week day parking restriction in this area. I do not believe that restricting parking for a total of 10 hours a week is going to assist resident parking.



This proposed restriction will be of no help at the weekend, when it is also difficult to park. If a restriction has to be introduced then it should be similar to other parking zones with limited parking of up to 2 to 3 hours. I would prefer no parking restrictions to the 2 hour a day suggestion.

Your rationale for this is to assist residents returning from work, but at present when I return home between 5.30 and 6pm I don't have an issue parking. I only have trouble if I get home after 7pm, which the two hours will not cover.

I would need to purchase two permits at a cost of £130 for a year to be able to park in my road or surrounding area for 10 hours a week. Whilst in other parking zones it is the same price with greater restrictions.

106. Resident, Napier Road

I am writing to oppose the MD permits Kings Area.

I feel £130 for two cars is expensive when the residents' only parking is 430 until 630. I have lived in different areas of Portsmouth - Baffins where of you can home after 6 you couldn't park, North End which was slightly better but Southsea hasn't been that bad for parking only on busy Kings Theatre days.

I don't feel the parking permits will be sufficient and don't seem to take into account events taking place on weekends, such as the Great South Run where it can get busy.

107. Resident, Napier Road

Based on the success of the permit scheme in my last road, I disagree with the proposed scheme and would rather see a full 24 hour residents scheme with the ability for 2 hour parking to allow people to shop and access the local shops on albert road. I want a balanced and considered approach that works for the residents (ie. I will not be happy to pay for the current scheme) - whilst not hampering the small businesses in our area.

The Kings theatre is an incredible venue and we must look to provide adequate customer parking or set up a direct park and ride to the theatre from the current hub on the M275 and utilise this space to carry customers of the theatre to and from the venue.

108. Resident, Napier Road

I have to object to this proposal as it is clearly more about creating a revenue stream than improving parking for residents.

To be effective and cater to residents it should be a 24/7 restriction.

The biggest effect on parking in this area is the Kings Theatre yet you have proposed a restriction time ending at 6.30pm allowing parking free in the area prior to most performances. MC, a neighbouring parking zone has a more sensible 7pm end to restriction. I do not consider the demographics of the 2 zones to be so different as to warrant different end times.

Making it harder to park free in the MD area might even encourage theatre goers to use public transport.

109. Resident, Napier Road

I am very worried about the costs involved with the parking permits, and the fact that it will only cover 2 hours, which is no good for any one!

My husband has a works van and if I have read the details correctly will be from £300 to £500 to get the permit, and he does not get home until 7 pm ish. I have a small van and again this is registered to the business, a further £300 to £500. Please also bear in mind our council tax has just gone up by £90 per year.

We are not going to receive any benefit from this permit, and I am sure we can not be the only ones.



Now.... If the permit was from 6pm in the evening to 6am the following morning, this truly would be of benefit, so much so that the costs would be worth it. I am sure you are fully aware that we are unable to park when shows are on at the Kings Theatre, Victorious festival and all the other events that take place on the Common. We can sometimes be driving around for up $\frac{3}{4}$ of an hour to find parking and sometimes have to park as far as Craneswater. I am also fully aware of the impact to the local businesses, but surely, this is where the Waitrose car park, Wimbledon Park car park, and the one behind Buckwell's should be open and free after 6pm to allow visitors still to come to the area.

110. Resident, Napier Road

The parking situation is diabolical. I do, therefore, support the introduction of a parking zone, however, I cannot support the zone which is proposed for the following reasons.

The 4.30 to 6.30 pm restrictions will cease before the parking difficulties reach their worst. Generally, if you get home for any time between around 4.00 to 6.00 pm you can usually get a space. However, after this time it is virtually impossible to get a space. Also, there tends to be difficulties around school drop off and pick up times. Many people do not have the option to leave work early in order to get home before 6.30 pm so they will not benefit at all from the parking restrictions but will still have to pay for it. Even worse, we will have to pay the same price for a permit as those in areas with a decent parking zone.

There have been many times when I have been unable to get home from work until after 6.30 and have been unable to get a parking space anywhere remotely near the house. Also, I sometimes have had to work later than usual and have not got home until between 9.00 and 10.00 pm and I have not been able to park at all and have to drive round for an hour before I can park or I have to park well away from the house. Having to park and then walk a long distance home potentially creates a safety issue, especially for women on their own.

I feel the proposed zone will do nothing to solve the problems in the area and after waiting so long for a zone, this proposal is extremely upsetting.

111. Resident, Napier Road

I received the original survey and replied stating I wanted a parking zone however I think the current proposal will not work in this area.

There are two issues in Napier Rd

- 1) Parking for teachers from the 3 schools in the area who have generally left by 4.30 when the parking zone is going to start and
- 2) Parking for the Kings Theatre and bars and restaurants on Albert Rd which does not arrive until 7pm. Often on a Friday and Saturday night cars are left until lunchtime as people drink and get a taxi back home

There are few student households with lots of cars clogging up the road. There is no problem parking at all during the hours you are suggesting. All this proposed scheme will do is make it expensive for people who live here without improving the parking situation at all.

112. Resident, Napier Road

While parking can be difficult in the area, I do not consider it sufficiently bad to want to pay the permit fees, plus visitor parking fees, for being able to park 24/7 on a public highway near our home. On balance, therefore, I write to object to the proposed MD parking zone.

I understand that in general terms the policy is based around the notion that residents parking zones help prevent long term parking by non-residents. However, we have not been presented with any evidence that suggests that that is indeed the case in this particular area, or that the existing level of parking would diminish if a zone as proposed were introduced. The proposed MD area, is not, for example, close to a station or the city centre, or in an area with a very large student population (as compared to other areas in Southsea). I consider it likely that most



households would be willing to pay for 2 permits, and that even with 'only' one or two cars per household the zone would be quite full, therefore not giving any benefits to residents. It seems likely, therefore, that residents, especially those that generally arrive home after 6:30 will end up paying for a permit but seeing no notable improvement over the current situation.

I should add that in general I support measures to encourage modes other than the private car, but packaging these up into the 'carrot' of the promise of better availability of parking is a little disingenuous. I would also suggest that if the zone indeed has the desired effect of making parking easier, this could have the opposite effect - currently some residents choose not to make a car journey as they know it can be difficult to park when they return. If this disincentive is removed, more residents may choose to make car journeys.

I would also like you to note my unease regarding the consultation process so far: I know that a number of people in the proposed zone did not receive the initial consultation, and only became aware of it once the results of that consultation were communicated. Further, the questions asked on the initial questionnaire were leading: Asking 'do you have problems parking' followed by 'would a residents parking scheme help?' is likely to elicit a positive response. The questionnaire did not contain the question 'do you want/support a residents parking zone?', which in fact is the question that should be asked. I would suggest that the nature of the questionnaire to a large degree invalidates the results of the first stage consultation. In addition to this, it seems odd to progress to a formal proposal on the basis of a very limited positive response, once the response rate is taken into account. I should also note that my household did not receive a formal consultation letter at the current stage.

Regarding visitor permits, I notice that 12 and 24hr visitor permits will be available. Given that the restrictions apply for the same two hours each day, the 24 permit appears useless. If a visitor arrives at 4:30pm, there is no benefit of the 24hr pass over the 12hr pass, as it would have expired by the time the next restriction period arrives. Could I suggest that the 24hr pass should instead be a 26hr (or as this would be an odd amount of a time, a 36hr pass) to allow the use over two restriction periods. This would help residents who, say, have family visiting for the weekend, or similar.

113. Resident, Napier Road

I am writing to voice my objections to the proposed parking control scheme.

My concerns are on 2 levels. The first is to do with the initial process of consultation and information about this, and your response to it, and secondly to the practicality of the proposed changes.

My concern with the consultation and response process is as follows.

Firstly, numerous people I have spoken with received no notification of the consultation, although I believe that every household in the area was meant to be written to. Numerous people on the community group Wimbledon Park Patch, for example, have stated they received no notification of the proposed changes in the initial request.

Next, the size of response you quote is extremely low in comparison to the thousands of houses encompassed in your proposed parking scheme area. To proceed on such a small response seems deeply flawed - especially if, as people have stated, they received no notification of the initial proposals for a parking scheme. To proceed on such a small response is deeply undemocratic. I suggest better consultation.

Next, supposing that (as seems unlikely) everyone in the area did know about the initial proposal, this still undermines the results of the initial contact you had with us several months ago. Since, psychologically, the tendency for people to respond is to express discontent, your extremely small response level indicates a large number of people content with the status quo. This appears not to have been properly considered.

Thus, the whole process seems deeply flawed from its outset.

Secondly, the proposals for parking charges and controls themselves seem arbitrary, to say the least.

Where is your data that the streets you list are being used by students and people from outside of the area at the times you wish to control? Have you collected data of number plates over a long period to show that the parking difficulties some experience in this area are indeed from outside of the area? Or have you based your proposals on anecdote and unevidenced hearsay? How can you say who is parking where, whether they live in the area or not? How do you know the changes you are proposing will make any difference? Where is the evidence? Next, supposing that you wanted to control parking to prevent problems with visitors to The King's Theatre, which is the largest attraction in the evening in this: Shows at the King's start at 7pm or 7.30pm. You are proposing parking controls up to 6.30 pm. This means that it would still be very easy for people to come to the area and park, head to the pub for a quick drink and then take in a show. It would have no influence whatsoever on these people.

It is also true that students do use their cars to come here. I believe that the tool of making all of the community pay to limit students is unfair. There must be other ways to limit student usage of vehicles. What other ways have you explored?

Next, you would be asking an average household with 2 cars to pay £130 a year for 2 hours of parking control a day. Whilst I can believe that the initial set-up from the process might be this expensive, this appears to be extremely bad value for money. Which means that surplus money from this scheme will be used to fund other road related schemes. I object to paying extra tax in this way. That is what the rates bill is for, and that is already very high.

Finally, if you want people to reduce car use, as appears to be the purpose of such high fees for extra vehicles, then it is your duty as a council to provide decent, reliable, useable alternatives. The bus system out of the area is slow and expensive,

For these reasons I think that both this whole consultation process and the conclusions drawn and proposals given are flawed from beginning to end.

I object to parking regulation being introduced here in the strongest terms.

I would also like to voice my complaint about the wording of the initial questionnaire. Your questionnaire did not ask directly whether people wanted a parking zone. It asked whether a parking zone would help that, after first asking if there is a parking problem in the area.

This is a classic psychological manipulation, and the response does not by any means mean that people themselves want a parking zone. It is a response to an abstract question. "Do you want a parking zone in your area" is a very different question, indeed.

I'm very angry that you even went forward with this. The questions were leading and forced a particular conclusion.

It's very poor that you should have led the response in this way.

You asked questions on the initial consultation that went something like this:

1 Have you had trouble parking in your area?

2 Do you think that a parking zone would make parking easier?

From this you deduced that people wanted a parking zone.

Now, let's ask the same question structure with a different subject:

1 Have you ever had a hangover?

2 Do you think not drinking would stop you having a hangover?

Conclusion: You have now agreed to give up drinking.

This is the most important part of my objection to your methodology.

You used a leading question to get people to say what you wanted. This methodology invalidates the entire process.

The way it looks to me is that you had already decided to bring in parking restriction in this area. The consultation was a sham.



Why didn't you just write to us and tell us you were bringing in parking zones, instead of this nonsense you've taken us through?

Serious question. How can you justify the leading questions you asked? An answer would be appreciated.

114. Resident, Nelson Road

I object to the proposed parking zone on the grounds that there is no problem parking currently in Nelson Road.

115. Resident, Nelson Road

I object to the proposed parking zone on the grounds that there is no problem parking currently in Nelson Road.

116. Resident, Nelson Road

The current proposals for the new Parking zone MD will only restrict parking for 2 hours a day. The main problem with parking in the Grove Road South / Nelson road area is that the spaces are used by staff at St John's College and people working in Palmerstone road. After 5.30 in the evening there are adequate spaces for residents. The time restriction you are proposing will not effect those people so you will be charging local residents a fee which will not improve their chances of finding a space near their homes.

If the parking zone was enforced 24 hours a day then that would make some improvement for the local residents.

117. Resident, Nelson Road

I do not see what benefits there are for Nelson Road as we have a considerable amount of off road parking and very little commuter traffic. Instead I can see a problem of off road parking spaces being blocked as car owners believe (wrongly) that it is OK to park across a dropped kerb if they are not blocking a parked car or using off-road parking because there is no car parked on it rather than pay for a permit.

What little non- resident parking we have is confined to Grove Road South end and are gone by 5pm.

118. Resident, Nelson Road

We wish to object to the area around our Convent/Retreat house becoming a residents parking zone MD and especially in Nelson Road itself.

We have visitors who come to use our facilities for a few hours/a day/a week or even longer and some of our guests use their own cars to get to us and need parking in the area, hence park overnight. Where are you expecting them to park? And how far away? Not all will be 'blue badge' holders but some may have some limitations on length of walking to/from a vehicle.

Some visitors are local who could maybe use some other forms of transport, though buses run less and less in this area. Most visitors come from further afield and against cannot use any public transport system to link with their own homes, hence if they own a car they will drive.

We are also a Place of Worship and as such have several services during the day and evenings. One of our services that would be most affected is at 5pm. These services are for anyone to come along too, locally and from further afield.

We also hold individual events/functions that would run over the 4.30-6.30 watershed. Staff working during that time and other tradesmen and maintenance workers needing parking.

This parking zone will mean that we will need to have a large amount of visitors permits available for guests staying overnight/ longer term guests/ staff / tradesmen etc. so adding to our logistics nightmare, added costs to our Visitors and the general need to keep an eye on time and remind others of this effect to stop Parking fines being imposed.

We would therefore like to object to this Proposed Residents Parking Zone MD Zone being implemented and appreciate your feedback.



119. Resident, Nelson Road

I am registering my objection to the proposal as I feel that the limited time restriction does not support residential parking enough to warrant the cost that will be incurred. I agree that parking control is required and should be 24 hours, with a two to three hour parking allowance for non-residents in line with adjacent zones.

120. Resident, Nelson Road

I don't see any reason for implementing Residents parking in this street including Merton rd. Parking generally accessible during evenings and weekends apart maybe Saturday afternoon. I have always been to park within a couple of streets which I think is reasonable. From anecdotal evidence areas where this has been put in place parking issues have actually worsened and I cannot see what benefits this would bring to our streets.

121. Resident, Outram Road

I am pretty ambivalent to the scheme as a whole given the stance of the Council in seeking to either have parking zones everywhere or have none at all.

The junction of Campbell Road with Outram Road and St Bartholemews Garden already suffers from regular near misses and the constant need for drivers to overcome poor visibility, with parking on the both sides of Campbell Road a major contributory cause. I therefore submit that consideration be given to removing at least one parking space from the south side of Campbell Road east of St Bartholomew's Gardens in order to give drivers exiting St Bartholemews Gardens a reasonable chance of seeing oncoming traffic.

With regard to the proposal to remove 5 metres of double yellow lines from the north side of Campbell Road near the junction with Outram Road in order to create a single additional parking space, I object on the grounds that this would contravene the recommendations of the Highway Code and would seriously decrease visibility for vehicles exiting from the north-south section of Outram Road. The traffic along Outram Road and Campbell Road is limited to 30mph but, despite vehicles being parked on both sides of the road, often travels faster. In addition, the traffic from the Elm Grove/Victoria Road junction travels along Outram Road and left into the north-south section of Outram Road at considerably more than the current speed limit of 20mph. It maybe that some form of traffic calming in the north-south part of Outram Road is required which, if applied, might overcome any safety concerns against utilising some of the roadway where, I submit, there is room for at least two parking spaces without inhibiting visibility for traffic exiting that part of Outram Road.

I make this submission with the hope that this junction does not become an accident Black Spot for the sake of one extra parking space.

122. Resident, Oxford Road

Myself & my father Strongly OBJECT to this ridiculous parking scheme, Firstly we do not agree with any permit parking throughout Portsmouth, its these scheme's that have caused a lot of the problems in Portsmouth.

Secondly The (quite frankly barmy), 2 hour permit does not help anyone in this area, it still favours the Pubs, Restaurants & Kings in Albert Road as these people arrive & park in our road after 6.30pm, As it stands at the moment we can park anywhere within the Proposed MD zone between 4.30pm & 6.30pm without any problems during the week, FOR FREE, So why would we want to pay the £30 or £100 for the privilege of parking in OUR road that costs us nothing at the moment, Its just madness. It's after 6.30pm & all day Saturdays & Sundays where our biggest problems are. I come home after 6.30pm, sometimes 10 or 11pm & I still won't have anywhere to park, you're not helping the likes of me.

If we got to have permit parking in this area make from 6.30pm To 6.30am 7 days a week Then we might stand a chance.



Of course we all know this is just a cash cow for the council that's why they are doing this everywhere, If it wasn't, it cost us residents very little or nothing & the fees would not increase annually, why should they need too. THE WHOLE THING IS DISGUSTING.

123. Resident, Oxford Road

However the proposed and current zones are very detrimental to us, despite our home residence in the area.

We pick up our child on nursery days at 6PM. But there is a permit scheme there now from 4. to 6pm. So I have to either sit with hazards in a road or illegally park despite that road being 90 percent empty at that time.

In the meantime, the displacement of cars by parking zones means our home road is full at that time, so we end up driving in circles desperately trying to find somewhere.

There is a proposal for our own road now - 4.30 - 6.30. I accept (with reluctance) that a scheme is now required and a reasonable fee should be paid, but these suggested hours are useless.

Not only can I not park law fully when picking up my child, I'd have to pay a fee for a time period I cannot get to for my own road!

Further this does nothing to address the issue of weekend parking when visitors to Kings clog the roads on the pavements and park the wrong way round, rather than park in Waitrose as they meant to. This has always been problematic, along the businesses leaving their pool (sometimes 5 or 6 for one business.

I would grateful therefore if consideration to the above as to how the design and times of the permits could be varied to be more effective and of actual value to the resident.

Slight corrections to my previous email, the time zone outside the nursery is 5 to 7pm

124. Resident, Oxford Road

I am writing to strongly object to the proposed parking zone of MD Kings.

I am objecting as I believe the proposed 2 hour parking window is completely ineffectual, and will have no benefit to me as a resident when trying to park my car after I return home from work. Therefore I am not happy to pay for a parking permit that will not aid the current parking situation.

Unfortunately many of us do not work a classic 9-5 job whereby we can return home and get parked prior to the 6.30pm permit time. My biggest issue with parking is in the evening, especially when the King's theatre is on, as it is impossible to get parked between 7pm-11pm. This becomes a bigger issue when it comes into panto season with two performances a day for a month, completely blocking the parking on our road. Hence a 4.30-6.30pm permit would not provide benefit to the residents of the area.

I would happily pay for a parking permit if the hours were modified, for example between 6pm-11pm, as that would actually benefit the residents that will be paying to park. I often return home from work between these times and cannot park on my own street or anywhere nearby in the surrounding area.

I hope you take this into consideration and look to modify the hours to benefit the residents paying for the permits. It strikes me more should be done to work with the Kings Theatre to provide more effectual parking for their visitors closer than the existing Gunwharf Quays carpark.

125. Resident, Oxford Road

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I hope you take this into consideration and look to modify the hours to benefit the residents paying for the permits. It strikes me more should be done to work with the Kings Theatre to provide more effectual parking for their visitors closer than the existing Gunwharf Quays carpark.

126. Resident, Oxford Road

I am writing to express my concerns about these proposed new zones, the others recently introduced have already caused more parking problems in my road where people can't park in other roads because of those limited times.

I ENVISAGE CHAOS IF AND WHEN MY ROAD BECOMES A NEW ZONE AMONGST MY REASONS ARE NON RESIDENTS will still be able to buy temporary permits so residents still cannot be guaranteed a spot in their roads during those restricted times we also have many vehicles currently parking in our road and regularly stopping at Junction of Oxford and Albert Roads temporarily on double yellow lines and making exiting the junction difficult and dangerous.

Another infuriating problem that parking zones will not make any better is untidy and selfish parking many times I come home in evening and cannot get parked but there are many ALMOST spaces where if cars were better spaced we could easily fit in several more cars in the street I have suggested before guidelines and then drivers may park more responsibly between these lines, why cannot this be trialled ? surely a much smaller cost than rolling out parking zones.

I also object to any fee whatsoever for first permit when as you know it just cannot guarantee parking in the road for example if big show is on at Kings Theatre our street may end up full of visitors who quite legally purchase temporary permits.

127. Business, Richmond Road

The proposed parking restrictions would severely impact on our business.

We use the street on a limited basis during the day and never overnight. Purely for customer drop-off and collections during the day and never commercial vehicles.

Our location in the City is essential for many local residents and people working in the City during the daytime. We also cover the Dockyard, all the Ferry Ports and Road Traffic Incidents. The latter is given priority to ensure minimum disruption to City traffic. If we had to move our business it would take longer to clear these incidents, with the resulting congestion. Storage for RTI's is always off-road, but this is limited.

Please advise what free permits we would be eligible for.

Your information sheet gives no indication of how business is to continue with these proposed restrictions. In addition, the section 39 Richmond Road, from Victoria Road South to Clarendon Road, is drop-kerb garages. This cannot be subject to parking permits, due to its constant requirement for access.

128. Resident, St Simons Road

I am writing to you to express my objection to the hours of proposed parking zone MD kings area.

We are on the border zone KC, which has a parking limit of 3 hours, 7 days a week. This encourages residents of that area to park in the roads adjacent to them for free as it is a very restricted zone. I'm sure 4.30 - 6.30 would work well for roads that are not as close to these zones.

We would definitely benefit from restricted parking. I understand that Mayville school staff need to be able to park so ideally I firmly believe it needs to be more like 4.30 pm - 7am.

A lot of people do not work 9-5 anymore. I get home around 8.30 most evenings and can never park anywhere near my home.

129. Mayville High School Employee, St Simons Road

Could you please register my complete and utter objection to the proposed plan for parking restrictions between 16.30 and 18.30 in St. Simons road outside my place of work.

It would mean that all staff who drive into work would have to move their cars and walk back to the School if they wanted/were required to work past 16.30.

The idea that this would help residents find a space is clearly ridiculous.

130. Mayville High School Employee, St Simons Road

There already exists a transient flow of parking as far as I can see and I cannot see a fair enough reason to enforce parking zones. There is generally always parking available in one of these streets because, as out of city commuters leave their parking spaces in the morning for the day, leaving incoming vehicles able to fill vacated spaces.

Is charging more to people who have to travel into Southsea by car, van or minibus genuinely fair on the working population of Southsea?

Please don't hit the pockets of hardworking people. It will make life very difficult and stressful for many of us, not just our own staff and parents of Mayville School. For these staff it will potentially cause a safety issue as pupils need to be escorted to and from the school entrances each day and various times due not only to the normal school day but also in light the many extracurricular activities our young people attend, not to mention the many meetings and parents evenings.

Permit Holder enforcement in this zone will ultimately severely impact on the education of children.

131. Mayville High School Employee, St Simons Road

I am writing to object to the planned parking restrictions to be introduced to St Simons Road / Clarendon Road Southsea. School and regularly have to stay late for rehearsals and concerts.

I have already experienced the parking chaos in my own residential road due to the residents parking north of Albert Road, which now has an impact on surrounding roads.

132. Mayville High School Employee, St Simons Road

Please find attached Mayville High School's press release given to the Portsmouth News with regard to these parking proposals. We object in the strongest possible terms.

This will adversely affect hundreds of pupils' education and lives. The pupils will NOT be able to receive the sort of well-rounded education (including after-school clubs and extra-curricular activities) they are used to due to these proposals. Due to the parking restrictions parents will pull them out of after-school activities because they won't be able to park their car.

We have gone to the press in this regard and our whole community is in uproar over these proposals. I urge you to rethink.

Copy of press release:

A Southsea school is launching a campaign to stop a planned city parking scheme in its tracks
A Southsea School has launched a campaign opposing Portsmouth City Council's proposed new street parking scheme because it says it will mean additional costs to members of its community and will cause considerable disruption to school life.

Mayville High School is based mainly in St Simon's Road where Portsmouth City Council are planning to roll out the parking residents 'parking zone: MD Kings Area (TRO 15/2019) which would see parking restrictions introduced from 4.30pm-6.30pm.

Permits would cost Mayville High School nearly £4,000 p.a just to park their minibuses and staff would face the extra costs of permits for their own cars.

Conservative Group Leader Councillor Donna Jones is very much opposed to the scheme, and she says her Conservative Group have backing from the Labour Group. She says, "We are completely against this, it only covers two hours a day and will only push the problem into other streets. We support a comprehensive city wide approach to parking in Portsmouth and we are calling for a city wide referendum to allow residents to have their say producing proper schemes or getting rid of them all."

Headteacher says "This will cause significant disruption to school life. Between the hours of 4.30 – 6.30pm we have pupils taking part in after-school clubs, in after-care, staff are in meetings, parents' evenings start at 5pm usually and we have events or concerts on a very regular basis during the week during those times. It will be very difficult for parents to collect their children and their education will be impaired as a result of this proposal. It will just make everyone's life harder and there is no need for it. If PCC moved the timings to 5.30pm – 7.30pm that would be easier but even then it would still adversely affect school life."

Mayville High School has been nestled in the heart of Southsea for more than 120 years and has been part of the fabric of the city since then. This latest ad hoc scheme is expensive and will impinge on its ability to function in the best interests of its pupils, staff and parents. We are calling on all parents, staff, pupils past and present to back our campaign to stop the planned scheme in its tracks by emailing engineers@portsmouthcc.gov.uk

The closing date for objections to be received is 21 March 2019.

Thank you for your support of our School.

133. Mayville High School Employee, St Simons Road

I wish to log a complaint about the proposed parking restrictions around the roads surrounding Mayville HIGH school. As a member of staff at MHS I regularly am required to stay at work beyond 430. We have numerous clubs and meetings that we have to attend.

Your proposal will render my attendance at work after 430 impossible.

We have a duty of care to the children and these changes will severely hinder our ability to give wrap around care.

I agree it is difficult to please all but as a member of staff at MHS and a parent j believe these permits completely hinder our ability to undertake our teaching role.

134. Mayville High School Employee, St Simons Road

I'd like to register an objection for the parking restrictions you are proposing in the area surrounding Mayville High School.

Introducing restrictions will cause many issues for the school such as; parents unable to park to collect pupils from after school activities and events, staff having to relocate their vehicles before their work day finishes; particularly when at meetings, after school activities and parent's evenings.

There is often ample parking, in the roads, surrounding the school between the times that are being proposed for restrictions so I can not see how this will benefit anyone.



135. Mayville High School Employee, St Simons Road

As a parent and a member of staff at Mayville High School in St. Simon's Road, the above proposed parking restrictions would have a very negative impact on us.

I have lived in the area and understand the difficulties in parking outside of houses in this area, however the start time of the restrictions (4.30pm) seems very early and will make it very difficult for staff working after school, having meetings, running after school clubs and our after care facility (which is run until 6pm every school day) to park nearby. It will also greatly impact parents collecting children from all of the above.

If the restrictions must go ahead, it would benefit the school community greatly if it could begin later.

The information about the £30 per year permits is very helpful. As is the information about picking up and dropping off being allowed in the bays.

136. Mayville High School Employee, St Simons Road

I am writing to strongly object to the proposed change in parking arrangements in the area near Mayville High School.

I feel it will impact horribly on my job and the jobs of my colleagues - many of us drive to work and at certain times of year work quite a few hours beyond the school opening hours for little or no extra pay to make sure after hours activities and clubs and events run smoothly.

Parking permits are never cheap, and I don't see why we should be penalised for doing a job where we are putting extra hours in for the benefit of the pupils.

137. Mayville High School Employee, St Simons Road

I work at Mayville High School and am writing to object the proposal to parking restrictions on St Simons Road and the surrounding streets from 4.30 until 6.30pm.

As an employee at the school my work requires me to be at work until 5.30pm on most week days and I also often need to stay at work later in order to attend parents' evenings and other school events. To have to purchase a parking permit would be financially impossible at the costs stipulated for businesses and therefore my work as a school teacher would be made incredibly difficult - having to leave school earlier than I normally would to move my car to another location. This is what everyone at Mayville would have to do and therefore would have a detrimental effect on the workings of the school. It is also only going to mean that the parking problems in the local area are shifted to another area.

I understand the need to control parking in the local area, but to charge a small school like Mayville thousands of pounds per year to be able to park is outrageous. A solution to this would be to provide staff with free parking permits or to shift the time of the restriction to 6pm, so to have less of an impact on our normal work.

I hope that Portsmouth City Council will acknowledge this objection and also realise that the parking restrictions that are being implemented are simply shifting parking problems and making life difficult for people who have a genuine reason for parking on the street. If I was able to walk or cycle to work then I would, but I have small children and so currently this is not an option, as I have to transport them to and from nursery daily.

138. Mayville High School Employee, St Simons Road

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another location. This is what everyone at Mayville would have to do and therefore would have a detrimental effect on the workings of the school. It is also only going to mean that the parking problems in the local area are shifted to another area.

I understand the need to control parking in the local area, but to charge a small school like Mayville thousands of pounds per year to be able to park is outrageous. A solution to this would be to provide staff with free parking permits or to shift the time of the restriction to 6pm, so to have less of an impact on our normal work.

I hope that Portsmouth City Council will acknowledge this objection and also realise that the parking restrictions that are being implemented are simply shifting parking problems and making life difficult for people who have a genuine reason for parking on the street. If I was able to walk or cycle to work then I would, but I have small children and so currently this is not an option as I have to transport them to and from nursery daily.

139. Mayville High School Employee, St Simons Road

I would like to register my objection to the proposed parking restrictions.

I park in the roads surrounding the school and whilst I have usually left for the day by 4pm it would be a huge issue when attending meetings that frequently run beyond 4.30pm.

This would be both very expensive and would only move cars to areas which are just beyond the proposed restrictions and so pushing the problem to a new area.

This has already been the case in other parts of the city and it is disappointing that the council have not come up with a more satisfying approach to Portsmouth's ever growing parking problem.

140. Mayville High School Employee, St Simons Road

I would like to lodge my objection to the proposed parking permits in the Kings Theatre area.

I am not sure what the council hope to achieve by this. It won't increase parking spaces for locals at all. I would not have taken the job had these permits been in place as my working hours were until 5pm and as I am not classroom based you would be expecting me to pay over £100 to park for half an hour. So by imposing these permits you are basically creating an issue where local businesses are unable to recruit from outside of the Southsea area and so you are also discriminating against workers from out of the area. It is not practical for me to travel from Hayling Island to Southsea by public transport nor is it safe when the evenings are dark. We do not have any parking for the school and there is no way of creating any either.

Local businesses need the council to support them in this day and age and Mayville is no different. All of my colleagues are going to be affected by this. The majority of us will never get to our cars before 4.30pm and also why penalise office workers by charging them more than teachers?

Please consider either scrapping the idea altogether or moving the times to later in the day. Although this will not help the other local businesses such as restaurants whose customers need to park somewhere. I cannot understand why the council would try to make life even more difficult for local tradesmen. What about controlling the parking during a Portsmouth game near Fratton or when the Kings has a show? But that would be awful too wouldn't it because the football and the theatre need customers. A rethink is needed, I see that it is for the council to bring more money in only rather than parking control so you need another way of increasing your revenue.

141. Mayville High School Employee, St Simons Road

I would like to register my objection for parking scheme proposal in Southsea (St Simon's road, Waverly Road, etc), as it will make it difficult with parking restriction in place to park my car during working hours. The extension to later hours would be more suitable.

142. Mayville High School Employee, St Simons Road



The proposed parking scheme would cause severe difficulties to pupils, staff and parents of Mayville High School.

This scheme is totally against our interests and will cause disruption to many of our activities after 4.00pm.

Mayville has been a part of the local community for more than 100 years and I would request you look again at this scheme.

143. Mayville High School Employee, St Simon Road

I would like to raise a concern about the possibility of having to pay a hefty fee for parking along St Simons Road. I travel in and arrive at school for 7.30 am and leave approximately 5.30pm each day. The hours I work are not practical in using public transport. I would seriously have to consider in looking for alternative employment if I was paying a huge parking fee each year.

I think the parents and residents would find it difficult to find alternative parking and it would serious effect the running of the school.

144. Mayville High School Employee, St Simon Road

I would like to place an objection to the permit scheme as a proposal put into place in St Simons road.

I already pay with my partner to park our cars in Southsea where we live.

We also pay to use the parking machines in the area, with no concession as residents, and especially me who takes my non driving mother, if she wants to shop or visit areas in Southsea. I can't expect her to walk or carry heavy shopping.

I work three days a week and cannot bus or walk as every work day I have a quantity of artefacts and books to carry.

It is not a viable answer to use public transport or walk as I can't physically manage.

I rely on my job and clearly 3 days a week is not going to support two parking permit costs by myself.

I have no children myself and feel I take very little from the amount I pay into locally.

I have not had children in local hospital or have used any resources for schooling.

145. Mayville High School Employee, St Simons Road

Please can I register my disaffection with regard to your plans for the new timings for no parking in the St Simon's road area. This is going to be make doing any school related activities impossible between the hours of 4:30 and 6:30 pm. As pupils and staff it will be impossible. For example tomorrow is a parents evening 4-7pm. This would mean that we could no longer do such things. I do hope that this scheme does not go ahead. It's utter madness.

146. Mayville High School Employee, St Simons Road

I run after school clubs and take pupils to fixtures both in Portsmouth and the surrounding area, most days of the week. If the parking zone was proposed for this area of Southsea I would be unable to run these extra-curricular activities for the pupils as I return to school between 5.00 and 6.00pm. There is no available space for me to park and I would be unable to return to my car before the time restriction starts at 4.30pm. As a woman on my own I am already parking some distance from the school and in the winter, in the dark as well. As we are a small school on a relatively small site, there is very limited on-site parking and there is no available on-site parking. The cost of the parking permits would invariably be levied at staff and this is an additional cost that would be difficult to fund.

I am writing to strongly disagree with this proposal and I hope that you take these comments on board.

147. Mayville High School Employee, St Simons Road



I wish to object to the proposed 2 hour parking limit in the evenings. I understand that residents have limited parking but applying this rule will simply mean that busy parents move the problem outside the proposed area. This will cause a great likelihood of short term parking infringements as harried parents rush to collect children. Small children as young as 2 will be forced to walk longer distances in the dark in the winter and thus are subjected to more exhaust fumes. Staff will be less able to run clubs and will have to leave earlier to move vehicles leaving less supervision at the time when we need more to keep an eye on them on the busy roads around our school. The additional primary in the next school will be affected too and leave Wimbledon Park car park full but with no paying customers. Valuable funds will be diverted into paying for parking that could be better spent on resources for school and children whom the council does not currently need to find funds to educate as parents pay privately.

148. Mayville High School Employee, St Simons Road

I would like to object to the above TRO. The school does not have any private parking spaces and heavily relies on the adjacent roads for parking. Furthermore the school also have a fleet of minibuses that also rely parking on the roads. As there are no alternative public parking facilities in this predominantly residential area I strongly object to this proposal as this would heavily impact of the running of the school on a daily basis.

149. Mayville High School Employee, St Simons Road

I am writing to object to the parking permit proposal on St. Simon's Road and in the surrounding area. In the morning I have to find somewhere to park where I will be able to stay for the duration of my day (which runs into the evening as we run after school clubs and often run productions in the evening).

With a small child to consider each morning and after school it would be very difficult for me to find somewhere near school, I would end up having an incredibly long walk and with permit parking already in the area the opposite side of Clarendon Road (3 hour parking - no return to zone) I would have nowhere to park my car to come to work and to get my child to school.

Trying to safely get a young child across the roads, whilst carrying multiple bags etc is already a challenge.

I cannot walk to work, on public transport it would take me 2 hours to get to work and 2 hours to get home, with 2 trains and a long walk either side. This with a young child in tow is entirely not practical.

By making the no parking time between 4.30 and 6.30 is going to hugely affect not just my ability to get to my place of work but also the huge impact it has on the school. Mayville has been in this road since 1897 and we have been respectful to the local residents since then. I do not see how at 4.30pm it will help local residents to park their cars for the evening as around that time there are often numerous spaces in the surrounding roads, also after 4pm the school zig zags are available for resident parking.

Please accept this as my objection to the parking proposals.

150. Mayville High School Employee, St Simons Road

I am writing to register my objection to the proposed introduction of parking zone permit charges.

I use my car to commute from home to school each day of term. I normally arrive at school in the morning at around 7.45am and typically leave at around 5.30pm. The commute is typically 20 minutes each way. Using public transport is simply not a feasible option for me, as it would take an average of 1 hour 7 minutes each way, adding 1 hour 35 minutes to my daily commute using the direct bus service provided by First Bus. If I were to take the bus, it would require me to leave the house at 6.40am and I would not get home until 7.10pm. Car sharing is also not realistic, nor are other methods of transport such as cycling or walking. The introduction of



parking permit charges would impact me financially, and would apply for the whole year, even though I only park in the affected roads during term time.

The introduction of this parking restriction would also impact the wider school community. It would impact the parents who collect their children later in the afternoon (i.e. during the restricted parking times) that attend sports fixtures or after school clubs, or those parents attending school for parents' evening or meeting with their children's teacher after school. On occasions where I have left school earlier than usual, I have seen lots of parking spaces available in the roads near the school (Worthing Road, Taswell Road) between 4 and 5pm. If the restricted time was moved to 5.30-7.30pm, although still not something I support, it would have less impact to school community and may still serve the purpose for which it is intended. I think the City Council should consider the parking issues across the whole city in a more strategic manner, rather than introduce ad-hoc schemes such as this. The net result of introducing this scheme, I believe, will not result in fewer cars parking on the city's streets - it will simply result in them being parked on other streets where no such restrictions apply - thus not addressing some of the stated aims such as reducing car usage/traffic congestion and associated air pollution.

151. Mayville High School Employee, St Simons Road

I wish to declare that I am very much against the parking permits situation in Southsea. My family and I have lived in the city all our lives and whilst I understand that there is a major problem with parking I do not believe that the present way being rolled out is the answer, as it displaces parking from one area to another. I have an off-road area to park my car at home and use it to aid the situation but when I go to work I need to park my car. I often have rehearsals and evening performances or parent evenings so the proposed new street parking scheme will create a big problem for me and our school in general. I have issues during the day now and often have to move car from a street where there is a '3hour parking zone' with empty spaces to a street which is packed because there are no restrictions. I should like you to note that I object to the proposed scheme and hope that the residents of Southsea who disagree with it will be heard in their objection.

152. Mayville High School Representative, St Simons Road

I am writing to you to register an objection to the above proposed residents parking Zone. This proposed scheme will significantly affect the daily operation of the school and could, potentially, cost the school substantial amounts of money which would otherwise be available for investing in facilities to improve the education and development of the pupils. This cannot be right and is to me, a classic example of the law of unintended consequences, whereby the Council's attempt to address one problem will only serve to create many more for the school, it's staff and pupils and for parents who collect their children at the end of the school day. This could also present a safety issue for those children. Many activities such as after-school clubs and concerts etc take place after normal school hours and I am very concerned that children could be left waiting around outside for parents with the all associated risks, particularly in the dark winter months.

For these reasons I would urge you in the strongest possible terms to reconsider your proposals and to carry out a full risk analysis, if you have not already done so, to ensure that you properly understand the seriousness of the effects of the scheme on Mayville and everyone involved with the school.

153. Mayville High School Representative, St Simons Road

I am writing to express my concern at the council's proposed restricted parking scheme in the St Simons Road area of Southsea. This is likely to have serious consequences for Mayville because it will impact adversely on school life. The time restrictions will affect a number of



school activities e.g. after school clubs, parental meetings, concerts by pupils, staff meetings and to parents collecting and delivering children for late events, all of which take place in the period 16-30 to 18-30 and later. We are particularly mindful of the potential danger of parents becoming frustrated by the inconvenience likely to be caused by these proposals and moving their children to other schools less affected by issues of this type. There have already been comments by a number of parents suggesting they will do so if the scheme is approved. Should these comments be put into effect there is a real danger the school would no longer be economically viable. The cost of permits for the school's 9 mini busses and key staff will add yet another financial burden at a time when expenses generally are rising.

I would like to point out that Mayville is currently paying over £13,000 per annum in rates, and amongst it's 130 or so employees many are people living locally whose jobs may well be at risk if this scheme is approved.

May I respectfully request that before a decision is made more thought is given to the likely repercussions of this proposal and the way it will impinge on the lives of both those who, one way or another, rely on Mayville school and also local residents who will be seriously inconvenienced.

154. Mayville High School Representative, St Simons Road

I am writing to express my concern at the council's proposed restricted parking scheme in the St Simons Road area of Southsea. This is likely to have serious consequences for Mayville because it will impact adversely on school life. The time restrictions will affect a number of school activities e.g. after school clubs, parental meetings, concerts by pupils, staff meetings and to parents collecting and delivering children for late events, all of which take place in the period of 16-30 to 18-30 and later. We are particularly mindful of the potential danger of parents becoming frustrated by the inconvenience likely to be caused by these proposals and moving their children to other schools less affected by issues of this type. There have already been comments by a number of parents suggesting they will do so if the scheme is approved. Should these comments be put into effect there is a real danger the school would no longer be economically viable. The cost of permits for the school's 9 mini busses and key staff will add yet another financial burden at a time when expenses are generally rising.

I would like to point out that Mayville is currently paying over £13,000 per annum in rates, and amongst it's 130 or so employees many are people living locally whose jobs may well be at risk if this scheme is approved.

Mayville is a great asset to Portsmouth and the surrounding areas. It has a nationally esteemed reputation for the performing arts and managing dyslexia as well as having an excellent academic record.

May I respectfully request that before a decision is made more thought is given to the likely repercussions of this proposal and the way it will impinge on the lives of both those who, one way or another, rely on Mayville school and also local residents who will be seriously inconvenienced.

155. Parent, Mayville High School, St Simons Road

I write to record my strong objection to the introduction of the proposed residents' parking zone covering St. Simon's Road between the hours of 4.30pm and 6.30pm.

My child attends Mayville High School located on St. Simon's Road. The school naturally encourages its pupils to travel to school on minibuses which the school provides. These minibuses must be permitted to stop on St. Simon's Road or travel from school will be seriously impeded. Under the proposal, permits for the school would amount to almost £4,000 per year - for a charitable trust with a 120 year history in the Southsea community that would be an



outrage. Additional to that, staff at the school would require costly permits to attend their place of work.

The proposal should be withdrawn in favour of a city-wide transport and parking approach based on full analysis of requirements. At the very least, Mayville High School should be afforded dispensation for its vehicles and staff.

156. Parent, Mayville High School, St Simons Road

I find the proposal to set parking restrictions at a time of day when Mayville High School is operating unacceptable.

It is difficult to park nearby already – and as parents, we need to pick up and set down our children. Further, we often need to go into the school, leaving our cars.

A city centre school will always have parking problems. These proposals will exacerbate them and give little benefit to the residents. I would point out that the school has been operating from this site for a very long time and, indeed, has an equal right to parking as the residents. St Simons Road has no worse a problem than many other roads.

It does not, however, address the problem that many of the school's parents will face. At the end of the school day, there are often activities that the parents need to attend. This is not just 'picking up and setting down'; but a need to leave the car while attending a function or on other school business. Many parents, including us, live a distance away from the school and no other transport method is feasible on these occasions.

I can see that the problem of parking is unresolvable until a decent public transport system is in place – but in this case you appear to be favouring one group over another. I reiterate that the school has been there for far longer than the majority of residents, most of whom will have moved into these roads in the full knowledge that the school was there and that parking would be at a premium.

157. Grandparent, Mayville High School, St Simons Road

I am objecting to proposals made by PCC to put in parking restrictions for two hours a day between 16.30 - 18.30 along St Simon's Road.

My granddaughter attends Mayville High School. She has been on crutches for weeks. When picking her up at 16.30 following aftercare I had to be able to park along St Simon's Rd to be close enough for her to get into the car

This would have been impossible had there been parking restrictions at this time

158. Parent, Mayville High School, St Simons Road

I am writing to register my objection to the proposed parking restrictions in St Simon's Rd between 16.30 - 18.30h. My son attends Mayville school and school activities regularly continue into this time. The proposals are costly to the school and do not solve the problem of city parking but merely diverts it to other streets.

159. Parent, Mayville High School, St Simons Road

I wish to register an objection to your proposal to set Parking restrictions in St Simons Road. Mayville High School has been in St Simons Road for over 100 years. Longer than any resident has lived there.

Mayville is a thriving business, a local employer and an excellent school. Why penalise one group over another?

If you must restrict parking, do so after 1800 to give residents priority when they come home. The users of the school have as much right to the road based parking as the residents during the day.

160. Parent, Mayville High School, St Simons Road

I am opposed to the proposed parking scheme on said road as it would cause difficulties in picking up my son after school on days when I come straight from work. The number of times



that I park my car to pick up and visit the school is great and this would severely limited the opportunity to do this, potentially causing further traffic issues on the road, while parents wait for their children on the road. Please can you lodge my formal objection for your consideration. As a lifelong Portsmouth resident, I am only too aware of the parking issues facing our city. However, if the council lobbied Government to scrape the ridiculous housing quotas and refuse planning applications for dwellings without parking, maybe we would not live in a congested city with poor air quality. The island cannot sustain the levels of house building being proposed and number of single dwelling houses the council is encouraging, being families are moving out of the city.

As someone who feels very passionately about this, parking restrictions is not the answer.

161. Parent, Mayville High School, St Simons Road

I am writing to object against the proposed parking restriction on St Simon's Road for two hours a day between 16:30 and 18:30.

This would make life harder for me when collecting my daughter from Mayville High school; something that can already be a challenge due to the limited parking in the area.

162. Parent, Mayville High School, St Simons Road

Given the release of parking notification I am objecting to proposals made to put in parking restrictions for two hours a day between 16.30 - 18.30 along St Simon's Road.

163. Parent, Mayville High School, St Simons Road

Our daughter goes to MH School and we found that is going to cause major disruption to school life, not to mention the fact we won't be able to park to pick up our child. This road is full of private parking so there is not many spaces left to park anyway.

Our daughter, the same as many kids in the school has after school clubs almost every day and very often we have parents evenings and after school events which we must attend

For this reason we firmly believe that putting parking restrictions between the hours of 4.30 to 6.30 pm is totally unacceptable, it's like punishment us for having kids going to the school (it looks like we have been targeted because it is a private school) Also if this is coming into place will only aggravate parking in the surrounded neighbourhood. Where we suppose to park?

We ask please to re-consider and find any other ways to resolve parking in Portsmouth, I would like to suggest parking restrictions in North End as it is impossible to park at any time instead of school areas where we need to pick up our kids (school areas should be avoid)

164. Parent, Mayville High School, St Simons Road

Please accept this letter of direction against the parking restrictions propose for Saint Simons Road. My child attends Mayville school and as such I'm often needing to be parked there to collect my child in the afternoon.

I think that the safety of children should be considered as parking along roadway would increase the number of roads that the child needs to cross to find a parking place.

It is not feasible to use public transport as there is no link between the school and my house therefore I will not be able to park anywhere at the time I need to collect my child this idea needs a new proposal

I'm confused if I collect my son, he takes at least 15mins to get ready, with the wardens I've come across, they'd have ticketed me and be back in their van before I got out

So for the convenience of residents our children will need to cross one of Portsmouth's most dangerous roads (Waverley road) on a blind bend during rush hour. With no crossing for their protection?

165. Parent, Mayville High School, St Simons Road

Due to having to pick my son up from school, during these times, I am objecting to proposals to put in parking restrictions for two hours a day between 16.30 - 18.30 along St Simon's Road.



166. Parent, Mayville High School, St Simons Road

Please accept this mail as my formal objection to the plans to put in place parking restriction in St Simon's Road between 16:30 and 18:30.

I do not see this as a viable solution to the parking issues in the road and believe that alternative solutions should be considered.

167. Parent, Mayville High School, St Simons Road

I would like to formally lodge my objection to the proposed parking restrictions in St Simons Road and around Mayville High School.

I have two children who attend the school and regularly pick them up and or attend events at the school and can see no valid rational for the proposed scheme? why 2 hours per day and why 4.30 - 6.30?

Clearly I am assuming that there is a specific objective or rational behind the proposed scheme? and notwithstanding my objection I would like to have access to whatever justification has been put forward so that I can try and comprehend those proposing this scheme over and above my current perception of apparent complete incompetence and or social bias.

168. Parent, Mayville High School, St Simons Road

I am writing to strongly object to the proposed residents parking scheme in St Simons Road, Southsea.

Our son is a pupil of Mayville High School. This parking proposal, for such a short space of time, is a ridiculous waste of tax payers money.

I hope the council uses common sense in this issue and will not press ahead with this plan.

169. Parent, Mayville High School, St Simons Road

I am writing to object to more restricted parking areas in Southsea. I believe the proposal is a two hour restriction 1630-1830 in St Simon's Road. St Simons Road is already a particularly challenging road to park in when I need to visit the school office or collect my children from after school clubs. It is quite a dangerous junction and I don't want children having to cross roads to locate parents that might have to park in neighbouring roads.

170. Parent, Mayville High School, St Simons Road

We strongly object to these restrictions around school departure and after school activities time.

Parking is atrocious as it is and your proposal will significantly impact the situation detrimentally.

171. Parent, Mayville High School, St Simons Road

I would like to strongly object to this proposed restriction. This will bring many implications when collecting my children from Mayville High School, they are regularly at school after the official school day for after school clubs.

Parents evenings are held after school, other school meetings for parents & children are held after the school day.

Whilst I appreciate parking is an issue in the city, I feel this is just moving the problem elsewhere if this were to take place.

172. Parent, Mayville High School, St Simons Road

Please note I am against this proposal

I work long hours and everyday use the schools facilities of after care and school clubs with picking my daughter up often between 5-6pm many times only just making the 6pm finish time. Traffic coming into the city is always a nightmare at this time of day, I work out of the city hence why I use this service that the school provide, I don't live in walking distance to the school the only way is to drive, I need to be able to park within this road to pick my daughter up in a safe and quick way, parking streets away is not going to help me, I can imagine I'll be late which will

occur additional costs, and not ideal for walking infant and junior children around local streets. Do you realise there is a school nestled within this area which has been there over 120 years, you talk a lot about local residents and how this helps them but you mention nothing about the school.

Ignorance on the council's behalf here I feel another way of making more money. There are a lot of children who go to this school, majority of these children are not local to the area hence why we have to drive, school day for many does not finish at 3.30pm, our school day for a lot of teachers and children finish at 6pm. This is unacceptable proposal and needs to be reviewed to take into consideration there is a school here.

173. Parent, Mayville High School, St Simons Road

We would like to register our objection to the proposed residents parking zone between 16:30 and 18:30 at the MD King's Area. With children attending a local school within the zone, they are picked up post 16:30. To have to park far away from the school and walk three children, next to the busy and fast roads in the area is of great concern. We feel the proposal would not only affect their school life, but more worryingly place them in unnecessary danger, having to walk for a long period along these roads. For the safety of our children, we are registering our objection to this proposal.

174. Parent, Mayville High School, St Simons Road

I would like to register an objection to the proposal of a residents parking permit only zone for two hours around the St Simon and Waverly Road area. It is an unnecessary disruption to people picking up children from the local schools in the area.

175. Parent, Mayville High School, St Simons Road

I would like to register my objection to the parking scheme proposed for St Simon's Road in Southsea. This will have a detrimental affect to staff and pupils at Mayville High School and the proposed restrictions between 4:30pm and 6:30pm are both unnecessary and unworkable for the school. This particular road should be exempt from the parking scheme.

176. Parent, Mayville High School, St Simons Road

The apposed parking restrictions of 2 hours, would cause great problems for both teachers and workers of Mayville school.

Please could you consider the complications it would cause many families.

177. Parent, Mayville High School, St Simons Road

I would like to strongly object to the parking permit proposal.

My Daughter attends Mayville High School and has to do after school clubs until her elderly Grandmother can pick her up.

As things are she can always park somewhere whilst she goes to collect my Daughter.

Should this proposal be accepted she will have to park much further away and although in good health she has problems with her feet and can't walk too far.

If the proposal goes through this will cause us much distress as she won't be able to collect my Daughter anymore and either myself or my wife will have to change jobs to suit school hours which isn't really an option.

Could you please take this as an Objection to the permits in this area.

178. Parent, Mayville High School, St Simons Road

I would find any restrictions extremely disruptive when trying to drop my son to school

179. Parent, Mayville High School, St Simons Road

Please accept this email as formal notification of our objection to the PCC's proposal to put in parking restrictions for 2 hours a day between 16.30-18.30 on St Simon's Rd, Southsea.

180. Parent, Mayville High School, St Simons Road



I don't know if you are aware, but Mayville High School is situated on that road. Parking restrictions at that time if day would adversely affect the viability of the school for the following reasons:

- teachers would have to remove their cars by 4.30 pm. Not possible for most when school activities are still in progress.
- parents collecting children would regularly run the risk of fines.
- where would the school minibuses park? Permits would be very costly.
- attendance by parents and friends at after school events would be severely restricted.

Does the council want businesses in Southsea? This must be the case as actions like the proposed parking restriction will drive old, established businesses away and definitely discourage new ones. Perhaps the area is earmarked as residential only?

Should the scheme be implemented the PCC should, at the very least, give Mayville High School which was established in 1897, free parking permits for staff and it's minibuses.

Instead of this proposal, serious consideration should be given to trying to restrict residents in the area to one car per household, by charging say £3,500 - £5,000pa for every car, except one, registered at an address. This restriction would have the beneficial effect of reducing carbon emissions and helping to improve air quality in the city. Obviously, excellent public transport would have to be in place, which I'm sure PCC would support.

Councils must get to grips with traffic and air pollution especially in the cities.

Placing parking restrictions does little to nothing in tackling the pressing environmental issue of carbon emissions and the poor public health caused by vehicle emissions.

PCC should lead the way in reducing the number of vehicles in the city and its environs to the ultimate benefit of all residents.

181. Parent, Mayville High School, St Simons Road

I am writing to object to your plans to place parking restrictions on St Simon's road. My children attend after care and after club facilities provided by the school.

All of these clubs link directly to sports and help for dyslexia, both of which have a positive effect on my children's mental health. The restrictions the council propose to put on parking will have a disproportionate affect and direct contradiction to your own health and wellbeing strategy. As it is the city strategy the partake in healthy and positive choices to contribute to their community and stay fit and healthy, in Portsmouth

I support the school's request to move the parking restrictions to 5.30pm.

182. Parent, Mayville High School, St Simons Road

I am against the proposed residents parking zone MD King area TRO 15/2019

I believe it will cause a great deal of problems for children of the Mayville school

Their security and welfare must be at the top of the decision

The school has been there over 100 years

183. Parent, Mayville High School, St Simons Road

I would like to back Mayville High School's campaign against the above parking proposal.

It would cause significant disruption to parents, staff & the whole running of the school during a busy period of the day.

184. Parent, Mayville High School, St Simons Road

I wish to raise an objection to the plan of parking restrictions on St Simons Road as my daughter attends Mayville High school and attends school clubs and childcare which the parking restrictions would have an impact.

The every limited spaces at least allow me to pick my child up after school hours from the clubs and aftercare without breaching any parking laws. If permits were in place this mean I would have to find alternative pick up spot which are few and far between. The location of the school

sits amongst a high crime rate area and an area I would not wish children to walk around after dark. Why should a school which offers good education have to pay for the public parking spaces in a public highway that is what road tax is for. Residents in St Simon's road are not only afforded off road parking but white lines which they use as a second parking space as they do in areas such as Whitwell Road!!!!

As a parent I do not park illegally to drop my child off nor collect her and I am very well aware this is not conduct for a significant amount of parents disputes a Champaign by the Head to stop illegal parking. If you put in place permit parking you may give me no choice because my daughter's safety comes first.

Why does the school have to pay for permits? A state school would not. Our family decision was to pay for education because let's be frank seniors schools in Portsmouth are rubbish so why does it feel like the council are punishing the school!!!!

I strongly oppose the parking restrictions and strongly believe the council should look at realistic non-profit making options to resolve the parking nightmare of Portsmouth.

185. Parent, Mayville High School, St Simons Road

I am writing to object to the proposal of a residents' parking zone: MD Kings Area (TRO 15/2019) because many of the people who park there throughout the day are not residents. The local schools run after school clubs, parents evening and park mini busses. They are already in financial crisis and now you are putting more pressure on them. I think that there is enough space to park and have never had a problem. By making it cost the problem of parking will go somewhere else.

186. Parent, Mayville High School, St Simons Road

Please may I lodge an objection to the proposed restrictions to be placed on MD Kings Area TRO/21019, in that the area will be restricted to residents only parking between the hours of 16:30 until 18:30.

I would be willing to support the time period 17:30 until 19:30 as residential only within this area.

I am not a resident of the surrounding area but have objected to the proposed restrictions due to my children attending Mayville High School.

The introduction of the restrictions, in the time frame proposed would make picking up my children problematic. This is the reason why I would be supportive of parking restrictions but at a later time.

187. Grandparent, Mayville High School, St Simons Road

I wish to lodge an objection to the above proposed street parking scheme. I collect my grandchildren by car from Mayville High School at 4.30 pm after they have attended school after-care. When doing this I have my two year old grandson with me. The street parking scheme that is proposed would create great difficulty for me, requiring me to park some distance from the school and then walking with a two year old to collect his siblings before then having to walk all three of them back to my car. The thought of doing this during the winter when it is dark is particularly daunting.

188. Parent, Mayville High School, St Simons Road

I am writing to express my objection to the proposal to implement parking restriction in St Simons Road and areas surrounding Mayville High School. Parking to drop and collect children from the school and attend and support school events is hard enough without such restrictions. The additional cost tot eh school of obtaining permits for staff alone with cost £4000 taking vital money from this charity school which provides specialist dyslexia unit support to many pupils. The school is not run for profit and cannot afford to lose revenue if parents are put off by the restriction in their children attending and having to buy staff permits.



189. Parent, Mayville High School, St Simons Road

Regarding the proposed parking changes I would like to let you know that I strongly object. My son goes to Mayville school and this will simply push the problem to other streets and cause chaos.

190. Parent, Mayville High School, St Simons Road

I would like to formally object to the above proposal. Putting in place this parking restriction will greatly effect the running of Mayville High School, which has been on this site for 120 years. It will greatly hinder the pick-up of children outside of school hours that attend aftercare and clubs. I strongly feel that introduction of parking permit zones only pushes parking issues out to surrounding roads and is not a solution.

191. Parent, Mayville High School, St Simons Road

I would like to formally object to the above proposal. Putting in place this parking restriction will greatly affect the running of Mayville High School, which has been on this site for 120 years. It will greatly hinder the pickup of children outside of school hours that attend aftercare and clubs. I strongly feel that introduction of parking permit zones only pushes parking issues out to surrounding roads and is not a solution.

192. Parent, Mayville High School, St Simons Road

I would like to formally lodge my objection to the proposed parking restrictions in St Simons Road, parking zone: MD Kings Area (TRO 15/2019) which would see parking restrictions introduced from 4:30 to 6:30pm. My son attends Mayville High School and attends after school care and is generally collected by his grandfather between 4:30 and 5:30 pm. These parking restrictions would make it difficult for us to collect our son from school and to attend events like parents evenings. Please reconsider this pointless scheme which will only push the problem into other nearby streets.

193. Parent, Mayville High School, St Simons Road

I'm writing to lodge my objection to the proposed parking scheme proposals for the MD Kings Area zone. This would cause no end of issues for the parents of Mayville High School and has a direct financial impact on the school and it's teachers - a school which is unique, but has been in existence in that area for over 100 years.

I strongly oppose to this specifically due to the impact on this school. In general I am opposed to all the parking zone schemes. Residents weren't properly consulted and the knock on effect from having spasmodic, varying timed zones is being felt. The residents who are in the scheme aren't noticing huge improvements, and the people in the surrounding roads have been severely negatively impacted. Zones are not the answer to Southsea's parking problems, and will just frustrate residents and tourists/shoppers alike.

194. Parent, Mayville High School, St Simons Road

I would like to send my rejections regarding the 2 hour parking restriction in St Simons Road and surrounding areas.

As you have a junior and senior school with split location in this road there are: After clubs where young children need to be collected.

Regular parent evenings during these hours.

During the winter months these hours fall in darkness and it would leave children and adults in a vulnerable position having to walk some distance for collection and meetings.

Teachers that need to park for the supervision of these children and other employees.

Restrictions within these hours will only cause parking difficulties in other areas, it does not solve any issues, asking people to pay for permits is just revenue collecting on people that are trying to work.



I understand the difficulties in a high populated area but this is not just a residential area and consideration for the school and children should be a priority.

Therefore I strongly object and hope you reconsider the restrictions in this area.

195. Parent, Mayville High School, St Simons Road

I would like to raise my objections to the above parking scheme. My daughter attends Mayville High School and finishes classes Fridays at 4.45pm. On these occasions where would I park? I live around 2.5 miles from school making walking impossible with a child, I have considered public transport but would have to get the 3.13pm bus therefore having to leave work one hour earlier.

Parents are parked in spaces for a few minutes at a time not really causing a massive inconvenience to residents, I would also like to add that the school has been in place for 120 years, people must realise this when purchasing or renting a property.

196. Parent, Mayville High School, St Simons Road

I'd like to object to the proposed parking restrictions for two hours a day between 16.30 - 18.30 along St Simon's Road. This will adversely affect the school day for Mayville High School.

197. Parent, Mayville High School, St Simons Road

I am against the proposed parking restrictions in St Simons Road, Southsea because it is unnecessary as the restriction of 2 hours a day benefits no one. Least of the residents and the school and their employees. Doing the school run and finding parking is difficult enough.

Finding a space for parents evening is tough. With restricted parking during these hours just makes everybody's lives harder. Neither the school or residents really need the extra expense. All it does is move the problem to other surrounding roads.

Please do not make this change

198. Parent, Mayville High School, St Simons Road

Objection to Parking Permits Plan in the roads surrounding Mayville High School, St Simons Road.

I am writing to object to the plan to implement parking permits in the roads surrounding Mayville High School in Southsea. My children attend the school and the impact of the permits will effect them significantly.

We chose the school as both my children are dyslexic and Mayville is the only school in the area that has the facilities to support them. My children travel on the school bus to and from school. We are not a wealthy family and have to work extremely hard to pay for the fees and bus. If you put these permits in place the school will have no option but to increase the cost of the bus which will stretch more families further. Plus on occasions my children attend optional/compulsory activities after school which means I have to collect them between the hours of 4.30 to 6.30. Again these permits will cause issues with regards to the extra cost and the children's safety as it will cause frustration with attempting to park.

I hope you will listen to mine and other objections before making your decision.

199. Parent, Mayville High School, St Simons Road

I am emailing to oppose the parking permit scheme. My son attends Mayville High School in St Simon's Road which will be affected by this scheme. I often have to attend the school during the suggested restricted time period to pick him up and to attend after school activities. It is already difficult to find a parking space to be able to do this safely and swiftly. Applying this restriction will just mean that I and countless other parents will need to park further away from the school, meaning school children will be walking around what is already a very cramped area, with added issues of safety from cars and lorries on these very small roads. It will also mean that the school are no longer able to provide their minibus travel service in a safe manner, as children will need to be picked up further away from the school.



The parking issues in Portsmouth really need to be looked at in consultation with the residents of Portsmouth and those using these streets on a regular basis.

200. Parent, Mayville High School, St Simons Road

Please may I kindly ask you to reconsider the proposed resident's parking zone, as this would cause considerable disruptions to our school, Mayville High school, and add huge costs to the school.

The school's minibus scheme has been a huge benefit to us. It is not cheap but we continue to pay for it in full as the benefit outweighs the alternative, which would be driving in and out of Portsmouth on a daily basis.

Making this service more expensive will ultimately entice more parents to drive into Portsmouth themselves, aggravating traffic and pollution. Thus the school's minibus scheme is taking a big strain away from the neighbourhood in terms of traffic.

The new parking scheme will also make it even more difficult to drop off and collect our children from school, attend assemblies, Macmillan coffee mornings, school events like Christmas Fairs and the many extracurricular events the school is putting such an effort in for the benefit of our children and which we all appreciate very much. While I realise that for those few residents of St. Simons Street the drop off and pick up hours can be a bit testing, this new parking scheme will only cause discontent to those many hundreds of tax paying clients and teachers of the school.

201. Parent, Mayville High School, St Simons Road

As a parent of a child who attends Mayville High School, I strongly object to the proposed parking scheme. It covers a mere two hours a day, which is just pushing the problem onto other streets, causing issues not only for staff and pupils of Mayville, but residents of surrounding areas and staff and pupils of St Swithun's School.

202. Parent, Mayville High School, St Simons Road

I am emailing to raise a strong objection to the proposed parking restrictions under Parking Zone: MD Kings Area TRO 15/2019.

My son is currently attending Mayville High School Nursery located in St Simons Road Southsea and parking is a challenge at the best of times dropping off at 08:00 and picking up at 17:00, therefore adding the extra complication of parking restrictions between 16:30 and 18:30 will make not only mine but a lot of other peoples lives a lot harder.

The fact that this proposal only covers 2hrs between 16:30 and 18:30 makes it even more bizarre. This will cause significant disruption to school life not only for staff but the pupils and parents taking part in after-school activities including but not exclusive to after-school clubs, children in after-care waiting for their parents to finish work after 15:30, staff meetings, concerts and parents' evenings.

This proposal will significantly impair the pupils education as a result, making everyone's life harder for no reason and no benefit.

203. Parent, Mayville High School, St Simons Road

I'm writing to object to your plans to restrict parking for two hours a day near my children's school.

All this will do is cause myself and other parents to park further away thereby pushing the problem further away, and will mean that the school will be much worse off financially. Please find another solution to your funding and parking problems

204. Parent, Mayville High School, St Simons Road

I would like to register my objection to the above referenced proposed parking restriction due to the impact on stakeholders of Mayville High School.

205. Grandparent, Mayville High School, St Simons Road



I wish to object to the above proposed residents parking scheme. I have grandchildren at Mayville High School whom I regularly collect, and this proposal would cause me great difficulty. As things currently stand I can park my car near the school, collect my grandchildren and be gone within ten minutes. I would suggest that all that would be achieved by the proposed scheme is that I and other parents/grandparents would now have to park in another road further from the school and take up a parking space for twenty five to thirty minutes.

206. Parent, Mayville High School, St Simons Road

I would like to voice my objection to the proposed parking changes on St Simon's Rd, we will now be pushed into someone else's street, what does this achieve?
One way of improving that particular road would be to change to a one way system.

207. Parent, Mayville High School, St Simons Road

It is absurd that a parking restriction is being considered in a road that is already difficult to park in when dropping/picking up my child from the school let alone enforcing further parking restrictions potentially making parents late for their children when already having a time limit from leaving work, battling traffic to then have to battle with somewhere to park. Cars of parents are in the road for a matter of minutes twice a day, these times are actually when most residence would have already left their homes for work and are still at work when children are being picked up, so I feel it does not warrant a permit parking/restriction scheme in place. Our children's education is far more important and the council should put their efforts and consideration into that, not making people's lives more difficult.

208. Parent, Mayville High School, St Simons Road

I wish to oppose the proposed scheme to bring in restricted parking in St Simon's Road in Southsea. As a parent with a child at Mayville High School, I appreciate that St Simon's Road can get very busy at school drop off and school pick up times. Out of respect for the residents of that road – and for the school with their minibuses, I always avoid that road and find a parking space nearby.

However, I know some people who just can't do that. I cannot see how the restriction between 16.30 and 18.30 will help anyone involved. This will mean further expense for the school and the residents. It was cause chaos for the school's minibus drivers who are trying to do their best to do a good job for the children and parents – keeping the children safe and close to the school, and be timely.

The poor teachers who work so hard won't be able to park near the school – which has been a part of that area of Southsea for over a hundred years I believe. So surely their rights should be just as important as the surrounding residents?

I hope to see a widespread plan that properly tackles the parking issues in Southsea. A plan to help everyone.

209. Parent, Mayville High School, St Simons Road

I am writing to notify you that the proposed hours for a permit parking system represent a serious problem for the school my son attends. Parents, staff and pupils at Mayville High School will all be adversely affected by the changes, and for this reason I would ask you to reconsider the proposal taking into account the need for greater flexibility around parking in areas around the school.

210. Parent, Mayville High School, St Simons Road

4.30 - 6.00 are the main hours for parents picking up their children from after-school clubs, sports fixtures etc. A parking restriction during these hours would make it impossible for parents to quickly pick up children; parking issues would be transferred to other roads; busy roads would have to be crossed with small children.

I would like to voice my objection to these plans and would urge you to reconsider them.



211. Parent, Mayville High School, St Simons Road

I would like to object against the proposal of the new parking scheme being proposed at St Simon's Road and surrounding areas. This would cause major problems when picking my young children up from after school club of which I use often as I am a full time worker 3 to 4 times a week. The School has been there for 120 years and this has never been an issue, it will only push the problem into other streets in the area where we have two schools. I am not happy about this hence my email opposing proposal.

212. Parent, Mayville High School, St Simons Road

I am writing to register my objection to parking restrictions proposed in the Southsea area. The proposed parking restrictions on these roads are likely to impede the ability of students' families to attend events and after school celebrations of achievement, resulting in significant negative impact on the schools notable positive, inclusive community ethos. Furthermore, I have young children at the school and It is also my wife's place of employment. Both my wife and I are in full time employment, and make use of the schools after school clubs and care in order to maintain our children's education whilst allowing us to continue working. Restrictions in parking at the proposed times would make collecting our children difficult, in terms of having to make arrangements to leave work sufficiently early to collect them before 16:30. It will also negatively impact their education as they are precluded from attending extracurricular after school activities. Parking on the roads within this zone is also my wife's only available option whilst at work, which regularly coincides with the proposed restriction period, due to running after school revision and extended educational opportunities. The imposition of these restrictions would make people's lives harder, reduce opportunities for students to extend their after school learning, reduce the ability of teachers to provide those opportunities and negatively impact what is currently a positive, thriving learning community. I strongly urge you to maintain the current parking situation and to withdraw the parking restriction proposal.

213. Parent, Mayville High School, St Simons Road

I would like to voice my opposition to the Street parking scheme proposed by PCC. My son attends Mayville High School, mainly based in St. Simon's Street. The School will be adversely affected by the proposed residents parking - parking zone MD Kings Area (TRO 15/2019). The proposed changes would have a very negative impact on school life, affecting families and staff. The problem of parking will only be transferred to other nearby streets. PCC should be taking steps to reduce the problem of poor air quality in our city. A school mini bus saves over 30 individual car journeys to and from school every day, reducing pollution and congestion in the city. These new measures, however mean that the school could incur additional charges of nearly £4,000 p.a. for minibus parking permits. Penalising rather than encouraging this less polluting form of travel. I hope these issues will be taken into consideration and the significant disruption and adverse effects that would arise from the currently proposed parking measures, can be avoided.

214. Parent, Mayville High School, St Simons Road

I am objecting to the proposed changes to the parking area above. As a parent of pupils at Mayville high school, this will cause massive inconvenience to me. I have to get my children from various events by car. I am unable to use public transport or any other alternative as there are non-available. This change will cause an unnecessary inconvenience and cost to both myself, numerous other parents and the school and is not necessary.

215. Parent, Mayville High School, St Simons Road



I am writing to express my total opposition to the proposed parking scheme in and around St Simon's Road, where Mayville High School is situated. It will be completely un-workable, with an entire school population's drop-offs and pick-ups that happen on a daily basis, and will cause major disruption. It is already difficult to park or stop anywhere in the area and this will only make it worse. In addition, there are school buses and staff cars that need to park, it is not fair or right that a school and it's staff should be charged, especially since they are not a commercial business, but run as a charity/not for profit organisation.

216. Parent, Mayville High School, St Simons Road

I am writing to confirm that I am very much against the proposed enforced parking permits between 4.30 and 6.30pm

This time period will directly affect collecting school parents and force them to park well away from school, which will only impact another area! This is incredulous when parking is so restricted as it is. This will directly affect not one but 2 schools, Mayville High School and St Swithun's !!, another school serving very young children. We have been members of this community for decades, with close family associations to both schools. This can only severely affect education and extracurricular activities. If parking Permits are to be enforced they should not be in such a high traffic area containing very young children. Placing restrictions on parking here will impact child safety and should a child be found to be at risk as a result of the proposed action PEOPLE WILL hold Portsmouth City Council Responsible. Safe schools are an essential part of the community and therefore accommodations have to be made to allow their existence. Please rethink this.

217. Parent, Mayville High School, St Simons Road

I would like my objection logged for the proposed street parking scheme in Kings MD Kings area TRO15/2019. I think its disgusting these will mean the Mayville High School will then have to pay around £4k per annum to park their mini buses and for parents and staff to park in the surrounding area to the school. There are many more places in Southsea where this should be enforced – around a school isn't one of them.

This will disrupt school life and if our council cares about education in the city it will re consider this proposal – I feel that its targeting the school because its private. Yes I choose to send my child there, at a cost to our family – and my taxes are still used for education which my child is not taking. So I am in effect helping ease the educational struggles, and then you hit the school with this. Seriously! I literally have no faith in Portsmouth city councils ability to review or sort anything out, and I'm sure most residents would say the same – about most things!

218. Parent, Mayville High School, St Simons Road

I would like to voice my opposition to the Street parking scheme proposed by PCC. My son attends Mayville High School, mainly based in St. Simon's Street. The School will be adversely affected by the proposed residents.

The proposed changes would have a very negative impact on school life, affecting families and staff. The problem of parking will only be transferred to other nearby streets.

PCC should be taking steps to reduce the problem of poor air quality in our city. A school mini bus saves over 30 individual car journeys to and from school every day, reducing pollution and congestion in the city. These new measures, however mean that the school could incur additional charges of nearly £4,000 p.a. for minibus parking permits. Penalising rather than encouraging this less polluting form of travel.

I hope these issues will be taken into consideration and the significant disruption and adverse effects that would arise from the currently proposed parking measures, can be avoided.

219. Parent, Mayville High School, St Simons Road



I am writing to confirm that I am very much against the proposed enforced parking permits between 4.30 and 6.30pm

This time period will directly affect collecting school parents and force them to park well away from school, which will only impact another area! This is incredulous when parking is so restricted as it is. This will directly affect not one but two schools, Mayville High School and St Swithun's!!, another school serving very young children. We have been members of this community for decades, with close family associations to both schools. This can only severely affect education and extracurricular activities. If parking Permits are to be enforced they should not be in such a high traffic area containing very young children. Placing restrictions on parking here will impact child safety and should a child be found to be at risk as a result of the proposed action PEOPLE WILL hold Portsmouth City Council Responsible. Safe schools are an essential part of the community and therefore accommodations have to be made to allow their existence. Please rethink this.

220. Parent, Mayville High School, St Simons Road

I am writing to oppose the intended Parking Permit scheme in St. Simon's Road and surrounding areas.

I have been a parent at Mayville High School for years and in that time I have seen traffic, congestion and parking increase considerably at school collection time so adding parking permits at this time is going to make it even harder for the school mini bus to drop off. My child is always attending school after school clubs, rehearsals, etc. as do many other children. I understand Portsmouth City Council's parking problem and I know life isn't going to get much easier on our tiny island but my suggestion is to put a parking zone from 18.00 hours when school life is over.

221. Parent, Mayville High School, St Simons Road

I would like to oppose the parking restrictions proposed for St Simon's road. This will significantly affect me as a parent to Mayville High school students and will adversely affect the school.

There is something else you have not considered; if permits are applied these costs will be factored into the school fees thus increasing the cost to every parent. There are other roads in Southsea that require attention, including my own on Locksway Road. Too many work vans are parked on the streets; some on corners making it dangerous to drive.

I would politely suggest you focus attention firstly in dealing with these works vans.

222. Parent, Mayville High School, St Simons Road

My view on the parking restrictions on St Simon's road in Southsea is that it will cause a lot of problems, with school minibuses and pupils crossing the road. With Mayville school being an established school in the heart of Southsea the restrictions need to be reviewed as residential houses on the road is limited therefore no need to have restrictions

223. Resident, St Simons Road

We would like to raise an objection to the proposed new parking restrictions. They are just going to push a problem onto other streets

224. Resident, St Vincent Road

I do not want the parking zone proposed.

Spaces are not guaranteed, a waste of time and money.

225. Resident, St Vincent Road

As a shift worker I never return home between these hours, and given that the audiences for the Kings Theatre are responsible for much of the parking problem in the evening, I cannot help but draw the conclusion that I will be compelled to pay for the privilege of continued difficulty in finding suitable local parking.



I leave in the morning at 06:30 and do not return until 19:30.

My house partner works regularly until between 19:30 and 22:30 and I know that there are many other residents searching for parking after the proposed 18:30 cut off.

Surely to address the very specific nature of the problem in the vicinity of the Kings Theatre ... an extension of the residents' only status should be considered to encompass the normal 'curtain up' time for the majority of performances.

I believe that this would help to make the situation for parking in this area more tolerable and worth the cost to the residents.

Without this extension to the time in place I am against the proposed plan.

226. Resident, Taswell Road

I'd like to raise my objection to the permit proposals for the road I live in. Having restrictions between 4.30 & 6.30 will not reduce the amount of non-resident cars that park there, this is not the time congestion from non-residents occur.

Not happy about having to pay to park in the road I live in anyway but if you're going to do it then the restriction times need to be like the rest of Southsea where non-residents can only park for an hour.

Perhaps instead of charging the people that live here to park (considering we already pay a premium to live here) you should be looking at charging people who decide to use the city when the sun comes out.

Yet again the people that live here are being penalised because the council can't be bothered to manage/provide suitable alternatives for visitors to park.

So unless you intend to make it resident only parking 24hrs a day then I don't really see the need to pay you to park where I live when I can park there now at those times for free.

Parking isn't an issue between 4.30 & 6.30 PM. It's from 1900 weekdays, all weekends especially during events & sunny days.

I'm objecting on that basis as you are asking for me to pay for restriction times that currently are not an issue.

227. Resident, Taswell Road

I wish to submit the following objections.

1. The problem of parking in the area is created by too many resident vehicles for the spaces available. A simple count of the number of residential properties on the streets in the MD Kings area will confirm that the maths simply don't add up; assuming 1 car per property (in my road) there is at least 20% shortfall in spaces available.

The problem is not vehicles from outside the area (I suspect these are relatively low numbers anyway); they generally arrive/leave between 9am-5pm because they are; delivering to residential properties, providing care or other personal services to residents, building/contractor services, ad hoc visitors. These users are parking at a time when the roads are least congested by parked cars...because this is exactly the times (9-5) that parking spaces are at their greatest...because residents have taken their vehicles to work! I believe the proposal simply will not work, or make only a marginal difference to local residents.

2. One unintended impact will be to displace vehicles to adjoining areas - creating greater issues there. The reaction to that is often to then introduce a scheme in adjacent areas. The entire local area is eventually covered by parking schemes...there are now 35/36 in the city...but the same problem remains; too many cars in the city for too few parking spaces.

3. I am not convinced by your statement "Parking restrictions can also encourage commuters and local employees to consider alternative ways to get to work..." I believe people are already put off by the lack of parking (hence the scheme in the first place), and there are no viable



alternatives - the park and ride scheme doesn't work for people working in Southsea and the buses are too expensive.

It seems to me it is a more likely those from 'outside' the zone would;

- look for ways to get 'around' parking restrictions
- increase their frustration with working in S'sea
- lead to more penalties, appeals & administration

We need a city wide sustainable, transport strategy, based on sound consultation and analysis. Directing energies and finance into (well documented) alternative transport options coupled with, say a congestion charge for the city - where at least commuters have the option to a) pay & travel by car or b) use alternative methods of transport...with finance raised from the scheme to cross-subsidise other transport options; is surely the direction to go.

To address transport issues in the city takes considerable finance, coordination, consultation and multi-agency involvement as well as leadership, commitment and good-will. Let's be brave. I aware that compromises need to be made when working with communities. My point was that parking schemes don't and won't help in isolation. We need a transport strategy for this island city. Can you let me know whether there are plans for such a strategy?

228. Resident, Taswell Road

I am writing to object to the planned Residents' Parking Scheme MD Kings Area but before I put forward my reasons for objections, I would appreciate it if you could respond to the following questions that I have :

- The 'informal' survey was full of completely biased and misleading questions. Please could you provide evidence of how the survey conducted was statistically valid?
- The response rate from the survey was based on a very small percentage of returns and when I have asked to see the full results, I have been met with opposition or my messages have been ignored - please could you provide this information with a full justification as to how this can be a statistically representative sample?
- For what reason was the time restriction of 4.30-6.30pm chosen? Please could you provide the statistical analysis that backs up this proposition?
- From a personal point of view, with a 17 year old son who is in the process of learning to drive, he will have no incentive to carry on with this as he will not be able to afford the extra £590 for a third permit for our house - what do you suggest we say to him that does not involve a damning attack on your ineffectiveness?
- Having introduced Residents' Parking Zones north of Albert Road, the parking problem has just been displaced. No doubt, you are planning to roll this out across the city so that eventually all areas will be Residents' Parking only and the issue will be exactly as it was when the Parking Restrictions were not enforced. What are your longer term plans?
- Parking restrictions in Southsea have led to misery for shoppers and with the closure of Knight and Lee, Southsea is in danger of becoming a ghost town. How do you plan to attract more visitors with an increased number of Residents' Parking Zones?
- The information leaflet that you sent out dated February 2019 said that we could view the Public Notice on Portsmouth City Council's website. This evening when I tried, it was not there. Please ensure that your information is correct and that the Public Notice is available to see.

I have found the copy of the Public Notice - exactly the same as the one sent in the post.

Please could you send me an electronic version of the draft order with statement of reasons - I understand that they are available to view at the Civic Offices during normal office hours but I am working during normal office hours so would like the opportunity to read them in the evening.



229. Resident, Taswell Road

We are frankly at a loss to see how this parking zone will have any benefit to local residents. The timings of the 4.30pm - 6.30pm restriction will not improve on the current, but minor, issues we have parking. The issues being around school drop-off and pick-up at St Swithun's and Mayville, teachers parking during the day, theatre goers parking in the evening (after 6.30pm), work vans and seafront events.

As we work out of the city, there are occasions where we cannot park on our return home, later than 6.30pm.

230. Parent, St Swithun's School, Taswell Road

I am emailing to object to the proposed parking restriction in the Southsea area. I understand that there is a proposed parking zone MD around Teswell Road. I have children at St Swithun's RC school and I will now no longer be able to park legally in the afternoon if it is after 1600. Is there a provision made for those who travel to the area for the school? The duration that patents are parked is less than 15 mins and I know that the object of these parking restrictions is not to discourage parents from collecting their children by car. It is simply not at option for many to make the journey by any other means.

I understand residents frustration when at evenings and weekends there are no nearby spaces for their vehicles but I am not sure any provision will be made for those who travel to the area, briefly park up and leave promptly.

Are the council able to issue parking permits via the school to families who require street parking in order to collect their children from St Swithun's?

Where is the next nearest street you can advice me I will be able to park after 1600 in order make a school afternoon collection?

231. Visitor to Wimbledon Sports Centre, Taswell Road

I regularly use Wimbledon Park Sports Centre. It has its own car park (Council owned) which is within the proposed MD Zone. The car park has no restrictions so anyone not using the Sports Centre can park there. At present on arrival I have difficulty in finding a parking space and at best there is only one or two spaces available. This is despite there are over 50 parking spaces and probably no more than 25 people in the Sports Centre at any one time. Not all those arrive to use the Centre come by car and some car share.

Vehicles are sometimes left in the car park for months without moving.

If the residents parking proposal is agreed it seems obvious that those who have a second or third vehicle which they don't use often, rather than pay £100 or £590 a year for a permit, they will leave it in the Sports Centre Car Park making it impossible for those using the Sports Centre to finding a parking space.

As the Sports Centre courts are booked on an hourly basis, if a space isn't available then parking at some distance will be necessary, resulting in being late for a session. Then only option that I and others will be forced to take would be to find another venue or even stop playing which would be a loss of revenue and could even make it unprofitable to run. Loss of available parking would discourage those from using the centre when the Council should be encouraging exercise.

I therefore object to this proposal for residents parking unless some form of restriction is made on the Council owned, Wimbledon Park Sports Centre car park, allowing those using the Sports Centre to find a parking space.

232. Resident, Victoria Grove

The result of December 2018 house-hold survey indicates a 50% falling appetite for this RPZ in the last six years.

Census results indicate clearly:



the 2018 census returned only 13% responses/returned surveys.
but 2014 it was 25%, a double response.

2012 similarly 19-24% responses from North -South of Albert Rd

Of the 13% who returned their census last December, only 11.04% requested a zone (the pie-chart emphasis of 85% of 13% returns is misleading information). I submit that with only slightly more than a tenth of house- holds `for` implementation is insufficient justification and I request that the scheme be cancelled.

233. Resident, Victoria Grove

The proposal put forward will not in my view make things better. The area next to us has a 3 hour limit which deters people from parking all day in their roads, so they come and park in my road. It does not appear to be fair or make sense that by creating a new zone that you are suggesting permit holders only for such a short period of time 430 to 630. As you know residents parking has pushed cars parking from one area to another and we are feeling that in our road. To be successful in my view you need a scheme that is city wide fair to all residents. I think you are wasting money introducing this scheme as it suggested bring in a scheme similar to that in Victoria road north and I would support that, however I don't support this scheme in its current suggestion. An alternative that I have seen in other cities if you insist on a 2 hour period style of enforcement is to have one in the mid-morning and one in the afternoon that will deter those who drive and park all day whilst at work which is where I think the problem is.

234. Resident, Victoria Grove

Please do not go ahead with this new parking permit area. It does nothing to address the real problem that is there is not enough parking space in the area. What the PCC should be doing is to provide more spaces, and if they cannot, then leave it as it is. Also I note that development planning permissions have been granted WITHOUT parking spaces being included. Developers make big profits from these new dwellings and make the situation worse, I am referring to the chapel in Inglis Road and the old church in Victoria Road South. As it is we get by in our road by considerate parking, and cooperating with each other. This new plan will make life a bit more difficult, the same number of vehicles will be looking for space, yet there is no plan to provide more parking.

235. Resident, Victoria Grove

I strongly object to this parking scheme, and have always voted accordingly. Ethically, I don't know how you could contemplate a scheme for which so few people showed an interest, apart from an obsessive local Lib Dem campaigner, and a few misguided people who think that miraculously the roads will clear and they will be able to park anywhere, and the value of their property will increase. Your online survey analysis confirms the scheme is not supported. According to you (pie chart 1), only 13% of households responded to the survey and only 70% of this number considered the scheme beneficial to them and their visitors. That is 283 households out of 3120. The 4.30 - 6.30 no parking time zone will be very disruptive, especially for local businesses, their customers and employees, and will just result in pushing vehicles round the city. We live in a city, and parking can be a problem, (although at this moment you could park 4 vehicles outside my house) so nothing will change. This is so obviously money making scheme by Portsmouth City Council.

236. Resident, Victoria Road South

My views are that it is a definite annoyance. Having to arrange permits for visitors for instance. It will deter visitors as they will need to prearrange or pay and walk. Gets rather expensive to arrange a party or BBQ...



However if a Parking zone does occur, I would much prefer the limited one as per near Fratton station : 5-7pm

237. Resident, Victoria Road South

We wish to strongly object.

When we first heard of the plans we supported them. However, upon learning the zone is only in effect between 430 & 630pm, we do not feel this serves either our or the wider community's needs.

Specifically, my wife returns from work before 430pm and I return after 630pm.

For the pleasure of never needing to park in the permit zone during permit times, we will be charged £130 / yr.

Furthermore, our key frustration is weekend parking, especially on Saturday morning; something which these plans fail to address.

Your proposed alternative modes of transport [for travelling & commuting] listed in your consultation letter are not in the least bit aligned with the city's public transport offering / capability.

Again, we strongly object to these proposals, based on cost vs benefit.

A 24/7 MD parking zone would be welcomed.

238. Resident, Victoria Road South

As a final year university student along with my housemates, and the majority having cars parked outside the property, we strongly oppose against the idea of permit before our end of tenancy. The upcoming months are, arguably the most significantly important of our university experience, including graduation and moving out dates along with exams and coursework hand ins. Due to these reasons, we kindly object to the principle of introducing a permit on our road. I hope that you understand our views and have no obligation against this permit choice starting August 2019.

239. Resident, Victoria Road South

My thoughts against the proposal are as follows:

1. As we are a seven person household, and five of us own cars (Which many require for work) we would not be able to each purchase a permit and therefore would be penalised heavily.
2. When looking for a property to rent in the Portsmouth area, available and free parking was one of our main priorities, however this change has been proposed mid-way through our tenancy. If the permits were active when we originally viewed the property in 2018 then we would not have rented this property because we understand that we would not all be able to purchase a permit (add chose not to rent other properties in Portsmouth because of permit requirements).
3. I have personally never faced any problems with finding a parking space within a one minute walk to my house for the six months that I have lived on Victoria Road South, and therefore do not see the need for a permit area because I don't view a lack of available parking as an issue.
4. As students we are due to graduate and move out of the property at the end of July. Therefore, if a permit is to be introduced I would strongly ask you to consider introducing the permit from August onwards. If a permit is introduced in, for example May, I would need to purchase a yearlong residents permit when I will only be in the property for another two months. I feel strongly that if this permit is to be introduced it should consider the high volume of students which reside in this area and respect that many will be leaving properties and renewing tenancies in August (therefore, expecting them to pay for a yearlong permit would be disregarding their needs).



Overall, although I am against the need for a parking permit, I would like to emphasise that if a permit is introduced please can you respect the needs of the high volume of students living in this area and introduce the permit after the majority of student tenancies end in August. This would allow new students to purchase yearlong permits which would fit the timeframe of their tenancy and accommodate the needs of students leaving properties in August, whilst also not effecting long term residents significantly.

240. Resident, Victoria Road South

My thoughts against the proposal are as follows:

1. As we are a seven person household, and five of us own cars (Which many require for work) we would not be able to each purchase a permit and therefore would be penalised heavily.
2. When looking for a property to rent in the Portsmouth area, available and free parking was one of our main priorities, however this change has been proposed mid-way through our tenancy. If the permits were active when we originally viewed the property in 2018 then we would not have rented this property because we understand that we would not all be able to purchase a permit (add chose not to rent other properties in Portsmouth because of permit requirements).
3. I have personally never faced any problems with finding a parking space within a one minute walk to my house for the six months that I have lived on Victoria Road South, and therefore do not see the need for a permit area because I don't view a lack of available parking as an issue.
4. As students we are due to graduate and move out of the property at the end of July. Therefore, if a permit is to be introduced I would strongly ask you to consider introducing the permit from August onwards. If a permit is introduced in, for example May, I would need to purchase a yearlong residents permit when I will only be in the property for another two months. I feel strongly that if this permit is to be introduced it should consider the high volume of students which reside in this area and respect that many will be leaving properties and renewing tenancies in August (therefore, expecting them to pay for a yearlong permit would be disregarding their needs).

Overall, although I am against the need for a parking permit, I would like to emphasise that if a permit is introduced please can you respect the needs of the high volume of students living in this area and introduce the permit after the majority of student tenancies end in August. This would allow new students to purchase yearlong permits which would fit the timeframe of their tenancy and accommodate the needs of students leaving properties in August, whilst also not effecting long term residents significantly.

241. Resident, Victoria Road South

My thoughts against the proposal are as follows:

1. As we are a seven person household, and five of us own cars (Which many require for work) we would not be able to each purchase a permit and therefore would be penalised heavily.
2. When looking for a property to rent in the Portsmouth area, available and free parking was one of our main priorities, however this change has been proposed mid-way through our tenancy. If the permits were active when we originally viewed the property in 2018 then we would not have rented this property because we understand that we would not all be able to purchase a permit (add chose not to rent other properties in Portsmouth because of permit requirements).
3. I have personally never faced any problems with finding a parking space within a one minute walk to my house for the months that I have lived on Victoria Road South, and therefore



do not see the need for a permit area because I don't view a lack of available parking as an issue.

4. As students we are due to graduate and move out of the property at the end of July. Therefore, if a permit is to be introduced I would strongly ask you to consider introducing the permit from August onwards. If a permit is introduced in, for example May, I would need to purchase a yearlong residents permit when I will only be in the property for another two months. I feel strongly that if this permit is to be introduced it should consider the high volume of students which reside in this area and respect that many will be leaving properties and renewing tenancies in August (therefore, expecting them to pay for a yearlong permit would be disregarding their needs).

Overall, although I am against the need for a parking permit, I would like to emphasise that if a permit is introduced please can you respect the needs of the high volume of students living in this area and introduce the permit after the majority of student tenancies end in August. This would allow new students to purchase yearlong permits which would fit the timeframe of their tenancy and accommodate the needs of students leaving properties in August, whilst also not effecting long term residents significantly.

242. Resident, Victoria Road South

I have never faced any issues with finding a parking space within a minute walk from my house, and therefore do not see the need for a permit.

When we were looking for a property to rent in Portsmouth, available and free parking was one of our main priorities, however this change has been proposed mid-way through our tenancy. If the permits were active when we originally viewed the property in 2018 then we would not have rented this property and chose not to rent other properties in Portsmouth because of permit requirements.

As we are an eight person household, and six of us own cars (Which many require for work) we would not be able to each purchase a permit and therefore would be penalised heavily. I have personally never faced any problems with finding a parking space within a one minute walk to my house for the months that I have lived on Victoria Road South, and therefore do not see the need for a permit area because I don't view a lack of available parking as an issue.

Lastly, as students we are due to graduate and move out of the property at the end of July. Therefore, if a permit is to be introduced I would strongly ask you to consider introducing the permit from August onwards. If a permit is introduced in, for example May, I would need to purchase a yearlong residents permit when I will only be in the property for another two months.

I feel strongly that if this permit is to be introduced it should consider the high volume of students which reside in this area and respect that many will be leaving properties and renewing tenancies in August (therefore, expecting them to pay for a yearlong permit would be disregarding their needs).

Although I am against the need for a parking permit, I would like to emphasise that if a permit is introduced it should respect the needs of the high volume of students living in this area and introduce the permit after the majority of student tenancies end in August. This would allow new students to purchase yearlong permits which would fit the time frame of their tenancy and accommodate the needs of students leaving properties in August, whilst also not effecting long term residents significantly.

243. Resident, Victoria Road South

I would like to voice a few concerns regarding the proposed potential implementation of this.

- I live in an 8 person student house with 5 of us own cars. As a result, would not be able to each purchase a permit and therefore would be penalised heavily. Alongside this, many of us need our cars for work.

- When looking for a property to rent in the Portsmouth area, free parking was one of our main priorities. However, this change has been proposed mid-way through our tenancy. If the permits were active when we originally viewed the property in 2018 we would not have rented this property because we understand that we would not all be able to purchase a permit.

- I have personally never faced any problems with finding a parking space within a one minute walk to my house for the six months that I have lived on Victoria Road South, and therefore do not see the need for a permit area because I don't view a lack of available parking as an issue.

- As students we are due to graduate and move out of the property at the end of July and therefore, if a permit is to be introduced I would strongly ask you to consider introducing the permit from August onwards. If a permit is introduced in, for example May, I would need to purchase a yearlong residents permit when I will only be in the property for two months. I feel strongly that if this permit is to be introduced it should consider the high volume of students which reside in this area and respect that many will be leaving properties and renewing tenancies in August (therefore, expecting them to pay for a yearlong permit would be disregarding their needs).

Overall, although I don't agree that a parking permit is necessary, I would like to emphasise that if a permit is introduced please can you respect the needs of the high volume of students currently living in this area and introduce the permit after the majority of student tenancies end in August. This would allow new students to purchase yearlong permits which would fit the timeframe of their tenancy and accommodate the needs of students leaving properties in August, whilst also not effecting long term residents significantly.

244. Resident and St Jude Ward Councillor - Victoria Road South

I am against the proposed zone particularly the 4.30 to 6.30 window. 6.30 is a very bad idea as it will make it impossibly difficult for people who return from work at other times of the day (which most people do especially if they work outside Portsmouth) or are fetched from the station after a commute, or are returning from a weekend away with family or similar. It will very badly affect people such as nurses and doctors who work vital shifts. It will also be impossible for people wanting to go out by car in the evenings and will damage the night time economy for example in Gunwharf.

I want to support the Kings theatre but not to this extent. They only perform 240 days a year and not all the shows are all fully booked. The access to the car park at Waitrose should be better marketed and bespoke Park and Ride would be good - with tickets bought with theatre tickets so that provision could be planned in advance.

I would prefer a scheme that was 7/24 with two hours for non-residents or the same for 6pm to 8 a.m or no scheme at all

I would also like to request a dual approach with blurred boundaries solution for Victoria Rd South as there is likely to be for Campbell Rd.

As a Portsmouth city councillor I am campaigning for a whole city parking and transport strategy to be developed with a single city wide parking solution.

I gathered at the council meeting last night that roads such as Victoria Rd south and Campbell Rd which are on the boundary of different parking zones are being considered for 'fuzzy' boundary treatment. I wanted to write in support of this approach for Victoria Rd South where it bounds KC zone please.

245. Resident, Victoria Road South

I am against the proposed zone particularly the 4.30 to 6.30 window. 6.30 is a very bad idea as it will make it impossibly difficult for people who return from work at other times of the day (which most people do especially if they work outside Portsmouth) or are fetched from the station after a commute, or are returning from a weekend away with family or similar. It will very badly affect people such as nurses and doctors who work vital shifts. It will also be impossible for people wanting to go out by car in the evenings and will damage the night time economy for example in Gunwharf.

I want to support the Kings theatre but not to this extent. They only perform 240 days a year and not all the shows are all fully booked. The access to the car park at Waitrose should be better marketed and bespoke Park and Ride would be good - with tickets bought with theatre tickets so that provision could be planned in advance.

I would prefer a scheme that was 7/24 with two hours for non-residents or the same for 6pm to 8 a.m or no scheme at all

I would also like to request a dual approach with blurred boundaries solution for Victoria Rd South as there is likely to be for Campbell Rd.

I had assumed that you would consider all the responses to the current consultation before deciding what to do. In fact if you looked at the record of the council meeting yesterday you will find that this is what the council were told about the process

246. Resident, Victoria Road South

I would like to raise my objection to the proposed parking zone introduction for zone 'MD' I share one car with my partner and we park in Hereford Road.

We find that at some times, namely weekends from 5pm' ish onwards that parking can be a nightmare if we have gone out for the night and want to park near our house when we return, but most of the time we don't struggle too much and therefore do not want to have to pay £30 to park where we've always parked for free.

I can't see that parking permits will make any difference at all to the situation and I'm not happy about having to pay for something that won't be any better than what's currently available for free.

Surely once all the residents and local businesses have bought a permit then the spaces will be taken up and so I don't see where the benefit will come from apart from providing revenue for the council coffers.

I've never objected to anything before and hope that I've done it correctly to be marked down as an objector, so just to be clear,

I DO NOT SUPPORT this idea.

247. Resident, Victoria Road South

I have noticed a marked increase in parking problems caused, in part, by the implementation of parking zones in surrounding areas as visitors search for free parking when visiting the area.

So, I wish to register my concern about your current proposal to establish a parking zone in this area which only restricts casual parking for a couple of hours at the end of a working day. I feel that this won't alleviate the problem for local people satisfactorily. It seems to be a piecemeal approach; I appreciate that there are many factors that play in creating the problems but we need to find solutions that work for the whole community.

Before final decisions are made please could consideration be given to further research and consultation so that we can establish what would be workable for us as residents, alongside our local businesses, and of course, visitors?

248. Business, Victoria Road South

As a business owner operating in zone md I object to any further parking restrictions in this area. The area consists of many businesses with not many close by dedicated off street



parking and the introduction of any such scheme will greatly impact on local business and also my patients attending our practice.

249. Business, Victoria Road South

I'm writing to object to the proposals made in the above application.

We have a number of staff at our offices who, not only need to get to work, but also need use of their vehicles to visit our clients and the proposal would be incredibly costly for us and our staff.

We also have clients visit our offices and it is unclear how this would work under the proposal. Would they need to pay to park if arriving after 4.30pm? Would we need to buy visitor parking as a business? Or would they simply not be able to park near our offices hence restricting our hours of business? This would be a further cost to us as a service based business as we would lose valuable chargeable time.

We also have a number of clients nearby. An example of another business that this would affect would be a guest house. There are many in the area and how would this affect them and their guests?

Generally we leave our offices by 5.30pm, the restriction would mean we either have to pay the excessive costs of parking (although it is unclear what we would have to do with regards to clients visiting as per above) or we lose revenue from restriction to our office hours.

250. Resident, Waverley Road

I am writing in total objection to the proposed residents parking zone MD Zone Kings area. The only parking questionnaire I received was in February 2019 and was due in by 20th February, which I duly completed and emailed in. I was most certainly NOT asked for my views in November 2018.

I have a few objections and questions - I have to use my car as I am a community nurse in the city and my husband works away from home frequently so, while I admire the attempt for fewer cars in the city, it is not possible for our family. When we park our cars, 99.9% of the time we are unable to find spaces within the proposed zone - we park over along Waverley Grove, Herbert road or the Craneswater Avenue area. While this is not ideal we do at least know we will find a space. We have tried on many occasions to park along Wimbledon Park Road, Lowcay Road and other not so near roads and most often there are NO SPACES. With this new scheme I am assuming there will be something similar to the other side of Waverley Road encompassing the Craneswater area? This will mean this area will be out of bounds for us.

I also do not understand what having a zone that restricts it to residents only between the hours of 1630 and 1830 will help with parking issues. Anyone wanting to park to go to restaurants or venues on Albert Road or Southsea shopping area, including the Kings Theatre, will just wait until 1830 to park. The schools in the area have some parking onsite so they will not be affected. So how will this help me to park my car in the later evenings?

Either do limited time parking or don't bother with it. The 2 hours thing does not appear to offer any solution at all for me to park in the evenings.

I am extremely unhappy with this proposal. It just seems like a money making scheme to me as there will be no easier parking - I just have to pay to not park now.

I guess I will have to watch and wait to see how effective the parking scheme will be.

As for not getting the questionnaire re parking problems - you say it was supposed to be delivered by the same people who deliver the Flagship magazine - well I have not received one of them for at least 6 months. I thought they had been discontinued. Perhaps this could be looked into because I am certainly not getting the correct information from the council through my door.

251. Resident, Waverley Road



I would like to register my objection to the proposed parking zone.

This would adversely affect me.

The biggest problem in my area is all the parking generated by parents dropping off or collecting children from Mayfield School.

This would not be affected at all by your proposal so would not affect my parking issues.

It would be more beneficial to me if the parking restrictions were either all day or not at all, especially as you are charging for this.

252. Doctor's Surgery Employee, Waverley Road

As I understand it the hours of operation between 4.30 and 6.30pm will mean that any staff who work at this surgery will fall foul of these restrictions (with the exception of doctors who do have access to the specific bay provided by PCC). Many staff are lone females who may have to park further away. If this has an impact it may mean we have to consider reducing services at this site beyond 4.30pm. Therefore a later start time would be preferable for the practice, which closes at 6.30pm.

253. Business, Waverley Road

This is totally unacceptable and will probably mean that this club will eventually close taking away a club which has been in existence for over 123 years. Consideration for senior citizens who enjoy this club should be paramount when the council make decisions like this.

Already clubs have been lost throughout the town because the council has taken away their subsidies and the clubs have folded. You are now proposed to install a further cost to our members and visitors in order to park anywhere near the club. The scheme which includes Albert Road will be detrimental to all business and is purely a money-making scheme for the council. As stated in the local press recently £28 thousand in fines in 1 month to the recent parking scheme north of Albert Road inconvenience to the residents and further financial burdens which people can ill afford. Our club provides an important meeting place both socially and in the game to many members in the Southsea and Portsmouth district area.

We have had no recent information sent to us regarding this and wish to object profusely that it's even being considered. If the council feel it is totally necessary, they should make certain allowances for local businesses and people who already pay their rates in the city.

Could you please confirm whether or not in your survey we have 1 vote or as we have 100 members whether we have 100 voices or are we just considered 1 address.

254. Resident, Wilson Grove

Please, please get rid of these parking zones! They are causing such a nightmare scenario where we live with people from the parking zones parking outside our home and we cannot go out after a certain time in case we do not get a parking space on return.

I think it is iniquitous to ask people to pay for a parking permit when we all pay council tax so make everything fair by taking away the parking zones and not charging for parking permits.

255. Resident, Wilson Grove

We are against the principle of residents' parking schemes. We can't help seeing this as a revenue income stream for PCC by making Portsea Island one big car park, in which there is little benefit for householders. Our preference would be for all residents' parking schemes to be abolished but, assuming this is an unrealistic wish, then we reluctantly offer the following comments.

- TRO 15/2019 admits it offers no guarantee of a parking space and so householders will be paying "to improve parking opportunities for residents when the parking demand is highest". We don't think increasing the odds of a car parking space is good value for money and so we think the fees for the second and third cars are too high. Furthermore, TRO 15/2019 does not explain PCC's rationale or justification for the escalating scale of charges for residents' permits.



- TRO 15/2019 does not explain why a new MD Zone is being established in preference to, say, extending existing zones. If a new zone has to exist then it strikes us that it must operate at the same times as MB and MC Zones (which, bizarrely, apply at different times), otherwise the ripple effect experienced throughout Southsea since the introduction of these zones will be exacerbated. If a parking zone is to be established, then we would prefer it to operate around the clock.
- TRO 15/2019 does not explain why parking permits “are linked to a [singular] vehicle registration number”. We would welcome a residents’ permit that links more than one registration number, giving some flexibility for householders.

256. Resident, Wimbledon Park Road

I am fully aware of the parking issues in this area having lived with the struggle of trying to park somewhere near my house for years, however the proposed scheme will be too little to resolve the issues for me and instead will just be a £130 tax on our hard working family. I work in North Hampshire (where there are no realistic public transport options) and like many people in these difficult times, do not have the luxury of working a standard 40 hour week and most days have to work late. Even if I do manage to get out of the office on time I do not make it home in time for the 18:30 cut off.

A significant level of on street parking issues comes from evening performances at the Kings Theatre and this 18:30 limit will not resolve this issue either as most performances start after this time and patrons will still continue to use on street parking instead of the offered Waitrose car park.

If the only solution available are these parking zones that we will need to pay for, then at least extend the hours of operation that will actually help the residents who love living in our City so much that they are prepared to commute for a long distance to continue to do so.

Looking into the future, there will come a time where my daughters may need to own a car and with house ownership becoming harder and harder they may be living with us whilst they try and get on the housing ladder. What plan would you have if we ever needed a 4th car in the household? Many houses in my road have been split into flats and they will be allowed multiple passes so why would our house (that may have the same amount of tax paying adults living in it as a house split into flats) be limited to 3?

In the short term, I ask that you look at running the scheme until at least 21:00 or it will have little effect on many residents apart from letting them wonder why they pay the council £130 a year whilst they drive around the streets of Southsea looking for a parking space. In the long term the council needs to think of a better method of controlling parking in the city that works for all its residents.

If you got the times of 16:30 – 18:30 from an informal survey, surely you need to do an in depth survey to make sure you have selected the correct times. Again, if it’s the residents that pay their council tax that you want to look after then I would see a need for the parking zone to be in place from 17:30 to 23:00 as a minimum.

You mention the cost of multiple car park passes as a way of putting off residents owning too many cars, however it is currently a necessity for many people to own cars as there is no realistic public transport alternative. So your policy is to punish residents instead of dealing with the problem of a failed public transport facility?

You then go on to state that many of the patrons of the Kings Theatre arrive 3 hours before a performance. With the parking restrictions you have suggested, this will have a detrimental effect to Albert Road business as now they will visit restaurants away from the area and then rush in to park just before the performance starts. Why not ensure that Kings Theatre patrons have the option to park at Waitrose for free and by having the parking restrictions in place all evening, will drive more of them to arrive early, receive free parking and then not fill up car park



spaces of council tax paying residents but still frequent the restaurants and bars of Albert Road.

You also said that you looked at parking for staff and patrons for the shops of Albert road. Your timing suggestion also does not help this group either as they would need to close their business' down by 16:00 to ensure they had time to move their cars for the 16:30 implementation of the parking thus not helping the business owners or the shoppers wishing to visit these stores.

I think the current plans have many holes in them as they do not help the residents or business owners of Southsea.

Please rethink this very bad plan or you will just end up alienating huge numbers of hard working residents who will end up just paying a parking tax that has no positive effect on their lives.

257. Resident, Wimbledon Park Road

I do not believe the restriction between 4:30 to 6:30 pm is the correct time. Many people, my household included, do not arrive home until between 6:30 and 7:30 pm, especially if they work outside the city. This means that by the time they get home the spaces will all be taken by people visiting the theatre. This will make things even more frustrating for my family as we will be essentially paying to not park on our road rather than not paying to not park on our road!

There is no problem parking at 4:30 pm.

So can the time be changed to 5:30 - 7:30 pm. This will stop all the theatre people taking the residential parking.

258. Resident, Wimbledon Park Road

The times proposed do not seem to be representing a solution to the parking situation. It's not really an issue parking during those times, but generally much later.

People might need to pick kids up from after school clubs during that time, so that could be a problem for them.

My concern also is that the parking will just get worse for those outside the zone and the area is no further forward.

I don't want to be paying for a permit when the issue of parking will not be resolved.

The bus fares are always a concern as these are more expensive than taxis.

So I just want to put forward that I'm not in favour of any parking scheme in the area.

It's just another expense that doesn't appear to be a solution.

259. Resident, Wimbledon Park Road

am emailing out of concern for the proposed residents parking in the MD Kings area. We feel that the two hour residents only parking slot between 4.30-6.30pm is futile and is likely to just cause further parking issues.

Other resident parking areas in the city have a three hour time LIMIT for non-resident parking which would best suit this area as it would not stop people coming to shop in the area but would stop workers parking all day or people leaving their cars/vans for days/weeks on end on residential streets.

We also feel that if the original proposal does go ahead then residents should not be charged for permits. Especially not the exact same charge as other areas in the city with much better parking schemes.

260. Resident, Wimbledon Park Road

I have concerns about the residence parking proposed to the kings area (MD) restricted parking between hours 4.30pm – 6.30pm. ONLY ????

Parking over the years have always been problematic, returning to my home after 8.30 pm I'm always driving around the area searching for a parking space, on occasions I have ended up in



the Craneswater area as there are no spaces !!! This I feel is unacceptable distance to park from your home. (also the safety element I'm often on my own or with young children) Since the introduction of the residence parking scheme at the top of Albert Road (xmas time) parking has become even worse!!!!. Evening and weekends parking is atrocious, on some occasions I am reluctant to move my car as parking is so bad. Last weekend I counting x18 commercial vans parked along Wimbledon park Road from approx. 3.30pm Friday (evening) theses vans remained in the same parking spaces for the entire weekend not moving until Monday morning. I feel these vans have been displaced due to the implementation of the new residence parking zones. I do not think it is fare that our streets are used as an overflow free parking!!! due to the new scheme. Some areas are enjoying ability to park whilst we are inundated with vehicle's looking for free parking. If your implementing new parking schemes you need to look at the area around. I do not want to keep having to park 10-15 min walk from our homes. Also when the summer comes the parking could be ten times worse PLEASE HELP !!

I total agree that we do need a residents parking zone in the Kings area I back any scheme that can improve my ability to park near my home. But I do feel that the proposal of imposing a restricted parking for 2 HOURS!! (4.30pm-6.30 pm) is ridiculous s and will not benefit the residence at all, it will just mean we will have to pay for a scheme which will not help with our plight at all. Also I would be interested how you would regulate this as I never see a traffic warden in our area!

I would happily back a 24/7 or overnight solution but certainly NOT THE ONE you have proposed I do hope that you will listen and take note of my concerns.

261. Resident, Wimbledon Park Road

Please accept this correspondence as confirmation of my formal objection to the current proposal which does not reflect the survey results from the MD Kings area survey 2018.

In this survey sent out to residents of MD the following was established:

- 38% of residents say parking problems occurs in the evening
- 30% of residents say parking problems occur overnight
- Parking problems caused by:
- Staff and customers for the Kings Theatre.
- Potential displacement from the upcoming MB and MC zones and
- current displacement from other residents' parking zones.
- Staff and customers for shops, restaurants and pubs on Albert Road. o HMOs and student cars.

The current proposed timings are for 1630 - 1830 and does not reflect the survey results. The Oxford dictionary definition for Evening is the following: "The period of time at the end of the day, usually from about 6 p.m. to bedtime." This means the parking zone is of use for only 30 minutes a day based on the feedback from residents.

Also to note from the survey results is the 2 main causes in the zone, the Kings Theatre and Albert road. These timings do not cater for the 2 main problems from the survey results and would leave residents paying a fee and still not being able to park.

I am not against the idea of a parking zone however there must be a benefit for the residents and at present there is not.

If the timings were amended to 1800 - 0600 I would support this scheme.

262. Resident, Wimbledon Park Road

I wish to lodge my strongest objection to the proposed parking restrictions cited in Ref. TRO 15/2019.

Whilst I am in support of the city's cleaner air policy and alleviating the parking problems and congestion which occurs frequently on our island, I do not think this is the right way to go about it.

I haven't owned a car for a number of years but since the bus route infrastructure has recently changed and my travel journeys are now less direct, take longer and require at least one bus change, I am actually considering purchasing a vehicle. I will of course now potentially encounter problems parking, not necessarily due to space availability but due to two tenants living in the same property as myself, already having vehicles and therefore getting first dibs on the permits allocated per house/street residence.

I am incensed and object vehemently to the thought of my having to pay £500 for a permit on my already over-stretched budget, and then only if zone capacity allows and I can apply for one!!! The cost of these permits is exorbitant and totally unjustified, especially after years of austerity.

At present and because of our appallingly unreliable and over-priced rail and bus networks, I hire a car from time to time in order to make essential trips requiring the flexibility of a private vehicle - (due to my mental health diagnosis it's generally more conducive than me having to use a taxi and considerably cheaper in the long run, on my limited income). This of course will now mean that if per chance my hire car needs to be parked up for a short time during the 2 hour parking restriction period, I will have to pay for a 12hr or 24hr "visitor" permit, even though I am a "permanent" Southsea resident. Surely a logical 20pence/2hr visitor permit is far more helpful and appropriate whilst at the same time relieving that irritating and niggling feeling that one is been treated like a fool and just getting ripped off by one's own local council and it's ludicrous and greedy money-making scheme, basically so that it can be policed easier once it has been implemented.

And on this point of policing the scheme and something else which adds insult to injury: why the particular time slot of 4.30pm - 6.30pm to put a parking restriction in place? It's actually a time of day which undoubtedly will affect a few but certainly not the vast majority of the residents who are quibbling about Portsmouth residential parking. All it does is reinforce the fact that this is a badly thought out scheme, which is only intended to fatten the wasteful purse of PCC. The department of Regeneration (Transport) should be thoroughly ashamed of itself. I understand I am a small and inconsequential voice in this city and that my argument will be considered as weak and irrelevant but I feel I must add my views to this debate and therefore thank you for the opportunity to voice my response to the parking zones proposal (for all the good it'll do!!!).

263. Resident, Wisborough Road

I resent the fact that I have to pay under a ridiculous scheme to park outside my own house. One minute its free, the next its £30. I don't think so.

Also I get given a lot of cars to drive, not registered or owned by me, what then?

UNACCEPTABLE.

ONCE AGAIN THE POOREST PEOPLE IN OUR SOCIETY HAVE TO SUFFER.

Take your parking scheme and stick it.

264. Resident, Wisborough Road

I do not believe this will be a good implementation. The hours specified are not normally that busy around this area, only from 6pm onwards. Furthermore, the addition of this permit will only cause many cars to be parked elsewhere, therefore crowding other roads.

I am aware of many students living down this road. We have 7 students living in our house and I deem it very unfair to propose the same conditions on us of £30 for 1 permit, £100 for two and £590 for three as a car is the primary mode of transport for us around Portsmouth, and to and



from our homes around the UK. In addition to this, if I park my car elsewhere I will have to walk maybe 10 minutes to my car at night and I already feel unsafe around the Southsea area as of late due to the negative behaviour, such as the two shootings which have occurred. The permit in the times 4:30-6:30 will not help the problem, as I believe people will just bring their cars back around this time and the same issue of limited parking will continue. Also, people have been 'saving' spaces down Wisborough Road using chair legs and cones on the road, so if this continues it defeats the objective of the permit.

265. Resident, Wisborough Road

The majority of the problems relating to parking in Wisborough road are related to people visiting the Kings Theatre and people leaving cars to go to work on Albert Road. The times of the proposed restrictions will not make a difference as most shows start at 7.30. Also people leave work around 4.30 or can park and move their cars on to Albert road until 5 pm if they need to.

266. Resident, Worthing Road

I would like to register my objection to this proposal.

I see it as a completely unnecessary and inappropriate expense, both for the council and for residents.

In the years I have been living at this address I have only rarely experienced the need to find a parking space any more than a five minute walk from my house.

Furthermore the proposed time restriction of 4:30pm - 6:30pm is probably the least problematic period of the day.

The major issue is Friday and Saturday evenings when people planning a night out of drinking in Albert Road or Palmerston Road park after 6:30pm and leave their cars overnight.

The secondary problem period is 8am-4pm weekdays when staff at the many schools and nurseries in the area are at work.

However, as previously stated, neither of these is really a major inconvenience.

I do have a couple of questions:

1. Do the council's civil enforcement offices even patrol after 5:30 pm.
2. Is the car park of Wimbledon Park Sports Centre to be included or excluded from the scheme.

267. Resident, Worthing Road

I strongly disagree with the council's proposal to impose a residents parking zone with a 2 hour operational period.

I view the proposal as entirely inadequate. The two hour period will provide no assistance to me due to my working hours and if this is the only proposal then I would prefer no parking zone at all.

If however the council is open to alternative solutions then I would support either an overnight say 4.30pm to 7am or similar or alternatively a 24/7 solution as has been applied to parking zones nearby.

268. Resident, Worthing Road

I am in favour of a parking scheme for this area, however not in the form that is being proposed. Parking is a problem usually after 6.30 during weekdays and all day on weekends and bank holidays, particularly if the weather is fine or there are events on the seafront (we are the closest road without restrictions). The proposed '4.30 to 6.30 pm permit holders only' will address neither of these issues.



It will also be necessary to consider the parking at Wimbledon Park Sports Centre. This is currently an important extra parking resource that is almost always full overnight. If this remains unrestricted, space may be under further pressure from displaced vehicles from surrounding parking zones.

A more holistic approach to parking throughout the whole of Portsmouth would be welcome.

269. Resident, Worthing Road

I find that the proposal of 2hrs restriction to non-permit holders to be of limited use in tackling the parking problems, especially in my road. There are problems with multiple vans being parked up from overnight to days on end, together with overspill from other parking zones. There would need to a much longer restricted period going into the evening as well, protecting residents parking, and maybe including overnight. On a road safety issue, many vehicles are now being parked on double yellow lines overnight which are a road safety hazard for emergency vehicles as well as regular drivers.

The parking situation is worsening and I expect a robust solution to this not some half- hearted attempt to placate those who have bothered to reply to the surveys.

270. Resident, Worthing Road

I would like to raise my objection to the proposed parking scheme for MD Kings area. I strongly believe that introducing parking zones just serves to displace commercial and additional vehicles. While this would improve parking within the zone, it will create additional pressure on the surrounding areas. I am also concerned about the effect the zone will have on small businesses on Albert Road as it operates within working hours.

271. Visitor, Worthing Road

I'm writing to object to this scheme as in my view this is not needed for the people of the locality and will be more of an inconvenience. I have vulnerable elderly family that I have to regularly visit and not being able to park on these roads during the proposed hours will make this impossible for me to do this as my relatives do not have a driveway and I will not be able to park on the roads.

Instead this scheme will cost my family an unnecessary expense of buying permits for friends and family to park.

OBJECTIONS TO PROPOSED MD PARKING ZONE - ADDRESS OUTSIDE OF ZONE

272. Resident, Allens Road

I object to this proposal as it is increasingly difficult to park in my street.

We've live here for a few years and in that time it's got increasingly difficult to park, not only on Allens Rd but the 11 or so streets around our house. We had 2 cars and so decided to sell one. We walk and cycle more and when necessary have found the taxis to be incredibly efficient and cheap.

After 5pm, especially, we often have to Park as far away as Parkstone Avenue. We see that this street (which has front-doors on only one side) has also got steadily more filled-up with parked cars over the last year or so.

I suggest that either the WHOLE of the island is zoned or none. Preferably the WHOLE island zoned then we won't have the problem of people "dumping" their second or third cars in un-zoned areas and all cars can be charged.

I suggest that Privately owned "cars" such as "Chelsea-tractors" and other long vehicles (camper-vans and mobile-homes get charged more and small cars get charged less.



Is there a Park n Ride area where holiday vehicles could be kept?
I also suggest the visitor permits are too cheap.

273. Resident, Bramshott Road

Most tenant interviews I do are bang in the zone restriction times. I have to drive to take paperwork and attend presentable these interviews parking for up to 1 hour each time. Therefore I leave Bramshott Rd late afternoon/early evening and park in Inglis or Manners Rd. Do I need a parking permit in both zones for my visits depriving my tenants of a £30 1st car permit and then return to Bramshott unable to park because it is virtually impossible due to adjacent zones MB and MC ?

I have done this business for many years and this is making life unbearable.

I agree compromises to have to be made it just seems that as a landlord of zoned/non zoned properties and living on the fringe of a zoned area I am currently suffering more than many. Cant park outside my own house or even nearby most of the time and having to pay to interview a tenant in one of my zoned properties, none of which I had a major problem with 4 months ago.

Looking forward to the MB zone introduction latter know doubt this year I will then be about £200 out of pocket a year.....thank you.

All you have achieved is to increase council funds and frustrate the people you serve.

274. Resident, Brompton Road

I have been for the proposed parking zones for many years. There are families with multiple cars, a dog walker with at least 1 personal estate car, a van for the partner's business and multiple vans for the dog walking business, a permanently parked old style wreck of a camper van and the local house clearance lorries and flatbed vans park in the road overnight. So it is a big YES from me for the proposed ME parking zone. I've seen how it's got worse over the years.

However, I am worried about parking to use businesses in Albert Road and parking to do my job in Southsea. I visit many homes to carry out my job of 30 minute visits. I have already had trouble parking in Talbot Road, Delamare Rd and Harold Road during zone times. I know I can always park at home and walk, but when I have multiple houses to visit during the times of the proposed parking zones it becomes difficult to do them all within a reasonable time and so I need to drive.

I also need my car to take cat clients to the vet and most of my clients use The Cat Clinic in Albert Road. I wouldn't be able to park to collect an ill cat even though there could be many spaces available in Goodwood Rd/ Oxford Rd and then I wouldn't be able to park to take the cat to the vet unless I use my hard earned income on buying visitor permits at £1.10 a time. I would be paying for my zone happily and then I would need to pay to park in other zones during these times. I am not sure how this can work. I might need to buy a permit for all zones in one day - every day? I am not the only one with this worry.

There needs to be a free 3 hour parking zone for businesses near Albert Road.

If I have purchased a zone permit I shouldn't need to buy a visitor permit to park at £1.10.

There could be some sort of permit so I can park in all zones to do my job.

275. Resident, Church Road

I am a Landlord and own/rent properties within this proposed zone. I am concerned that the introduction of the proposed new zone will interfere with my ability to carry out essential maintenance and management tasks from my tenants. This may cause increased inconvenience to tenants and lead to increased costs and therefore increased rents. The requirements for maintenance occur mostly during the working day although emergency situations may require parking at any time.



My parking requirements are only occasional, but tend to be urgent. If some scheme of permits for legitimate landlord parking and/or contractor parking, could be provided, this would address my concerns.

I also note that historically there was never a problem parking within this zone during the working day, until recently, when resident parking restrictions were introduced nearby and displacement has now clogged up these roads. In some ways, such schemes do not solve the underlying problem, they just move it to somewhere else and introduce additional unintended consequences - necessitating a cascade of further remedial actions - widely adding cost and inconvenience.

I urge you to reconsider the proposal for this zone and to consider removal of the nearby schemes which have contributed to the current problem.

276. Business, Clarendon Road

I am sending this e mail to object to the proposed residential parking permits

In the area of Hamilton Road and St Vincents road.

These 2 roads

Are a valuable free parking space to all that work here, and the people who also work in this area. There are 6 of us that work here and find the free parking for 9 hours of the day is very useful. It would be a travesty if this parking was taken away from all who park there.

We are all wondering where on earth we are to park for the whole week if the parking was taken away? I suspect that everyone who works and drives to work in this area is thinking the same thing.

The obvious place is car parks, but it costs so much to park for a whole day in Southsea and I expect that the car parks will get full early mornings if we all have to fight for a space.

We all, who work here, live out of town, so we have to drive into work. We all like our jobs here, so we will be very much annoyed and upset if we have to find alternative jobs nearer to us or have to pay a considerable amount of our wages to pay for car parking.

Buses are not reliable and do not cover some of our routes.

We can understand that the residents may like this idea, but parking is easy during the day in the above named roads, and we all go home in the evening to allow for residents to park freely at night..

So we all would like to put this forward to you, to explain how we feel.

277. Resident, Craneswater Avenue

The current policy of progressively expanding residents parking on a zone by zone basis can only lead to the logical conclusion that the entire city will eventually be subject to parking control.

That will present many new challenges in respect of owners of vehicles (or residents that cannot afford the punitive 3rd vehicle charge) who will not be entitled to park on any of the residential streets of Portsmouth.

Presumably there are plans in place for this inevitable scenario?

Managing the parking problems in Portsmouth is acknowledged to be a challenging task and some creative thinking is required here.

This should not be a political issue but it does seem that the only way to really know what the residents collectively think is to ask them so that at least if your plans are supported you will be able to demonstrate a legitimate mandate.



Although I will not personally be affected by whatever is decided I share the concern of many residents that the policy of continuous displacement is little short of madness; a more divisive policy is difficult to imagine.

We can but hope that some common sense might eventually afflict the decision makers.

I wish to object most strongly to the continuing madness of the Council policy of progressive parking displacement, as evidenced by the intention to squeeze yet more displaced vehicles into the ever shrinking unregulated areas of Southsea. Some joined up thinking is now desperately needed and I implore the council to take a breather and set aside partisan views so that a more strategic approach might be considered. A first step would be to reject TRO15/2019. And then ask Portsmouth council tax payers what they collectively think. Then act accordingly with a genuine mandate. Please.

278. Resident, Craneswater Avenue

I am writing to register my request for you to think far more strategically about the imposition of parking zones in the city. Whilst I am not against parking zones I am when you do not think about this as a whole. We are already feeling the implications of the new zones north of Albert road. If you add another zone the roads will be gridlocked and a dumping ground.

Please please please think about a whole solution and not piecemeal to avoid displaced parking

279. Resident, Craneswater Park

I object to the proposed parking restrictions to the area west of Waverley Road.

We already have a problem with several taxis who park in our road, motor homes, work vans etc, so introducing more restrictions in the area will only make it worse.

On sunny days we are overwhelmed with cars, I don't mind this because I am glad that people are coming to Southsea and helping the local economy. Where will visitors park once big chunks of parking are lost with the building of the new sea defences?

280. Resident, Fawcett Road

I'm voicing my objection to the proposed new permitted area in Southsea.

I am a student living with 5 others, three of which have cars that are needed since we all work and visit family outside of the city, when the previous new parking regulations came into effect at the start of the year, only one person in our household could afford a permit, meaning that the other two had to park far away. This was fine since we could park to the west of Fawcett road, however with this proposed new permit area, it will make it impossible for us to use our cars to get to work etc.

Is there a solution to this? possibly providing free/discounted permits to students since so many live in Southsea?

With regards to with respect to all of your points about student transport, that is not why I need a car, I commute to work, as do my housemates, on a part time basis, us not having access to cars will simply mean we cannot work.

281. Resident, Gains Road

I wish to object to the Parking Restriction Proposal TRO 15/19 MD on the basis that

- it is not part of any wider strategy on parking in Southsea, and ad hoc Controlled Zones are simply shifting parking problems around the City.

- this zone is very large in comparison to others and there is no overlap with other zones. This means this zone has a monopoly on spaces putting residents in other Controlled zones and uncontrolled zones at a disadvantage.

- it will deter visitors and shoppers to Palmerstone Rd, Albert Rd and Elm Grove

We are a 1 car household and walk to work and do the school run on foot every day. I make this point as although the implementation of the zone will have very little impact on me it seems



unfair to many and is not part of a wider strategy that has taken into account the views of all residents equally and simultaneously.

I agree, compromise and collaboration are key, and I hope for a resolution that is in the best interests of Southsea.

282. Resident, Gains Road

I am registering my objection.

This is yet another example of the piecemeal imposition of parking zones, which fail to take into account the immediate impact on surrounding areas.

The schemes recently introduced north of Albert / Highland Road have had a marked impact on those of us who live south of that line as we have become the overspill for vehicles that can no longer park there. Naturally this is likely to lead, purely out of self-interest, to our unzoned area voting to be zoned.

This creeping approach to zoning is disingenuous.

There should be a city wide referendum on zoning. It should ask people whether they agree with the entire city being zoned or not at all.

The Council can then explain how it intends to tackle the overall parking issue and such matters as not approving any planning permission for new residential accommodation that does not have 100% occupant parking provision, and no doubt there are other matters that will need to be addressed such as how to manage the growing trend for residents having vehicles for their work, mobile homes that take up two car spaces etc.

Clarity of intent and transparency is required from the City Council.

283. Resident, Gains Road

We would like to object to the ongoing moves to create permit parking zones across the area around Albert Road until we have the answer to a simple question – what is the strategy?

Where are all of the cars that previously were able to park north of Albert Road meant to go? It is impossible to believe that the implementation of the zones, which impact so many in a negative way, are ad-hoc so on that basis we would like to understand what the strategy is to ameliorate for the unliveable parking situation that has now been created in the areas that are not permit parking. I returned from work this evening at 19.15. After around 15 mins of driving in circles I eventually had to park close to Canoe Lake. This is now typical and its not unusual to not be able to park on our road in the middle of the day. This was not the case until you implemented parking zones in all the surrounding areas. People are now resorting to parking on double yellow lines and consequently causing dangerous situations. Acceptable?

284. Resident, Granada Road

I wanted to write to you to urge you to think about the citywide implications of continuously implementing more and more resident parking zones. Looking at the scheme to introduce parking restrictions to the west of Waverley Road, I am concerned you are just continuously displacing the parking issue further along the island and forcing it into areas which do not have a huge issue at the moment such as my road. Once this new residential parking scheme is in place I have no doubt it will push the displaced cars into our area causing a problem there as well.

There should be a referendum for the entire Southsea area to see whether we would want these parking zones as these will continue to affect each area the cars are displaced to.

Could I ask if there are any considerations to alternative solutions other than a resident parking zone implementation?



As proven from all the existing implementations of this, all it does is displace the traffic issues to neighbouring areas and cost residents and visitors excess money.

This is not a solution long term to the issue.

Insisting on continuing to implement parking zones seems very short sighted. Has any consideration been given to alternative city wide solutions?

For instance driving around the city in the evening where the majority of issues are found, I can see lots of commercial vehicles (typically large vans taking up two spaces) parked in residential roads, and lots and lots of car parks for shops and attractions that are shut at night, completely empty.

Why not implement a new city wide plan to force commercial vehicles to park in the closest unused car park overnight, and ban them from parking on the street.

This would free up lots of residential parking, make use of unused car parks in the city overnight and reduce or resolve the parking issues in 90% of areas, without inflicting extra parking permit costs on residents and guests.

If you are still insistent on generating extra income for the council in implementing a solution, you can charge the commercial vehicles for use of these car parks (and fine any parking on streets).

This could be a workable city wide solution and would allow you to remove residential parking zones entirely.

It also wouldn't require continuous surveys of residents.

285. Resident, Knowsley Road

I own/rent properties within this proposed zone. I am concerned that the introduction of the proposed new zone will interfere with my ability to carry out essential maintenance and management tasks from my tenants. This may cause increased inconvenience to tenants and lead to increased costs and therefore increased rents. The requirements for maintenance occur mostly during the working day although emergency situations may require parking at any time.

My parking requirements are only occasional, but tend to be urgent. If some scheme of permits for legitimate landlord parking and/or contractor parking, could be provided, this would address my concerns.

I also note that historically there was never a problem parking within this zone during the working day, until recently, when resident parking restrictions were introduced nearby and displacement has now clogged up these roads. In some ways, such schemes do not solve the underlying problem, they just move it to somewhere else and introduce additional unintended consequences - necessitating a cascade of further remedial actions - widely adding cost and inconvenience. I urge you to reconsider the proposal for this zone and to consider removal of the nearby schemes which have contributed to the current problem.

286. Resident, Lawrence Road

Please accept this letter as a formal objection to its introduction given the adverse effects it will have on us - the affects will also be felt by all of the residents on the eastern-side of Lawrence Road between Chetwynd Road and Albert Road.

Given that all of the above houses on the eastern-side of Lawrence Road, are "double-yellowed" the introduction of Residents Parking Scheme MD means that we will no longer be able to park (more than 24 hours / between 1630 - 1830) in their own street.

It therefore means we will have to look for parking in the side roads of 'Chetwynd Road' and 'Darlington Road' but parking in both roads are invariably non-existent. This in turn means that the introduction of the MD parking scheme will mean that in most cases we will end up having to park 3 – 4 streets away in streets such as Delamere Road, Edmund Road and Wheatstone

Road which is unacceptable; particularly because we are already in residential parking scheme MC for which we pay for.

The introduction of Residents Parking Scheme MD means that, on a daily basis, we will have to constantly keep shifting cars out of zone MD / Lawrence Road, our own street, to avoid penalty charges. This seems perverse given that the introduction of a parking scheme means we are no longer able to park in our own street.

The proposal of introducing Residents Parking Scheme MD is therefore causing considerable distress, anxiety, frustration to households/residents in the eastern-side of Lawrence Road that are double-yellowed.

On that basis please accept this letter as a formal objection to the introduction of Residential Parking Scheme MD.

A simple solution to this anomaly however is to allow cars registered to houses on the “double-yellowed”, eastern side of Lawrence Road once they have been registered in zone MC to be automatically registered for zone MD or to at least give the residents to have the choice of leaving zone MC and choosing zone MD.

287. Resident, Mafeking Road

I have just learnt you are bringing in another parking scheme by the Kings Theatre. I am unable to park down my road or surrounding roads if I get home after 4 o'clock. This is because of the parking schemes you have staggered into action surrounding where I live. There are at least 4 commercial vehicles that park down my road now since the change, not only is it frustrating to not be able to park I strongly feel it is dangerous, many of these vehicles are parking on the path as they are too big for the road. It would seem reasonable to have either done all the zones at the same time or not at all, not this crazy forcing other streets into jams road blocks whilst trying to find a place to park. I really do not understand how the scheme helps, it feels like a money making exercise and nothing else it is causing more chaos than thing I thought possible to achieve.

288. Resident, Mayles Road

I am writing regarding the proposal re parking restrictions for the MD zone between 430 and 630pm. I believe this will have a huge knock on effect having a massive impact on local schools, local businesses (shops as well as mobile services such as carers) and the community in general.

You should be looking at the community impact as well as just residents. There is a fair amount of off street parking in this area. Also quite often people are only parked for short amounts of time e.g. visiting a hairdresser, local shop, collecting from school or visiting as a carer.

The impact on local schools will be negative also, a big priority for the council should be to encourage the best education possible for local children and putting these restrictions in place will negatively affect school transport, teachers and parents, the council should be encouraging the ability of these inner city schools to be able to transport the children on educational trips and PE lessons, not causing a big financial impact on staff as well as the cost to schools for parking school vehicles. Also, there are many parents who are working so making it increasingly difficult for them to drop off and collect their children will impact their ability to get to and from work in time, not to mention the safety of the children possibly having to walk in to school unaccompanied at a younger age than would usually be appropriate.

I do believe that tighter controls on how people park is required to ensure residents are not affected at ANY time of day but this should be the case already. There is a much larger number of people who are affected by these proposals negatively than those it will benefit. If people are trying to park after work it is unlikely that they are home at 430pm (after 6pm may



be more sensible) and being in that area most days there is not a big issue for parking spaces between the times of 430 and 630. This will push parking issues to other roads also. There has to be some way people can park for short periods of time, if permits are brought in across the city then there will be no way of people parking anywhere other than outside their own homes. This seems very short sighted and does not actually resolve any of the true parking issues.

Local businesses are facing many battles as it is against much larger providers so the council should be at the forefront of supporting them. I would be very interested in hearing the reasons behind this proposal to hear how you believe it supports the local community, as it stands it does not sound like a reasonable proposal at all.

My children attend school in the area of consultation plus I use several of the local businesses near that area who will be affected.

289. Resident, Norris Gardens

I would like to register my objection to the proposed parking scheme for St Simon's Road, Southsea.

290. Resident, Parkstone Avenue

On finding out that the council are now proposing to introduce parking zones in the area west of Waverley road, I felt I had to air my anger and utter disbelief in what I was reading.

Up until January 2019 the parking in this road had been acceptable, sometimes busy in the summer or when events are held along the seafront and surrounding areas, no problem totally get this happens.

But after Jan 1st 2019, parking has become a nightmare in the evenings from 5 onwards, through the night and at the weekends. Residents are finding it near impossible to park in Parkstone Avenue as many vehicles which have been displaced from neighbouring roads have found their way on to our road and many get dumped there for days and weeks on end. We have clapped out works vehicles, dated campervans, and any other vehicle which has no permit to park in their own parking zone, dumped in our road. Or the displaced cars or residents in our area who are experiencing the same problem.

Now the Council in its infinite wisdom are proposing parking Zones west of Waverley Road, now I'm no genius but even I can work out that more vehicles will be displaced and more people will not want to pay the extortionate amount of £590 for a 3rd vehicle permit. So where will all this traffic end up!! Well let me think, obviously an area where there are no restrictions i.e. Parkstone Avenue and surrounding area. So we will have no hope in hell of parking anywhere closer to our homes than Southsea seafront if we're lucky.

So my question is why has the whole of Portsmouth and Southsea not been given parking zones all at the same time to prevent parking wars and neighbours falling out with neighbours over a section of road. Or no parking zones at all and leave things how they were, if you buy a house in an area where you know parkings not great that's something you have to deal with as you have this knowledge prior to purchasing the property.

I appreciate these parking zones and permits generate a lot of revenue for the council but please stop to think of the effect this is having on the residents of Portsmouth/Southsea. Either all or nothing with permits and zones!!

291. Resident and Eastney & Craneswater Ward Councillor, South Parade

The MD zone has been made inevitable by the reintroduce of the MB and MC zones. However just as those two zones have created massive displacement in neighbouring streets, so the MD zone will cause mayhem in the area to the east of Waverley Road.

That would be unfair. Rather than continue the current piecemeal approach, the council should develop a citywide strategy that recognises that displacement is real and severe. This zone should not go ahead until such a strategy has been developed and implemented. Action also needs to be taken to avoid pushing shops out of business. I would draw particular attention to the Cat Clinic, which does half its business during the proposed hours of operation.

292. Resident, St Augustine Road

I am writing to ask you with great concerns for parking in our street. The parking permit restrictions you have/and are bringing in already have impacted an already major problem! Our street has got considerably worse over the years, by bringing in these schemes in one at a time is just pushing the problem somewhere else!

There needs to be serious consideration and the people it will affect need to be involved! Either that or you stop parking wardens in the areas that do not have permits as This will just lead to people parking dangerously and inconsiderately!

293. Resident, St Ronans Road

The impact on us of the MB/MC scheme introduced earlier this year has been enormous. Now there is a potential additional scheme to the west (MD) the impact is going to be even worse. Whilst I do not expect to be able to park outside my house, somewhere in the near vicinity would be good. However the impact of the displaced parking has been more than I ever envisaged. The number of additional vehicles parked in our road from residents in the parking area is making our lives miserable. There are lots of commercial vehicles – large vans, and cars just left for weeks on end! If they are parked inconsiderately it takes several spaces for those weeks the cars are just abandoned. The parking zone is not dealing with the problem – simply moving it.

There are also the unintended consequences of this increased pressure on parking in an already congested area. Whilst I applaud the new parking camera outside Craneswater school, the overspill of parking (which was always so useful to us local residents who came home late), is almost filled by 5pm with vehicles from Francis Avenue. These are often large commercial vans and it makes the entrance into St Ronans really difficult – particularly at rush hour. There are cars trying to get in, and cars trying to come up. There is little space for people to pull in. This then leads to more cases of aggressive, inconsiderate driving.

I have been subject to several cases of ‘road rage’ this year for simply trying to park when people are already wound up as they have struggled to get down the road. My parking may not be perfect, but it isn’t terrible and certainly doesn’t deserve the abuse.

The pick-up time outside Craneswater school is always manic, and there impact is now being felt further down St Ronans and adjoining roads. Parents are increasingly resorting to parking on double yellow lines as there is no available genuine parking spaces for them to stop temporarily. I repeatedly see people parked on the double yellows at the top of St Ronans Road, around the entrance to St Ronans Avenue, by the flats on the corner of Gains road, and around the entrance and opposite Gains Road. This makes it so difficult to get up and down the road, and frequently resorts in gridlock. Not to mention the absolute first concern which is it makes it so dangerous for children to cross the road safely.

Of an evening more people are parking on double yellow lines as they are being left with no alternatives. There are cars parked around the entrance to St Ronans Avenue more and more often, which makes getting out of there so dangerous. Last weekend there was a car parked on the double yellow lines at the entrance with its back wheels still into St Ronans road – it was so dangerous. There was a large van on the double yellows at the entrance of Gains Road and you couldn’t see round it. When someone pulls into the road as you are coming along they are therefore left with no alternative than to reverse back out.



Increasingly you are also starting to see really uncommunity based behaviours – such as people deliberately parking to take two spaces to save one for someone coming later. I have never seen that in my 14 years of living here – until now as a result of the parking scheme being introduced.

This piecemeal approach to the zones is causing chaos. Please do all or not at all. You are not dealing with the problem - just moving it. Unless there is no other option to parking people will not change their behaviour – they will just put their 3rd car/van out of the parking zone area. Especially when they are only used occasionally.

Why not enable commercial vehicles to be able to park in b&q car park overnight?

I realise we have had a survey – this is not filling me with confidence either. There are a lot of businesses along these roads. Large nursing homes with staff coming at various times and their interests are very different to ours. There are also a high number of HMO's who again don't historically respond to surveys.

Utterly ironically the other night when I got home at 19.30 I drove around for ages looking for somewhere to park. After finding nothing available except for near Canoe Lake (nearly a kilometre away – not ideal with children and accompanying baggage) I then drove up Francis Avenue – in the existing scheme and found a space about 200 meters away from home.

Lunacy – there is so much available space in the parking zone, because all the excess vehicles are in ours.

I really feel this patchwork approach is not working. Just do the whole area. This will be the best way to disincentives students from bringing their cars or get households to consider whether they really need a third vehicle.

If you are having to monitor and maintain the zones around us, then it makes little difference to do ours too. There must be a tipping point to consider if an area is surrounded on several sides by other zones. We now have MC to the north, MD to the west (another will also be coming in north west) oh and the sea to the south.

It will be worse in summer when we get those visiting the seafront – and if the new sea defence schemes mean an additional reduction in parking – well chaos will be complete.

The areas where park and ride schemes seem to work particularly well are those were there is no alternative cheap/free parking. If you want to reduce traffic into the city, and to use the park and ride scheme in the summer then please put the residents permit scheme in and extend the park and ride along the seafront.

I suppose I really want to stress please do not put this new scheme in without also covering the Craneswater area with a scheme.

294. Resident, Whitwell Road

The obvious impact of this huge restriction on parking across 39 roads across Southsea will be to displace parking into the Craneswater area in which I live. Parking is already a challenge at certain times of the day and night, and while I do appreciate some change is required, the proposals (albeit for only 2 hours a day) will have far reaching effects. We already have commuters from the Isle of Wight parking their cars in our community throughout the weekend and deal admirably with the influx of vehicles in the day at weekends, specifically in the summer months.

What is not required – as per my survey responses – is residents parking at £130 a year for our 2 cars + charges for when we have guests. This seems disproportionate to the true cost of administering such a simple scheme and the idea that something which has always been free, suddenly is charged for, is unfair. The true costs of putting a registration plate into a computer system which already exists cannot be more than a few pennies.

An all or nothing approach to these restrictions must be taken to avoid chaotic overspill. I assume you have already considered this and so cannot believe this proposal has been made



at a time when you are consulting adjacent roads on a future plan. It is almost as though there is a plan in place to belligerently drive through change regardless of consultation. Lastly, my ex-wife and I share a blue badge for our disabled daughter. The badge is not assigned to the car, but to the person. How would that work when it comes to a permit?

OBJECTIONS TO PROPOSED MD PARKING ZONE - NO ADDRESS GIVEN

295. Resident

Some have already been enforced and I think habits been proven already that it does not work. It has put extra strain on my currently unpermitted road. It would also put strain on me financially, life is already expensive enough and I already pay council tax and road tax. I see that your fees are explained in your letter but I do not see that they are justified when creating permitted areas has been your decision and as yet I have not heard of anyone benefitting from it. Instead the council needs to more carefully consider parking options when allowing new buildings.

Some solutions that I suggest instead.

1. All out ban on students bringing cars. We have a small city where everything is easily accessible on foot/ by bike/ bus / low taxi fares.
2. If marked bays were painted on the roads instead this would solve the problems of "selfish parking" either accidentally or on purpose, there are so many occasions where you see people parked with plenty of space where if they simply budged up a bit there would be space for another, or where people haven't parked as close to the end of the yellow lines as they could. This also provides an opportunity for the council to issue tickets.

296. Resident

I feel very strongly about the proposed times as this will create more problems for the residents returning from work due to the public use of our road re the Kings theatre and the use of the local pubs and restaurants. Parking is already a problem in this area and if I am having no choice but to pay a permit charge I feel that the time of residents parking should be 6pm to 8pm.

297. Resident

I strongly object to the proposed parking zone. For one, I routinely manage to park in a reasonable distance from my home. Permitting the zone will not help the local residents in anyway and seems to be nothing more than a money making scheme.

Other than the fact that I would be required to pay considerable amounts to park on my road (with likely little-to-no benefit to finding a closer space), I face the risk of not even being issued a permit should I apply for one!

Many of the houses on this road contain multiple occupants i.e. flats. Under this proposal, whilst those who can afford to live in a single occupancy address along would be entitled to two permits, those who occupy the multiple occupancy properties would inevitably suffer. The proposal means that a majority of residence in my area will be extremely disadvantaged as the permit proposal would not allow even one car permit per flat. This is therefore biased against those who live in multiple occupancy addresses rather than a single occupancy addresses. Therefore, please note my formal objection to this proposed residence parking zone.

298. Resident

No!

I don't agree with having to pay to still drive around looking for a parking space
It pains me to say I am against your proposed residents parking zone in the Kings Area. As has been shown before this just moves the problem on to another district. If you are going to enforce a parking zone it should be city wide and the first permit should be free, then you can



charge an excruciating amount for any second or third permits (I would say at least £1,000 pa). Camper vans should be forbidden to be parked in the street especially as a second vehicle, as should any work vehicle over 3.5T GVW. I will allow deliveries. Also there should be physical permits so as the residents can police this and inundate you with complaints, otherwise everyone will chance their arm, unless of course you are going to go all big brother and have congestion zone like cameras everywhere. No one in this city takes any notice of traffic regulations anyway.

299. Resident

I note on the signs detailing the proposal it states the parking restrictions for non-residents mean no parking within the zone from 4.30pm - 6.30pm. This is only a 2 hour window. Is this information correct?

How will a parking restriction prohibiting parking between these two hours only help with the parking problem? What happens after 6.30pm? Anyone can park down the road for as long as they but just not between 4.30 - 6.30pm?

I frequently come home from work at 7pm or later and find no spaces. Most people that go to the pubs and bars and restaurants go out and park down these roads after 6.30 pm. Can you share some more details as to how this will be seen to help the parking?

As a resident I would not be wanting to pay £130 per year for our two cars to have permits with these little restrictions. The second permit is very expensive. It is not stated what the expected payment terms would be either monthly or annually?

I personally am not in favour of the permits due to the facts it's only restricting parking for 2 hours which does not seem beneficial at all.

As a former resident of the MA zone in Southsea, the permit system was much better. Non-residents can only park down that road for 2 hours from evening until morning. This prevents pub drinkers etc parking cars there overnight. But does not restrict visitors to residents. It was a great system and we always got a space in our road or the next. Why does the proposed parking restrictions for MD zone not follow this of the MA zone?

300. Resident

I vehemently oppose a residents parking zone for the Kings area. Whilst we must all agree that residential parking is a problem, it is quite obvious that commercial parking of vehicles in residential areas MUST be considered as a major contributing factor. Penalising local residents in the form of what is obviously & correctly perceived as just another tax is completely the wrong decision.

There are enough unused 'out of hours' car parks & available spaces around the area to at least enable commercial vehicles to park. It's about time the council used & implemented a little bit of lateral thinking and implement alternative plans. Do you not see that all you are doing is moving the problem from one area to another. Residents already pay enough council tax & for that 'privilege' must be able to park their cars free of charge close to their residence. I know for a fact that every household that have +2 vehicles will be looking for parking in a non-parking zone area regardless - hence simply moving the problem around the town.

To even think of endorsing the scheme shows a complete lack of vision at it is without doubt simply an additional revenue scheme/tax in the guise of 'what the council thinks is the best solution - the council are completely out of touch with residents' needs in terms of parking & I would have thought a more creative approach would have been considered.

Some points for further consideration must be:

All commercial vehicles could be parked in unused / out of hours car parks eg wait rose/Pompey centre. So much unused space.



Permanent residents within the zone should be exempted from the parking tax (if implemented). Students & many HMO owners do not even permanently live in the area. Personally I do not think this council really gives a shout about local residents' real views, and I would also like to know the reason why your letter was dated Jan 19 & received March 19 as I and many other residents in my street did not have any opportunity to comment earlier. There is a severe lack of vision from the council in this problematic area & you can rest assured that if this proposal goes through you will only have the same immediate problem in the next knock on area in Southsea.

301. Resident

I would like to object to this being carried out. I don't think this would have any benefit to anyone living in this area.

Most people don't work the 9-5 shifts any more they return at all hours of the day and this could be different every day. I also object to the cost of administration for two cars as most households have two cars and the big leap in price for administration is just greed. Anyone that has a third car i.e. son or daughter still living at home has to pay an astronomical amount of money just to park when they are already trying to save stupid money to be able to afford to buy their own homes or rent.

Please can you register my objection as requested.

302. Resident

I massively object to this, for a start it wouldn't work as the same amount of people are still going to park down the roads outside of the given hours... plus it's absolute greed over £500 for 3 cars how is that justified. Money grabbing and greed end of.

303. Resident

I DO NOT support the above proposal.

I believe the times stated on the proposal is limited. Even an overnight solution is limited. I do think a 24/7 solution is more appropriate because the battle for parking spaces is getting ridiculous.

To illustrate, we see people who park on the side of the streets (mostly work vans) and leaving their vehicles there for days, sometimes weeks, leaving us (the residents) having to park far from where we live.

Also, we have seen people park their work vans then get in cars to drive off somewhere else. They swap vehicles and just block that space altogether. In my opinion, this is unfair. They do not even live nearby at all.

We are willing to secure permits, but I do not think 2 hours every day is worth bothering. I finish work at 8 PM when I work during the day, and 8 AM when I work during the night. After a 12.5-hour shift, fighting for a parking space or walking 10-15 minutes more is the last thing I would want.

Again, I DO NOT SUPPORT the 2-hour time frame. A 24/7 solution is more appropriate to stop those who leave their vehicles on side of the street, using it as their long-term parking spaces.

304. Resident

I would like to register an objection to the parking restrictions that are proposed to be put in place along St Simon's road.

305. Resident

I'd like to submit my objection to parking restrictions on St Simon Road between 16.30 - 18.30.

306. Resident

I would like to register my objection for parking restriction along St. Simons road from 16.30 to 18.30

307. Resident

Please accept this email as my objection to the proposed parking restriction at St. Simon's road.

308. Resident

I do not believe this will be of any benefit to residents. It could actually cause more difficulties for people returning from work after 6.30pm.

I understand that parking is an issue that needs to be managed however I do not think this proposal is the answer. I note that other areas in the city where schemes are already in place are not happy. A previous survey asking residents whether they wished the scheme in place to be removed or kept supports this. In zone JD the result indicated 82% majority in favour of removing the restrictions and in zone GA 68% in favour to remove the restrictions. To my knowledge the scheme remains which indicates that the council does not take heed of residents opinions.

Thoughtless and incompetent parking in the city needs to be looked at which of course would ease parking issues. Painting bay lines could help to address this.

I consider the second car permit fee of £100 to be very expensive. I understand this may be a way to reduce car ownership but do not consider it would actually have any impact. Also essential car users such as community nurses and social workers would be penalised. Carers also need to park and will be visiting clients during the 4:30 to 6:30 period. What concessions will be made for them?

We are a 2 car household and have considered selling our car and renting a car at times as needed. This will be complex when applying for a permit. I understand too that permits can not be applied for online which seems poor management of the process.

Unfortunately I did not have the opportunity to respond to the survey due to several failed attempts to access the email address given on the survey document. I am aware of others who also experienced this.

Thank you for reading my concerns and I hope they will be considered. Look forwards to your response.

309. Resident

I'm a little bit confused that it will only be inforce between 1630 and 1830 daily, I find this rather pointless, why isn't it 24/7. Due to recent parking zone at the top of Fawcett road I have also noticed over the couple of weeks an increased amount of white vans and lorries parked around the vicinity of Wimbledon Park Road and the surrounding area which makes parking your car almost impossible. Can you please come up with a logical and fair resolution.

310. Resident

The proposed parking zone is an absolute joke. To put it in place for 2 hours will not make a slight bit of difference. Also to charge people £130 if they have 2 cars within their household is just another money making scheme. Rather than put a massive fee on permits why don't you limit it to 3 per household, this will correct the student problem that you are obviously trying to fix adding this extortionate fee. By the way I myself am not a student.

What is required is more traffic wardens issuing tickets. People stop and park where they want in the whole of Southsea 24 hours a day creating a 2 hour no park zone is laughable. You responded to a friend of mine stating its to limit issues that arise when there is a show on at the kings theatre... THIS IS NOT THE PROBLEM! The problem is taxi drivers parking where ever they want, take away drivers parking there 4/5/6 cars on residential roads, people pulling up on a main road over a cycle lane (I cycle to work every day and there is always multiple cars just pulling over and parking their cars where they want to).



You need to recruit more traffic wardens or if you are bringing in a permit zone make it 24 hours and not the useless 2 hour window that you have proposed!

Please re think this before you go ahead as everyone I have spoken to is opposing this.

311. Business

I am writing to you to give my objection to the proposed residents parking zone of the MD area. I am objecting because this proposal if passed will have an extreme detrimental effect on my local business. I have been running a business for which I need a car to be able to do my job. My business involves me going into people's homes twice a day to feed and often give medications to their cats while they are away on holiday or in hospital. My business also involves taking peoples cats to their local vets if they are ill while the owners are away. With the recent MB and MC parking zones being reinstated I have been unable to park to do my work from 4pm to 7pm, this is the times when people want me to feed/give medication to their cats and therefore I have had to park away from those zones which is not ideal. If the MD zones is put in place then I cannot work in Southsea from 4-7pm everyday!

I cannot buy a business permit for £140 per year, not because I can't afford it but as my business isn't registered in any of the parking zones I'm not allowed to..... you can understand my problem. I have advised my clients that they will have to provide me with paper permits but my clients are not happy or able to do so, as they are already paying for my services.

I am aware that I am not the only local business that has serious worries about this situation, local vets, carers, restaurants and cafes among them. I ask you to please think about this worrying situation.

312. Resident

I wish to object to the proposal. I have been a resident here for the past number years and have never struggled to park my car. Although, parking is an issue throughout Portsmouth, parking permits will not solve the issue. I feel that by implementing a fixed number of permits will cause a greater shortage of parking spaces for residents who live in the area that fail to acquire a permit.

313. Resident

We object this kind of parking scheme

314. Resident

We are not in favour of a parking scheme in our area. We question who this parking scheme has been devised for, certainly not the residents. It seems it is for the schools and the Kings Theatre. What about the customers of the shops in Albert Road between the hours of 4.30 and 6.30.pm? What about the residents who want or need to go out after 6.30 pm or arrive home from work outside these hours? Why is there no restriction on the total number of hours non-residents can park as there is in other zones?

We are told we will have to pay for visitors' passes for 12 or 24 hours when the time parking will be restricted is 2 hours. What about elderly residents who have carers coming to give them their tea during these hours?

We felt that the survey was skewed towards saying yes to a scheme and with the numbers who voted yes as a proportion of the number of residents in this area are the results actually valid. The schemes throughout the city are mostly different which is confusing for residents and visitors alike. Perhaps this is to ensure the greatest profit from fines and other charges.

315. Resident

I am opposed to the proposed parking scheme for the following reasons :

- after a preliminary survey promising a full survey the council has gone straight into a proposal. Asking for comments is not a survey and I do not believe that the council is following due process



- I arrive from work between 6:30 and 7:30pm. The busiest time for parking in our streets for the Kings Theatre is at these times. This effectively means that there will be no parking spaces close to my home (i.e., within about 2-3 streets), and very few or none further afield. So, I will be paying the council for a service which brings me no benefits
- I see no attempts by the council to restrict the increase of housing development nor find a way to increase the number of parking spaces available to residents. So, this is a problem of the council's own making.
- currently I can normally park within 2-3 streets of my home, and, often in my own street. Even with the current displacement parking. So, I see no benefit to creating a parking zone.

316. Resident

I would like to raise an objection to the timing of this zone, it will have an adverse impact on business. The timing 4.30/6.30 hasn't taken into consideration either people visiting the shops and other establishments or those working in them.

Business is already having a tough time and if you then make them pay for staff permits that will be another nail in the coffin of local shops. The only other alternative would be for them to close early which would have a devastating effect.

The veterinary practice has a surgery at that time, they also have clients picking up their pets who have had surgery. This is an ill-conceived scheme that penalises residents and local shops.

The way these schemes are being implemented without addressing some of the issues which could ease the situation is madness. It needs the portfolio holder to stop agreeing these schemes which just moves the misery around, and adopt the recommendations of the committee to have a citywide strategy.

317. Resident

I am emailing to voice my objection to the new proposed (MD Zone: KINGS AREA) Southsea's Palmerston road and Albert road are in and border this proposed zone. Both of these areas have large shopping and entertainment services that are the heart of the community and rely on foot fall. With Portsmouth city council looking to continue to restrict its parking in the Southsea area I am worried about how this may impact businesses in the future. Currently I am within the KC permit area and would have to travel 3-6 streets away to ever find parking. There is always available parking on the above mentioned streets due to a large proportion of the houses in these areas having their own driveways. If the new zone is implemented this would significantly displace me as I am unable to find a single parking spot within KC Zone that isn't a 5-10min walk from my property. (Kent road no parking outside property/Marmion road KC not except/Zone KD not accessible and all other smaller roads are pot luck.) If it was possible to be able to select the most appropriate permit parking zone then perhaps I wouldn't be needing to raise these issues.

My objection also comes after reviewing the most recent survey, I believe getting only 14% of the 2941 properties surveyed with only 70% of this population opting for a parking scheme isn't enough to give a true representation of the population and isn't a statistically valid response rate that should be acted upon (25%+ is an industry minimum standard). I would also add that this survey doesn't seem to take in to account the skewing of results and non-response bias that may occur.

These are just some of the issues that have come to my attention as a result of the new proposal. I would hope that in some way these issues could be addressed or discussed as things proceed, given that the changes may leave myself and others worse off.

318. Resident



I am fully against the MD proposed parking permit in my area for several reasons. The first of which is that it does not seem like a proposal at all, but that the council fully intend to implement this scheme as they have done in surrounding areas, despite the opinions of those it will affect.

Another reason is the cost. I understand that you will have to manage and oversee the scheme, which will incur costs, but as a taxpayer who already pays (currently increasing) council tax and road tax, it hardly seems fair to add another payment to residents.

Parking in my area is an issue which will not be solved by a permit simply between 5 and 7pm. I often have to park quite far away from my house during the morning and the evening hours. I have sometimes had to park a 20-minute walk away from where I live, outside of those 2 hours, so a permit would not affect the problem when it is actually a problem.

Living quite near the Kings Theatre causes parking issues, but so do all of the surrounding roads having a parking permit in place, so adding permits in my area will simply push that problem even further afield.

I am impacted by other roads having a parking permit because my family currently offer childcare for my child, and now we will have to pay the visitor fee to park there and collect my child every week. This seems incredibly unfair on them: they should not have to pay for us to collect my child when they are doing us a favour, and we shouldn't have to pay to park the car for a short amount of time and collect a child, simply because it is between 4:30 and 6:30 pm. I am also concerned for those who need to visit people, perhaps elderly or disabled friends or family members, who will now have to pay to do so during the time when most finish work and would be carrying out such visits. It may put some people off doing those important visits, causing more harm than good.

It is worth adding how stupid it seems to only offer 12-hour visitor permits when the areas are only permit for 2 hours. Surely we should be able to use the 12-hour permits 6 times, or pay a sixth of the cost, unless the council simply aren't ashamed of how blatantly they are after residents' money, without considering basic maths and value.

I am also concerned about the use of a work vehicle. My job requires a work vehicle which cannot replace my personal car, and the vehicle is a lease vehicle meaning it is not registered to my address and I would not be able to get a permit to park down my road. I do not work at a fixed address so cannot leave it 'at work'.

I strongly agree that parking is an issue in my area but am concerned that scenarios such as those I have outlined have not been considered, and feel that this is simply a money-making scheme. If such a permit could guarantee that I would be able to park at least down the road I live, then it would be a different story. But, as mentioned in the letter, the permit scheme certainly does not offer such a guarantee.

I am interested to hear what benefits residents will actually receive from this parking permit, as my understanding is that I will still have parking problems and be paying more money than I currently do.

319. Resident

I strongly object to the parking zone here. There is no issue with parking in this area and therefore this unwarranted. Should a parking scheme be introduced this will have a massive impact on local businesses in the Albert Rd shopping area and this will inevitably hit council revenues, when businesses close and buildings revert to residential status.

Finally there is no democratic mandate for this. On the original consultation of the 13% of residents who responded only 9% of the residents expressed a preference for this scheme. When a parking zone was considered previously minimum thresholds were set and not achieved, which is why previous schemes were not implemented.



With only 9% of residents in favour, there is a clear democratic deficit should this scheme be foolishly implemented

320. Resident

I wish to strenuously object to the proposed parking zone MD Kings area.

It is clear that there is no issue with parking in this area and therefore this is a totally unwarranted measure.

Should a parking scheme be introduced this will have a massive impact on local businesses in the Albert Rd shopping area and this will adversely affect council revenues, in the long term, when businesses inevitably close in Albert Road and buildings revert to residential status, thus removing business rates revenue from council budgets.

It is equally clear that there is no democratic mandate for this scheme.

The original consultation resulted in only 13% of residents responding the expression of interest. Of whom only 9% of the residents expressed a preference for this scheme to be implemented. This pitiful turnout was excused in the letter to residents as being in line with expectations, but historically in this zone this is palpably untrue, and clearly illustrates a democratic deficit in the proposed scheme.

When a parking zone was considered previously in this area, there was no attempt to gerrymander the vote by accepting miniscule voting majorities and clearly defined minimum thresholds before any scheme could go ahead, were set prior to the vote, so that all residents were aware of what these were in advance. These previous schemes failed to meet the threshold for acceptance.

Why has this changed in this instance?? Why is there no threshold for acceptance and implementation?

There has been no confirmation from the council concerning thresholds for introduction etc. and the clear conclusion to be drawn is that the council wishes to force this through whatever response they receive.

One can only conclude, that as in other areas where these schemes have been introduced, the council is purely motivated the additional revenues that can be obtained from errant motorists. This is exemplified by the lack of any guaranteed and specific parking place for residents within the zone and by the lack of any restrictions whatsoever on the sale of daily scratch cards for visitors parking.

As there is no limit on how many cars can park in a given area using these scratch cars the council betrays its primary motivation which is purely revenue raising and this will scheme will do nothing to alleviate any perceived issues around parking. .

The residents in the zone already contribute handsomely to the council coffers given the average size of house and should this scheme go ahead, despite the concerns raised by residents, then I am certain that this will be addressed through the ballot box.

And not achieved, which is why previous schemes were not implemented.

With only 9% of residents in favour, there is a clear democratic deficit should this scheme be foolishly implemented

321. Resident

I would like to object to the residents parking zone in this area. As a resident I do not believe the times of 4.30pm – 6.30pm help with parking places for residents returning from work. In my experience the pressure on parking is later than this at around 6pm – 8pm

Having parking restrictions at the earlier time you propose would have an adverse effect on local school life namely, Southsea Infants, St Swithun's and Mayville High School with parents picking up children from after care, after school activities will be penalised. In addition to staff

working at these schools would have to pay for permits as there is not adequate parking on this school site.

322. Resident

1. Am sick of continually being consulted and surveyed regarding this issue! This has been going on for years! Why either Traffic planning or local councillors cannot put together a coherent plan for the whole city is beyond me!
2. I object to the proposal being put forward – I want a 24/7 solution. Resident parking only – no return within 1 or 2 hours (Just like Old Portsmouth and the Palmerston Road/ Albert Road areas))
3. Whilst cutting of snippets of road to create more parking space – why do we need two bus stops on Campbell Road?

SUPPORT FOR PROPOSED MD PARKING ZONE

323. Resident, Albany Road

We are supportive of the proposed zone in principle but have the following questions.

- 1) The proposal mentions the restriction from 4:30 pm to 6:30 pm but not the days of operation. Will the restrictions be in place Monday to Friday or 7 days per week?
- 2) We have off-street parking in our front garden. Will a car parked on this private land still require a resident's permit?
- 3) We currently have a white line in front of our entrance to stop cars blocking the entrance. Will the white line be removed or kept as part of the proposal?
- 4) We use the space in front of our entrance with the white line for visitors to park or for our second car. Will a car parked here still require a permit during the restricted period?

324. Resident, Albany Road

I am writing in support of the proposed MD Kings Area Residential Parking Zone. We have long supported a residential parking zone for Albany Road. Albany Road along with the neighbouring roads are very busy and we very rarely are able to park within 100m of our house. As we are getting older this is becoming more and more a problem. The parking problems have been exacerbated in the last few years with the implementation of other parking zones causing overspill from these streets moving to ours. It is very upsetting when I cannot park but I then drive St Andrews road which has many empty spaces. The implementation of the restriction on parking between the hours of 4.30 to 6.30 will assist in these problems. In particular it will help remove commercial vehicles which are often parked over the weekend. One of the big issues in this area is parking from staff of St Johns College. Generally, it is impossible to park during the daytime in the school term due to many staff parking in the roads. Unfortunately, the proposed changes will not improve this situation. We would prefer the introduction of similar schemes to the other local schemes of parking limited to a number of hours e.g. 2 hours rather than the proposed timing.

325. Resident, Albert Grove

I am emailing to express my strongest support for the proposed Residents Parking Zone: MD Kings Area (TRO 15/2019). As a resident of Albert Grove, I am very much hoping this take place to make life easier for us as the current parking problems for residents cause considerable distress. I am hoping this will alleviate the current considerable daily stress of trying to find somewhere to park. Having considered the proposal further, I am emailing again to say that, while I believe a 4.30 to 6.30pm operation time will be an improvement on the current situation, I would be more in



favour of a longer duration (e.g. overnight) as I am concerned the proposed two hour duration will not be sufficient.

326. Resident, Albert Grove

We are very keen on the proposed residents parking scheme.

Just a couple of questions:

Will there be parking meters installed or will it still be free of charge outside of the residents only times?

If you have off road parking do you still need a permit to park across your own drive way or even in it?

One of the main problems for residents not being able to park near their homes (let alone outside) is when the Kings Theatre has a show on - most evening shows start at 1930 so having residents only between 1630 and 1830 I don't think will help those of us who sadly don't get home from work or picking up children from after school activities etc until after 1830 - or maybe I am in the wrong job!

So I would like the council to consider the resident only timings to be from 1630 to 1900 - or even later.

327. Resident, Albert Grove

I support the proposal for residents parking, particularly in Albert Grove.

328. Resident, Albert Grove

I am broadly in favour of the proposed changes. The letter suggests that permits should cover peak parking times 16:30 - 18:30. Have these times come from some audit of usage rather than an assumption? Anecdotally this seems too early. The problematic time period that I have observed is more like 18:00 - 23:00 Fridays and Saturdays.

Whilst I suspect the proposed changes will help with the multiple occupancy residents, I think the main issue pertains to theatre and pub activity, the latter being the most consistent and predictable. If the above time doesn't help resolve the issue, are there plans to review the time period? I am concerned that a radical change to parking is underway without adequate information or intention to review it.

I have since spoken to some of my colleagues who have had similar initiatives in their areas and found that it did help due to student / multiple occupancy parking for long periods when they could use elsewhere. I had meant to ask what we were intending to do about the theatre in particular, but you have essentially answered that, presumably there would be no "pay to park" option. I don't want us to be penalising patrons as that is obviously important for the local economy. I suppose Waitrose car park may benefit.

329. Resident, Albert Grove

We are extremely pleased that you are going ahead with the proposal to introduce residents parking in this area in particular Albert Grove where we live.

Our one concern is the timing of the restriction. We believe that 6.30 is too early to introduce unrestricted parking as many residents will not have returned from work by that time. Other than this one concern we look forward to the introduction of residents parking.

330. Resident, Albert Grove

I wish to register my support for the proposed RPZ in MD Kings Area.

331. Resident, Albert Grove

Regarding parking on Albert Grove we are in favour of maximum restriction but will settle for what we can get.

4.30 - 6.30 is short term and not catering to residents but non-residents.

We pay more in council tax than a similar sized house in London to receive no parking benefits in an equally busy area.



We would also like to know if people who already have garages will also be able to have permits?

I think you may be missing the unique nature of Albert Grove.

As you know it is a rat-run, as it is the first or last depending from which direction you are traveling through to the north if Victoria Park North is jammed.

As it is the closest street going in that direction from Albert Road and the Kings Theatre, it is the first street to get filled up with customers and clients of the theatre and businesses.

The Albert Road end of Albert Grove has more problems with parking than the far end.

We don't understand how 4.30-6.30 will affect Kings visitors as from what we have seen customers turn up just before performance and leave after, meaning that from 7.00-

10.30/11.00pm there is very rarely anywhere to park if we return during that time.

We understand that the Kings is a huge asset to the area but the impact on Albert Grove, Exmouth Road etc. is enormous. No visitors seem to take advantage of free parking at the Waitrose car park.

332. Resident, Albert Grove

Parking is very difficult during the evening hours. I support the MD permit holders' scheme but would prefer it to be until 7.30 pm.

I do not support the introduction of new double yellow lines until we know whether the parking scheme is successful or not.

333. Resident, Albert Grove

I write to you regarding the above plans for the area around Albert Grove in Southsea and wish to give my wholehearted support to the plan which I very much welcome.

334. Resident, Boulton Road

I'm actually pleased to see that a permit system is being implemented for the MD ZONE BOUNDARY; it's been a long time coming...

I am however disappointed to see that for my £30 a year fee, I will still, by my understanding of the time proposal indicated, Will still be left hunting for a parking space when it comes to my parking up at the end of a 12 hr night shift.

Now you must forgive me if I've miss-understood the 4.30pm-6.30pm which I have altered to a 24hr clock reading: 16:30pm – 18:30pm.

And my question is this, Am I guessing correctly that this is a two hour permit only parking window you're giving that the non-permit holder cannot use? If so, I feel the parking window for non-residence use is unfairly weighted in their favour .I do hope this 4.30pm-6.30pm is a miss-print on your part. And it should be reading: from 04:30pm – 06:30am for resident permit holders only. Or from 24hr clock perspective 16:30pm – 06:30am

If this is not the case, Am I to assume then that after I've paid £30 for the year, in all probability when I finish work early in the morning after completing a 12hr shift, I will arrive at Boulton Road still to find vehicles either rammed bumper to bumper, or, and this is just as frustrating, half car lengths of space wasted? These are usually vans. And numerous other driverless vehicles of unknown origin that their owners deemed it fair game to park up in a clearly residential road the night before while they go on a bender...

I will again find myself struggling to not fall asleep in my car on double yellow lines at the end of Boulton road as I wait for someone to vacate so I can drive around yet again, park up where they have left a space, before I finally get to go home.

The only difference being is that I'll soon be paying £30 a year for this privilege.

Please assure me this is not going to be the case...

335. Resident, Boulton Road



I am in support of the parking zone as since the parking zone have been introduced in the neighbouring roads, I have found it impossible to park on my road when returning home from work at 5pm. Hopefully having the new zone will ensure I will be able to park.

I have two queries;

It states that if a change to a permit is required, there is a £10a charge, does this include updating it if I get a new car?

With regards to visitors parking, is it possible to purchase a weekly permit? Or just pay daily?

336. Resident, Boulton Road

I am in support of the proposal regarding parking permits for the area identified as MD. Since the implementation of the MB and MC zones, there has been a significant reduction in parking spaces along Boulton Road and other non-restricted roads nearby. This is most prevalent during the peak evening hours and through until the early morning when I assume people are leaving for work.

A lot of people will park in the non restricted roads before the MC zone of 5pm begins and will leave their car overnight as people will not then move their car again when there is no risk of ticketing etc. I assume these people do not have permits. There has also been an increase in vehicles which have been parked that have not moved for several weeks, again I assume these vehicles are from the new zones and do not have permits.

Furthermore I think it is essential for the implementation of the MD zone given all of the surrounding areas are permitted or for all of the zones to be removed so that everyone has a fair opportunity to park in their own road.

337. Resident, Boulton Road

Support residents permits (MD KINGS AREA)

338. Resident, Boulton Road

I am in support M D parking zone

We cannot park in our road 99% of the time for work vans etc. We should have been zoned at the same time roads around us have Myself and neighbours have had to pay parking fines as it has been impossible to park

339. Resident, Boulton Road

I'm definitely for supporting any restriction. I would ask that only 2 hours would be a very minimal help for me as I work shifts and need to at time commute to work in different parts of the south. Why couldn't this be for overnight from 5.30pm till 6am. This would knowingly help all that are effected in my road. I personally worry about getting a parking space when I return home to the point I get panicked and stressed when trying to race home. I have seen parking on double yellows and worse they restrict emergency services getting down my road. I have parked many roads down or on the main road so need to wake up before 8am to move it before getting a ticket after working most of the night.

This is more of a plead to please extend the time so me and many of the residents can have a little bit more of a normality in our lives.

340. Resident, Boulton Road

We would like to express our very keen interest to get this implemented asap. Since the neighbouring zones have been put into action parking down our street has become incredibly difficult in the evening, most of the time impossible.

341. Resident, Boulton Road

Quite simply the residents parking can not come quickly enough.

Please implement as soon as possible.

You have my 100% backing on this proposal.



342. Resident, Boulton Road

Support residents permits (MD KINGS AREA)

343. Resident, Boulton Road

Living opposite to recently permit implemented roads has had a very great negative impact on everyone's lives who do not currently live in permit areas. We very much welcome the new scheme for MD zone and as such would like some idea of when to expect the permits? Or at least a timeline of what to expect next?

I would like to add that while we are in support of permits, we feel a 24 hour basis would be preferable with 3 hour availability for non-permits. This would then benefit local business on nearby roads but at same time would help to towards the issue of not being to park after 6.30pm is the proposed the current proposed permit time.

344. Resident, Boulton Road

We welcome the idea of a parking permit scheme which will help to keep non-resident vehicles being parked for longer than 24 hours on the roads.

345. Resident, Boulton Road

I am in support of the new parking permit solution in the MD zone, but feel it would be more beneficial for the restricted times to be slightly later.

In my experience, parking doesn't become a problem until around 6pm, so restricting parking before that time seems like it would be a wasted effort.

I would prefer the restriction to be 6-8pm, as this would enable people working locally to park during the day (which doesn't currently cause a problem) and leave before residents arrive home from work, and prevent spaces being taken by people using local restaurants etc. in the evening which is when it really is difficult.

346. Resident, Boulton Road

I would like to add my support. Since the introduction of the nearby MB/MC zones the parking around on and around the street I live on has become a nightmare. Previously there used to be roughly 5-10 spaces on Boulton Road between 5-6pm, and now it becomes incredibly difficult to find a spot around 5pm. Traders leave their vans here at all times, and student cars for the houses on the street aren't moved for weeks at a time.

I would like to also add my support to a city wide parking scheme, in addition to/to supplement the current approach. I am not convinced that any of Portsmouth should be free parking - given the congestion problems the city has.

347. Resident, Boulton Road

Parking on Boulton Road has become very difficult within the last half a year which is I believe due to new parking zones in other parts of Southsea. It has become almost impossible to find a parking space after coming back home from the office and we have to park far away from our house and occasionally have to move it in the morning as it is in another parking zone.

I would therefore be very much in favour of creating a new parking zone for our area as well, which I believe would be zone MD.

348. Resident, Boulton Road

I am writing to support the proposal as long as we can have at least one permit per property.

If the boundary of this parking zone changes and does not include Boulton Road then I strongly object to the proposals as all the cars which don't have permits in zone MD are likely to migrate to and congest Boulton Road.

Likewise if you are planning to implement other parking restriction zones elsewhere in Southsea and Eastney without introducing zone MD this will create significant issues for residents on Boulton Road because people who don't have permits for these other zones are likely to migrate to and congest Boulton Road.



349. Resident, Boulton Road

I would like to say this plan is absolutely ok, I agree with this idea.

350. Resident, Boulton Road

I am in support of the proposed MD Kings Area parking zone.

I am a resident within the proposed area and since the introduction of the MB and MC zones, parking has become significantly more difficult.

351. Resident, Boulton Road

I am for entering the parking zone.

Especially in the evening and night and on weekends I have a problem finding a street in my street.

352. Resident, Boulton Road

We are writing to confirm our support for the proposed permit scheme for Kings Area. We have hugely suffered as a result of the introduction of the MB and MC parking zones with displacement parking. Prior to this parking had been an issue in the road, often being unable to park past 7pm in the road or surrounding area.

The introduction of the neighbouring zone has brought this forward to 5.30pm. Due to the nature of my husband's work, we require easy access to his car. Last time he was on call, his response time was negatively affected as he had to park over 10 minutes walk away from our house. If this was to continue it would negatively affect our quality of life as we would have to consider alternative accommodation for him during those weeks.

My work involves long and irregular hours. It frustrating to come home late at night and not be able to park- often I will have to drive around for 20 minutes to find a space. I cannot rely public transport as it not always available at the end of my shifts, with my finish time ranging from 8pm to 1am depending on my shift type.

Overall we feel that a two hour zone may be helpful to reduce some of the parking issues, however feel that a zone applying for 24 hours a day, as in most other parts of the city would be more beneficial. This would not negatively affect business on Albert Road as people would be able to park for free for a few hours, but would prevent long term abandoned vehicles and displacement parking. If the choice is for the zone as planned or zone at all then we would rather a zone but are hopeful that a zone similar to the KC zone could be considered.

353. Resident, Campbell Road

I support the proposal of the new MD parking zone.

354. Resident, Campbell Road

We support the implementation of the MD parking zone.

Our support is based only the existence of the MC zone, which is making parking in Campbell Road almost impossible. If that zone were to be removed we would no longer support the MD zone.

355. Resident, Campbell Road

I would like to register my support for this zone due to the displacement parking issues created by the neighbouring zones.

I have already expressed my support for the MD Zone and, having received a leaflet from a local councillor, I think that allowing Campbell Road residents to park in both the MD and MC zones is a really good idea and would be grateful if this could also be considered.

356. Resident, Campbell Road

I support the proposal to introduce parking permits.

357. Resident, Campbell Road



I am in favour of the MD zone because since the introduction of MB and MC parking zones it has been impossible to park in Campbell Road. Before these schemes were introduced I had not really experienced the issues that I now face. Cars being parked for long periods of time without moving and lots more commercial vehicles are taking up large spaces. Since January I have constantly had to park in Lorne Road along with many of my neighbours.

358. Resident, Campbell Road

I would like to register my support for this zone in Campbell Road due to the displacement parking issues created by the neighbouring zones.

359. Resident, Campbell Road

I wish to register my support for the proposed introduction of the MD Parking Zone in Campbell Road.

I do however believe that on the introduction of this new zone I should be able to park in the MC Zone which is currently only applicable to the residents of Campbell Road if you are on the north (odds) side of the road. I find it completely unfair on how you have allowed Campbell Road to be split down the middle by the introduction of the MC Zone and would welcome the opportunity to park in the MC zone as well as the MD zone, i.e. the so called 'blurred boundary' option, once implemented.

Since the introduction of the MC zone have faced nightly challenges to find a parking space despite seeing many available spaces in the MC Zone.

If the MD zone is rejected will you consider again the possibility of south side Campbell Road residents being able to park in the MC Zone?

360. Resident, Campbell Road

In principle I am in favour of this, however I do have a couple of concerns.

a) I wonder whether the restricted time of 5 - 7:00pm is long enough to allow those who work out of town to take advantage, many will not return until after that slot and I would suggest extending the time until 7:30 or 8:00pm.

And more importantly to me

b) At present I have a MC permit, I understand I will automatically be shunted into the MD zone. This will cause severe disruption as both my house entrance, and my garage entrance are in MC zone, however I will not be eligible for a permit.

I would suggest that those whose properties are on boundary roads between zones should be allowed to access permits for both zones, thereby easing congestion in those boundary areas, and stress for the residents.

This is not purely a selfish worry, many of my neighbours have expressed similar concerns, we welcome the residents' zones, but seek greater flexibility in these conditions.

361. Resident, Campbell Road

Unfortunately I can see no other option than committing to the proposal for the MD Residents Parking Zone. The reinstatement of the MC zone has resulted in a massive influx of private cars and commercial vehicles into Campbell Road mainly as a result I believe in not wanting to pay for the additional permits for the MC zone. It is nigh on impossible to park after 2pm now. I would also like to support that Campbell Road residents should be allowed to park in both MC and MD, in what he calls a blurred boundary scheme. This would regularise what is quite frankly an unacceptable situation on all levels whereby residents of houses on the North side of Campbell Road - officially not in any parking zone, can purchase a permit to park in the MC zone. A throwback to the previous MC zone which as then is once again proving very corrosive.

Overall then I vote for the MD Zone and would wish a blurred boundary scheme be allowed for residents of Campbell Road for both MC and MD zones.



362. Resident, Campbell Road

I support the proposal at reference.

I do however have a few considerations that I would like you to contemplate:

- Can the times be extended to 19:00 to reflect the times in the nearby MC zone and will enable people like me (and many others) who work outside of Portsmouth a better chance of securing a parking space when arriving home from work?
- Will the south side of Campbell Road be afforded the same privilege as the north side of Campbell Road (i.e. a permit to also park in the MC zone)?

I disagree with the sentiment in the pertinent letter dated Feb 2019 that this two hour restriction has "the same effect of deterring long-term parking as a 24-hour scheme does"; I have family who live in Brighton and the Mon to Sun 09:00 to 20:00 (and more) restrictions are very effective.

I would also like to add that I strongly believe that if someone like me is prepared to pay to create tasteful off road parking for more than one car at the expense of one car space then we should be able to do so (and importantly why are many in my road allowed this facility but I am not?).

I hope that this is passed soon as I cannot cope with the current situation as it is where Campbell Road and its surrounding area has become a full time car park for displaced cars, cars that people in other permit areas do not want to pay the permits for and work vehicles etc... I have been able to park my car in my road only once since the MC parking zone was reintroduced about 3 months ago. I have spent a fortune sympathetically doing up my house and yet I am so fed up with this situation that I have been seriously contemplating selling up and moving out.

363. Resident, Cavendish Road

I would welcome any good, reasonable arrangement to allow residents to park close to their homes. It is a fact that there are a lot of cars in this area and parking may sometimes be very difficult, and I would support the proposal. Looking forward to the final arrangement decisions in due course.

364. Resident, Cavendish Road

Are in support of this scheme and would make our lives a lot easier.

365. Resident, Cavendish Road

Cavendish Road and Hillborough Crescent constantly full of cars. HMO's, St. John's College staff and King's Theatre are all contributors. In addition vehicles are always parked over dropped kerbs in Hillborough Crescent. We really do need a parking zone here

366. Resident, Chelsea Road

I am pleased to confirm my full support for the parking permit proposal as indicated. I feel these are long overdue.

367. Resident, Chelsea Road

We are 100% in favour of parking permits for our road and would happily pay. However, we would strongly prefer 2 hours and no return than a 2 hour a day parking zone.

Having received the most recent correspondence, it was disappointing to read that the permit zone will only run for two hours a day. Although this may deter long-term parking, we don't believe it will solve the issue of large numbers of vehicles flooding to Albert Road/Kings Theatre after 6.30pm. On a typical evening, we would not return from work until gone 6.30pm and should we choose to go out during the day or evening on a weekend, this doesn't help us at all.

Chelsea Road is at its worst around these times (weekends and late evenings). I've included information about the problems we are facing below and I would still strongly suggest a 2 hour

no return model (like KC - Great Southsea Street) which still serves Albert Road but deters all-day parking.

See below for more information and our views on the proposed parking scheme:

The problems we're facing:

- Parking on evening and weekends (day and night) is incredibly difficult
- Parking within 100 yards of our front door is usually impossible
- We often have to park our car on surrounding roads, sometimes the seafront (15 mins away) and it can take 45 mins+ to find a space

Why is parking so difficult?

- We live right by Kings Theatre, whenever there is something on, we can't park
- There is a commercial garage on the road who use the street to park a multitude of vehicles
- Visitors to shops, pubs and restaurants use our road to park at night and on weekends (day and night) and sometimes leave cars overnight
- Cars are often abandoned on our street and not moved for weeks at a time (sometimes with no road tax - hence the clamps)

What solution we would we propose?

Having previously lived on Great Southsea Street (KC), implementing permits worked wonders.

- Permit the road completely
- Allow visitors to nearby shops and restaurants to park, but for limited time periods 2/3 hour and no return
- Apply this to all areas to avoid displacement parking
- Incentivise Kings Theatre to promote the park and ride scheme (discount on tickets) if they're not already doing so

Summary

We love living in Southsea and parking is the single, biggest issue we have faced since living here. As a young couple who work in the city, we would like to have a family here and when we do, the ability to park near our house will be a deciding factor about us remaining in the city. We have many friends who have left to live in the surrounding areas for this very reason. We look forward to the day when we can go out for the day and return home without the anxiety of finding parking near our home.

368. Resident, Chelsea Road

We are writing register our strongest support for proposed residents' parking zone in the MD Kings Area (TRO/15/2019).

It is worth pointing out that since the (re-) introduction of the adjacent MB and MC zones our attempts at finding any parking space in the vicinity of our home have become nigh-on impossible on frequent occasions, especially in the late afternoon and early evening .

Conversations with our neighbours reveal that they too are often confronted with the same intolerable situation when it comes to being able to park within a reasonable distance of their homes. The reason for this situation having arisen is very clear to see (as it was in 2015 when there were last residents' parking zones north of Campbell Rd): displacement parking from the MB and MC zones on the part of residents in those areas who are presumably unwilling or unable to pay the permit fees for first, second or third vehicles. As I write, at 5.45pm, Chelsea Rd and the adjoining non-zoned streets are simply choked with cars that I do not recognise, work vans and trucks and out of use taxis, whilst I suspect that Outram Rd, for example, has a number of parking spaces empty. It is not uncommon at the moment for vans and trucks in particular to be 'parked up' in our nearest streets over the weekend or on a nightly basis, until their owners come to collect them for work, sometimes then leaving a car in the same space until they return.



In short then our experience of trying to park our one car since the instatement of the MB and MC zones has become miserable, highly inconveniencing and extremely stressful. On occasion we have had to resort to parking around 20 minutes walk away from our house, whilst noting, as we have been driving around, that there are spaces available in close-by zoned streets. We have come think twice about even moving our car once we have managed to find a relatively nearby space. The current situation is highly inequitable as well as being just plain extremely difficult for residents of the now-proposed MD zone, and we feel most strongly that the creation of this zone for us would serve to at least alleviate the current problems and injustice.

369. Resident, Chelsea Road

I write to express my support for an MD Permit Holders Zone as per TRO 15/2019. However, what is proposed, is a BARELY ACCEPTABLE solution to the parking problems experienced in the MD area. I am only supporting it on the basis that it is better to have the permits than be without, but I do not believe it will address the problems.

The recent introduction of MB and MC zones has resulted in displacement parking in to the MD area by those unwilling to buy permits, possibly driven by the cost for a third vehicle.

Positively, the proposed MD time restriction from 16:30-18:30 will reverse the displacement parking caused by these areas during their time of operation, making it easier to park during these times. Unfortunately, adopting the same approach as the MB and MC zones WILL NOT address the problems experienced in the roads adjoining Albert Road; these roads have different issues which have been made very clear to the Council during the Nov 2018 informal and the 2014 formal consultations, and it is evident from this proposal that concerns specific to the MD area have not been fully considered and an adequate solution proposed.

The roads towards the King's Theatre suffer from evening and overnight parking problems. This is due to the neighbouring roads being used as the car park for the King's Theatre visitors on show nights (which have become much more popular in recent years!) and overnight parkers where people visiting the Albert Road bars and restaurants for a night out leave their vehicles overnight for the collection the next day.

Like many other residents, due to work commitments, I am not always able to return to the MD zone during the proposed time of operation for permits, and typically make it back from work after 7pm. On a Thurs & Friday night (and also at the weekend if returning to the area after a day out) the additional parking pressures caused by the theatre and other visitors often result in it taking around 45 minutes to find a place to park, and I am lucky if I can find a space within a reasonable distance of home— I often have to park out of the MD area and find space on Marmion Road or Grove Road South.

It is essential that the MD permit zone finds a better balance between the needs of residents, the theatre and bars on Albert Rd. It is not unacceptable to favour residents at the expense of the theatre, as theatre goers have the option to park at the Waitrose or Ashby Place car parks, or to use public transport - public transport or city centre car parks are the only real option for the New Theatre Royal and Guildhall, and those venues continue to be a success, so any perceived negative impacts on the King's will likely prove to be unfounded!

A better solution would be a 16:30-20:30 time restriction, which better meets the needs of residents, enables some parking for evening revellers, forces evening theatre goers to make use of available car parks or transport options and provide parking for businesses on Albert Rd during the day. The most preferable solution for residents is a 24hr permit zone (as per other zones with similar issues to the MD zone, e.g. those surrounding Palmerston Road, or Fratton Road) , but I recognise this may unduly impact local business so on balance is less desirable. I urge you to consider a better compromise than the one proposed, as what you have proposed is not the correct solution.



370. Resident, Chelsea Road

We support this zone and its implementation.

371. Resident, Chelsea Road

I fully support the implementation of this zone.

372. Resident, Chelsea Road

I fully support the new MD Zone and agree that it should be implemented. The current displacement from MB and MC is a real issue and this zone will enable us as residents to park more easily within the vicinity.

373. Resident, Chelsea Road

We agree that a residents' parking scheme is needed in the MD Zone as parking for residents is very challenging. We have one car which my wife uses to commute. I cycle to work. She generally returns home around 1900. When my wife returns home she can often spend more than 30 minutes looking for parking and often has to park many streets away. This has been made worse with the adjacent schemes causing displacement parking in our area. While we welcome the overall plan we are concerned that the residents only time limit of 1630 to 1830 would mean that the residents only restriction would be finished before she arrives home and that as the adjacent zones go on to 1900 that anyone looking to park in this period would still be displaced into our zone, especially when there are events at the Kings. We would therefore prefer that our zone was also 1700 to 1900 or else my wife will still encounter the same issues.

374. Resident, Chelsea Road

Whilst I support the abolition of all residents parking zones across the city I feel I have no option but to lodge no objection to the proposed MD zone. This is because the introduction of adjacent parking zones would leave me unable to park in my own street (or other nearby streets included in the proposed zone) as visitors/non-residents are squeezed into areas where there are no parking restrictions.

However I have a couple of questions I would like answered:

There are many properties in Chelsea Road (and I am sure there are more within the proposed MD zone) that already possess parking areas which are accessed across the pavement by way of dropped kerbs. In effect residents of these properties already have two private parking areas (in the allocated parking place and across the dropped kerb entrance way). With this in mind are these residents entitled to first and second permits? If they are this seems rather unfair and I would like to understand the reasoning behind it.

Secondly, there is a short section of road on the west side of Chelsea road at the junction with Albert road that has a single yellow line parking restriction. could this restriction be removed? If not can you explain why it is there?

375. Resident, Chelsea Road

I am writing to support the introduction of residents' parking in my area.

While parking has always been difficult in this area, it has become impossible since other areas have had parking permits.

I find it almost impossible to park when I return home from work as a teacher. I try to walk the 1.5 miles so I don't have the problem of parking when I return however, this is not always possible. I often have to park in a local Leisure Centre car park as this is the only space available.

My only concern about the introduction of the permits are the timings 4.30 to 6.30.

Many people do not get home from work until after 6.30 so this will not help them.

I think 5-7 is a better window of time for residents.

376. Resident, Chelsea Road



Generally I think the proposed restrictive time bands are a step in the right direction but of course will not satisfy everybody. The fundamental problem is the historical layout of a densely populated city with very few back lanes and therefore relatively few houses with garages. In the Kings theatre area the situation is exacerbated when adjacent MB & MC zones are operational as has been quantified and documented in the report which you should already have in your possession.

The proposed restricted period of 16:30 to 18:30 will certainly help the late afternoon situation when many local residents return from work. It has been suggested by some that not extending the period beyond 18:30 to help those who return later is because of the belief in some quarters that it will restrict the availability of parking spaces for the theatregoers at the nearby Kings. I have lived at my current address in Chelsea Road for many years and in nearby Wilson Grove for years before that thus giving me more than forty years experience of the evolution of local parking problems. I am not anti-Kings or local business, quite the opposite, however it's clear that early evening, Chelsea Road and adjacent streets do not contribute significantly to the available parking spaces for theatre goers or restaurant customers because the available parking spaces have already been taken by returning residents. I certainly remember a time when there were many spaces available early evening but those days are long gone. Many proposals have been mooted for the Kings such as the return of Waitrose parking, building a car park in Exmouth Road, extension of the park & ride service and I heartily endorse those suggestions if feasible, but note that when the theatre goers arrive, one or two might get lucky but most will drive around a few times before having to park further away. When Waitrose parking was available to Kings customers a few years ago, I was surprised and disappointed to discover that many theatregoers from other parts of the city were blissfully unaware of the availability of the Waitrose car park. Perhaps an automatic announcement about car parking could be made prior to the commencement of each performance as is common practice in theatres and concert halls in London regarding switching off phones and other devices.

Why aren't there limitations outside the specified bands as in other existing zones such as parking limited for 'm' hours, no return within 'n' hours? Is this for people working in Albert Road in the daytime. It wouldn't be too difficult to suggest time bands which would allow sufficient time for customers to have a hairdo / meal or whatever and provisions made for local employees?

377. Resident, Chelsea Road

Firstly, I would like to express my delight at this proposal. We struggle to park down our road on most days and as you can imagine (or may even know yourself) this is extremely frustrating and made especially worse by students leaving their vehicles parked for weeks at a time, or people visiting the city who could easily use the park and ride. This proposal would give us a fighting chance of actually parking down our own road!

The only point I would like to make is that I do not believe the proposed window to be long enough, it should run between 4pm – 9pm or at the very least 5pm – 8pm in my opinion. I believe the 5pm – 7pm window will still mean the parking gets abused down the Mid Zone roads.

378. Resident, Chelsea Road

We wish to express our strong support for the proposed parking zone, and for it to be set up as soon as possible.

The existing congestion in our streets is particularly acute and has become even more so since the reinstatement of the MC parking zone. In addition to previous chronic congestion levels



parking in Chelsea Road has become more difficult due to the number of cars and vans parked up for days at a time.

The only feasible way of easing the problems we now face is to approve and establish the proposed zone as soon as possible.

379. Resident, Collingwood Road

Yes. Permits. At last About Time.

380. Resident, Duncan Road

I am in total support of the of the proposed parking scheme, it is a step in the right direction and one which will prevent long term storage and abandonment of vehicles on Duncan Road, I have genuinely lost count of how many cars I have reported abandoned over the last 6 years, there is currently one that hasn't moved for 2 months and has no MOT!. If this improves with this system I am all for it. But I feel it does not go far enough, I vehemently believe a 24 hour permit with 2 hour visitor parking and it being policed all day is the only way to improve our area fully.

Parking close to our home is of particular importance to my wife and I as a young family and having to live with the daily 15-20 minute struggle of finding a space particularly when the Kings Theatre has a show on is more stressful than it needs to be, a number of times we have considered moving out of the City mainly due to this.

Might I point out if the Kings Theatre took their responsibility to their neighbours seriously and ran a shuttle to Waitrose car park or if the council had a Theatre stop on the park and ride bus routes some of this problem might well be alleviated.

I also want to take the time to explain that a permit for residents parking should not only be considered to improve parking for residents, but it will 'if policed correctly' improve the safety of residents, road users and pedestrians particularly the young,

In the last 6 years I have seen Theatre, Albert Road & Palmerston Road visitors abandon their vehicles across drives, on double yellow lines at junctions, box residents in, causing all sorts of dangerous problems. We have 3 local schools in the proposed zone all of which get busy, irregular and dangerous parking occur at these schools every day and a 2 hour window which I quote "will make it easier to police" is not an excuse to only police the area between those times, I just hope the council starts taking the road safety of its residents seriously.

381. Resident, Duncan Road

I am writing to support the TRO 15/2019 in granting residential permits.

The parking restriction for non-residents should be limited to 2 hours with a no return within zone for 3 hours.

Restrictions of residents only between 5 and 7 will not help in his area.

By limiting the visitors parking to 2 hrs you ensure that long stays are cut down to resident And visitors of residents with a parking voucher.

This will help ensure that visitors to the area can still spend time free of charge. But will also stop the multiple work vans that are Parked in this zone all weekend. It will also stop student being able to park in this area and not change their insurance to reflect the location of the car being used.

382. Resident, Duncan Road

Although I'm very for the parking permits I'd just like to know why its only between 4.30 and 6.30 daily? Also if it is this time window only do you not think it's a little expensive for us to park our cars on our road? I struggle to see why a two hour slot every day is worth £130 per year or £720 for us as we have three cars. Please don't get me wrong I think this is a very good idea just the pricing is off. Please can you talk me through the decision process on costing?

383. Resident, Duncan Road



I completely agree with making the area permitted, however for myself personally, I disagree with the timings. I often don't get back from work until 7:30pm, so think the timings should be altered to more like 5:30 to 7:30pm or lengthened from 4:30 to 7:30pm.

384. Resident, Duncan Road

I support the proposed parking restrictions, but with the following questions.

Timing restriction of 4.30 to 6.30pm will not be any help to residents when Kings Theatre have a performance. Why is it not longer to take this into account? This two hour restriction is of no help whatsoever to any resident who works shifts.

Why is this being implemented area by area and not across the city or at least for much larger areas e.g. all of Southsea? By introducing this in nearby areas the problem is just being pushed onto the next unregulated section.

This will need to be policed regularly to be effective. Will part of the charge will go towards extra Enforcement Officers? With no badges displayed on cars how will residents know if their area is being controlled?

385. Resident, Duncan Road

I am writing in support of the proposed parking zone for MD ZONE: Kings Area.

There is only one adjustment I believe needs to be changed is the duration of the Permit Holders Only timing. Some people in the proposed zone might not have enough time to return home from their daily commute in time to get a parking space before other car can start parking in the area. All the current duration would mean any one going to the Kings Theatre would be able to park their car before residents could park in the zone

I would suggest that the MD Permit Holders only duration should be from 16:30 - 19:00. This would allow enough time for residents to park in the area.

386. Resident, Duncan Road

I am pleased to see that parking restrictions are being proposed but am somewhat surprised by the times that are being proposed. Parking in the street is often occupied by staff working in the local area such as Palmerston and Albert roads and I am hopeful that the scheme will detour these people from leaving their cars in the road until they finish work.

I am however, of the view that much of the evening parking is occupied by people who attend the Kings Theatre. The parking restrictions proposed will not deter these people from occupying residents' parking spaces in the area. I would be grateful if you could consider extending the proposed restrictions to a later time such as 8:30 so that people attending the theatre will be encouraged to use other parking facilities such as those at Waitrose. I would also like to see signage introduced to direct drivers attending the theatre to the location of this car park so that they are still able to attend the theatre.

The Kings Theatre is an important feature in the area which I want to support. I am of the opinion, however, that introducing later restrictions deterring theatre attendees from parking in the area would serve to reduce the resentment experienced by many local residents towards the theatre, who often find they are unable to park until the theatre closes.

387. Resident, Goodwood Road

I am glad to see that parking restrictions are proposed for the MD zone. Parking in the evening can be horrendous with people visiting Albert Road, especially when there is an event at the King's Theatre. As a single car household it is frustrating that it can take an hour to find a space on occasion.

I noticed that on the proposal it states that parking will be permit holders only between 4:30pm and 6:30pm. Is this correct that it is only a 2 hour window? I usually do not get home from work until about 7pm, so not sure how effective this will be for me personally.

388. Resident, Goodwood Road



I write to strongly support the new proposed MD Parking Zone. Parking in this area, although always challenging has been made significantly more difficult since the re-introduction of the nearby MB and MC zones.

389. Resident, Goodwood Road

We approve of the proposed parking arrangements in this area.

However, we feel that the 6.30pm end time is too early and that 7.00pm or 7.30pm would more closely match the residents' needs.

390. Resident, Goodwood Road

I fully support the introduction of the parking zone – parking has become significantly worse recently.

However I do query the time of the restriction – 4:30pm to 6:30pm does not address the primary parking issue which is generated by customers to the Kings Theatre. Frequently I am unable to park after work in my road or any of the roads nearby which are also in the MD zone due to a show at the theatre, if the restriction time was 4:30pm – 7:30pm this would then be addressed. I believe customers for the Kings are able to park at the Waitrose car park and more should be done to publicise this to alleviate parking, it is only a short walk away from the theatre.

Finally I believe there would need to be some particularly pro-active 'policing' of the zone once it is in place as I am sure there will be a "nobody is going to be around to check it at this time" approach to people parking in the zone from around 6pm.

I am though very much in favour of any measure to help residents be able to park within at least a 5 minute walk of their front door.

I have just returned home from a weekend away. Arrived back at 4:45pm on a Sunday to find not a single parking space on the road, or any other nearby due to an afternoon show at the Kings Theatre. I have had to stop in the middle of the road to unload the car, causing queuing traffic behind me. It has then taken me a further 25 minutes to find a parking space with two rather fed up children in the car with me.

I do very much hope the residents parking decision takes fully in to account the impact of theatre customers parking locally.

391. Resident, Goodwood Road

I can't wait until you sort this mess out.. I have to walk at least 4streets sometimes... just hoping traffic wardens will enforce it.

392. Resident, Goodwood Road

I support parking permits....and I find it very hard to park. anything you can do would be most helpful

393. Resident, Goodwood Road

I would like to offer my support for a resident parking zone in the MD area. However I feel the time of 4.30-6.30pm should be later in the evening to be effective for residents, 6-8pm would be more suitable to tackle the parking issues.

394. Resident, Goodwood Road

I believe that a scheme needs to be implemented for the roads surrounding the new parking zone as there has been a definite shortage of available parking where I live since it was brought in.

Although a zone between 1630-1830 would be a benefit, it will not help the residents who return home after 1830. Having invested money in Southsea by buying my home, I don't believe that being able to park in the road (or adjacent roads) is unreasonable.

I would suggest a residents parking zone from 1700 - 0500. Waitrose and the Pompey Centre car parks could be offered to residents overnight and/or visitors to the King's and those using

the local pubs etc. Could the Park & Ride also be looked at as a possibility for visitors to Southsea/King's? I wonder if marking spaces on the road might help as quite often vehicles take up more than one space each.

395. Resident, Grove Road South

I am writing to express my general support and to mention a few concerns.

I support the introduction of greater restriction over on-street parking in Southsea for non-residents. Use of public transport and park and ride schemes should be encouraged to help limit congestion and air contamination in our city. It is also inconvenient for residents in Southsea when the limited parking amenity in our Victorian streets is occupied by daily commuters and long-term visitors; or by people simply parking little-used recreational vehicles in unrestricted streets to avoid having to pay elsewhere.

My concerns are as follows:

1. I, and my close neighbours, have enjoyed residents' parking permits in KD Zone since its introduction over 10 years ago, because our vehicular access is onto Queens Grove at the rear of our properties. I would like to continue to "belong" to KD Zone, rather than the new MD Zone.
2. The effectiveness of the new zone will depend very much on enforcement. Can you give any assurance that the new restrictions will be enforced during the 2 hours each day when they apply?
3. The shopping centre of Southsea needs all the help it can get to survive the imminent closure of Knight & Lee (and, I suspect, Debenhams). Availability of parking for shoppers is of course an important factor and I would like to be assured that the overall arrangements, including park and ride, will be kept under review by the council to ensure adequate provision is made.

396. Resident, Hamilton Road

I very strongly support this proposal as parking in Hamilton Road and adjacent roads has been a severe problem for some time. Specifically, there a number of commercial vehicles that park in this narrow road for extended periods, restricting access for deliveries, refuse collection, and emergency services. It is evident too, that one household hosts around 12 vehicles (a mixture of vans and cars) which monopolises parking spaces in Hamilton Road and Worthing Road, with some vehicles remaining static for weeks at a time. This prevents other residents and short-stay visitors from using the available parking spaces.

Additionally, I would like to make two other comments;

1. I do not understand why the residents' parking proposal will only be applicable between 4.30pm and 6.30pm. The restriction needs to be enforced overnight.
2. I think it would be beneficial if the gross weight limit of vehicles allowed to park in the narrower roads (like Hamilton and Worthing Roads) was reduced to 2800kg (a normal-sized Ford Transit-type van). This would prevent extended wheel-base vans with a gross weight of 3500kg (of which several routinely park in this area) to take up two spaces each, for long periods.

397. Resident, Hamilton Road

I need to know more about the residents parking scheme in my area in order to comment on it. The impression I have at the moment is that I would be invited to pay £30 a year for the privilege of having priority for parking in my road for merely 2 hours a day, with the rest of the time free parking for everyone. Is that correct, and if not how can I get more clarity about the proposal?

Thank you for your reasoned reply to my question; I see the sense of the 2 hour arrangement and am happy with it.



398. Resident, Hereford Road

I have a dropped kerb in front of my driveway with white lines in the road marking the entrance. People are regularly parking over the lines but not entirely blocking the drive but it makes it very difficult to get in and out. Is this something that is enforceable if I were to telephone and report it? We are currently in the process of having residents parking introduced, would this be something that a warden would give a ticket for if the scheme was introduced? I would like to vote yes to the scheme as per the letter through the door asking residents to vote.

399. Resident, Inglis Road

Regarding your recent communication concerning TRO 15/2019, I fully support the introduction of the MD parking zone.

However, I would like you to note that this support is not because I believe that residents' parking in any way alleviates Portsmouth's traffic problems or benefits the local residents, but simply because displacement parking in my area from the new MC zone has caused intolerable problems to many residents in the proposed MD zone.

400. Resident, Inglis Road

1. Since the zone between Goldsmith Avenue and Albert Road was introduced at Christmas, parking on my street has been nothing short of impossible at any time, with particular difficulty after 5.30pm.
2. On less than 5 occasions during the whole of 2019 have I been able to park on my road. Many cars do not appear to move daily or even regularly, suggesting cars displaced from the MC zone and left for long periods of non-use. The lack of turnover of vehicles exacerbates the parking issue.
3. I strongly support the limited time MD zone, as a reasonable and pragmatic effort to try and address these issues.
4. I strongly support that the zone timings support local shop keepers and also the Kings Theatre, striking a sensible balance between the needs of local business and those of the residents.
5. I'd encourage this zone to be put in place as soon as practicable.

401. Resident, Inglis Road

I wish to express my support for the proposed residents parking zone: MD Kings Area (TRO 15/2019).

This is a fairer approach and will help prevent some of the displacement parking issues associated with the introduction of other residents parking zone in the immediate area.

402. Resident, Inglis Road

I support the MD parking zone proposals

403. Resident, Inglis Road

I would like to register my support for the proposed MD parking zone in Southsea.

404. Resident, Inglis Road

We support the proposal because we have no choice. Displacement parking has created a Hobson's Choice scenario. We do not support the current policies for the extension of Residents' Parking Zones nor do we agree with the associated charges for permits. Current policies and piecemeal implementation force us to 'agree' with the proposal under duress.

We find the implementation of this policy neither democratic or fair, nor a solution to the City's immense problems with traffic and transport management.

405. Resident, Inglis Road



I would like to advise that I support the proposed new resident parking scheme for MD Kings Area as the level of displacement parking in my street, is now intolerable. I also support the time zone as this allows room for the Kings Theatre and businesses in Albert Road to thrive. I support the immediate introduction of parking zone MD as I am now surrounded on all sides by restricted parking areas. The streets of Inglis Road, Oxford Road Chelsea Road, Outram Road, Wilson Grove, Albert Grove, Goodwood Road and half of Campbell Road have been left as a small island of unrestricted roads, surrounded on all sides by restricted areas of parking in some fashion. These consist of either controlled residents parking zones to the north, east and west of us, or yellow lines controlling parking along large parts of Lawrence Road, Victoria Road N/S, and Albert Road to the east, west and south, or limited period parking (1-3 hours) along Albert Road and other surrounding roads.

I do not expect to be able to park outside my house as I have lived in Southsea long enough to know that is unreasonable expectation. But I do expect to be able to park within a few streets of my home at least. I can now only park in those few unrestricted roads listed which are in a reasonable walking distance to my home and yet anybody else, including other residents who already benefit from controlled parking zones can park in our streets. There is much evidence of people who live in the new restricted zones nearby who do not want to pay to park in the restricted parking zones, choosing to park in our streets because it is still free. This is blatantly unfair as this means everybody can park in my street but I cannot park in theirs. So I believe we should be included in the parking zone area with immediate effect as our few streets are now the only area with close access to shopping and the theatre, in the area north of Albert Road that is completely unrestricted. We cannot accommodate in such few streets both residents who live close by who do not want to pay, and shoppers and theatre goers. There is just not enough room left for us to park. We did not have any problem parking before the new zones that cover MB and MC were introduced, pushing people our way. I, in turn, have often been pushed out to parking in areas 15 mins walk away from my home. This is not reasonable. I do not agree with the Labour position to delay the introduction of a parking zone MD while we wait endlessly for the political parties to argue about whether or not to introduce city wide proposals. We need a solution now! I currently cannot park in my street most days and before the introduction of MB and MC I could.

406. Resident, Inglis Road

Our household is for the scheme to implement resident permits within the area. We moved to this area the end of last year and we have steadily seen an increase of unknown vehicles park in our street and a decrease of parking spaces making it nearly impossible to park outside our house, I feel this is due to other resident permits being implemented nearby. I hope if we introduce resident parking it will be beneficial to the residents in this area.

407. Resident, Inglis Road

I fully support the proposed parking zone. Since the neighbouring zone has come into operation it has been extremely difficult on our road to park. I sincerely hope this MD zone comes into operation.

408. Resident, Inglis Road

I whole heartedly SUPPORT this proposal. Whilst I appreciate parking is always tight and terraced streets are a nightmare for parking, the situation has got worse since Christmas and the introduction of restrictions on the surrounding roads. I've picked up two parking tickets this year as I don't usually get home from work until 6.45- 7.15 when I can only find space on double yellow lines and I can't park in the surrounding streets because of the restrictions there. PLEASE introduce the restrictions as I have a feeling many of the cars on my road belong to residents on the other streets trying to avoid the residents parking fees.



409. Resident, Inglis Road

My partner and I support this proposal because we are finding it increasingly difficult to park our one vehicle within a reasonable vicinity of our home due to the displacement resulting from the introduction of residents' parking zones - the MC zone, for example - in neighbouring areas. We would hope that an MD Kings Area zone would improve this frustrating situation to some extent: we would, at any rate, like to have the chance to find out.

We ask that you consider extending the two-hour operating time of the zone because the proposed window of 1630-1830 is narrow and does not provide sufficient coverage: residents who work in non 9-5 jobs, and residents who wish to use their cars for social or other purposes during the evening/night time, for example, will benefit less from the zone.

We ask that, in general, the council pursues a city-wide 'residents first' policy with regard to on-street parking in Portsmouth. Better provision should be made for visitors to the city to park in designated parking areas: on regenerated land, for example, or on park-and-ride sites, of which there should be more. Large stores and visitor attractions, who benefit greatly from people coming into the city, should be prevailed upon to be part of the solution to the parking challenges in Portsmouth.

410. Resident, Inglis Road

Background

For councillors and officers new to this issue, residents of this zone have been pursuing an RPZ for at least twelve years.

The North Kings (NK) ward is a unique case in that there are several competing interests in local parking in addition to local residents - namely, students, the Albert Road evening economy and the Kings Theatre. Each of these four influences has different demands in terms of magnitude of impact and seasonal and daily timescales. Many of the streets of NK are lined with $\frac{3}{4}$ bedroom terraced housing and very few properties possess their own garage.

Properties commonly have a frontage of circa 5 meters – approximately a single car length. Thus, if every household owned a single vehicle no larger than a car, then residents alone could fill the zone with an ownership rate of one car per property. Fortunately, this is not the case, but it does show that roadside space is strictly limited in relation to the number of houses/residents in the zone.

In 2014 had agreed in principle the outline characteristics of a proposed zone for North Kings with local councillors a scheme which had the approval of both the Kings Theatre and local traders (ARTA). The proposal was proceeding well until the May 2014 council elections, following which the scheme was shelved by the incoming administration and the then currently active MB and MC zones 'suspended' much to the fury (The News) of the residents thereof. The proposal was informed by a resident group report on parking in North Kings (North Kings Parking Survey 2014) based on parking surveys by a local interest group (copy available on request). The report clearly quantifies the impact of the major influences on parking availability within the zone additional to local residents.

It also quantifies the displacement parking in the adjacent North Kings following the designation of MB and MC zones, whereby many vehicles including taxis and other commercial vehicles invaded NK ward with habitual long stay parking. This was most severe during evening and night-time hours, and spaces were reasonably available again during the daytime.

The Current Situation

The reinstatement of MB and MC in 2019 has created displacement into NK yet again, this time to a significantly more severe level such that on occasion there is no daytime space available in both Chelsea Road and Inglis Road, a behaviour pattern not previously observed.

This not a complaint, but rather an observation. What makes it tolerable is that with the designation of MD RPZ imminent, it is recognised as a temporary phenomenon only. This

tolerable in the expectation that the RPZ will be designated in the relatively near future. Those who complain about displacement need to be aware of its ephemeral nature, since the displacement zone migrates as the outer margin of RPZ expands incrementally during development of the city-wide parking scheme, and previous displacement zones become replaced by a time-restricted scheme.

The Current Proposal

In principle, the time-limited scheme offers great flexibility in meeting the needs of the range competing interests, and this principle should be supported.

Residents however differ in their needs as a group, and as in MB and MC also note the restriction of activities that the proposed restricted times impose.

Thus, not all residents return home between the hours of 16.30 and 18.30. Those on shift work, e.g. hospital nurses and emergency service employees whose work may include evenings, would be penalised. Residents of the existing MB and MC zones complain that they cannot go out of an evening for fear of being unable to park nearby (within reasonable walking distance) on return. This situation is exacerbated by the habit of evening economy participants to leave their vehicles overnight, returning only the following morning, thus depriving residents of parking, and long-term displacement parkers.

Recommendation

I would suggest that the time restriction be extended in order to accommodate reasonable resident requirements of that kind, and would suggest 17.00 to 24.00 (or 17.00-20.00; 22.00-24.00)

Further Recommendations

At the larger scale, much could be done to ease the parking crisis by city wide policies such as:

- Identifying land suitable for conversion to car parking and obtaining it by compulsory purchase
- Do not allow house construction without built-in off-road parking facility

Though I do have a broader awareness on parking patterns in roads throughout the North Kings zone

411. Resident, Lawrence Road

I'm just emailing my support for the above proposed parking zone.

My family and I live on Lawrence Road, Albert Road end, and we are fed up with the parking problem in our area. The problem has only worsened since the other parking zones have been enforced.

I look forward to hearing more about when MD parking zone will be in effect

412. Resident, Lawrence Road

I am writing to confirm my support for the proposal to establish a resident's parking zone.

I frequently cannot park in my road or the surrounding roads. The new parking zone adjacent to my road has caused even more problems with displacement but even before this it was ridiculous. It impacts on my life; for example I can no longer go to my sport group on the other side of the city as I can't park on my return. It is really stressful driving around for half an hour trying to park.

I am fairly sure that the HMO's / student accommodation add to the difficulties and I hope that parking permits will help.

I do think however that if the whole city was permit controlled then zones wouldn't be needed.

413. Resident, Lawrence Road

Since the introduction of the MB/MC zones in Jan 2019 it is considerably more difficult to park with the completely foreseeable displacement parking issues. It's now common to have to search 6-10 roads for a space rather than 1-2.



The residents of MD zone need an urgent fix to the problems caused by the new zone enforcements and there does not seem to be anything on offer other than to accept the proposed plans which have been forced upon us.

Reluctantly I have to support the MD proposal in order to rectify issues caused by the MB/MC rollout.

Zones should have been rolled out simultaneously if insisting on implementing changes to avoid months of total chaos.

414. Resident, Lowcay Road

I am firmly in favour of the introduction of a residents' parking zone in this area and consider the permit costs reasonable.

I believe a later 2hour restriction slot would be more effective as it's the late evening /overnight parking causing the main problems in our area.

I appreciate many of the points made regarding the 4.30-6.30 time slot.

Is there any provision for residents to buy 24hr parking vouchers for areas outside their zone?

On your website I was unable to find specific information regarding parking partially on a marked entrance. If the parked car still allows room to enter and exit the private off road bay what would be the legal position?

I frequently go out of Portsmouth in the evening. When I return home it can be impossible to find a parking place. In addition to the many factors on your list, the Waverley Bowling Club evening visitors add to congestion in my area.

415. Resident, Lowcay Road

I would like add my full support to introducing a parking zone for this area.

My only request is for the hours of the scheme to extend in the evening to 1930 rather than 1830.

I typically do not get home from work until 7pm to 7.30pm. Therefore I fear that by the time I get home, any spaces on my road will be gone as others may move their cars into the road after 6.30pm.

I also think that extending the scheme by an extra hour will allow me more likelihood of parking on my road when visitors to nearby places such as Kings Theatre, The Southsea Waverly Bowls Club and St Swithun's School, have evening events and park on my road at around this time.

416. Resident, Lowcay Road

I'm mainly in favour of the parking permit scheme but think the restriction time of 4.30-6.30pm won't be effective here. I can generally get a space up to that time. The main issue is after that point in the evening or weekends. So, the principle is good but not the execution.

417. Resident, Merton Road

I fully support this proposal.

418. Resident, Merton Road

I am emailing you to confirm my support for the proposal set out your letter.

419. Resident, Merton Road

I am writing to confirm that I support the proposed changes.

420. Resident, Napier Road

I support the residents parking zone , can't happen quick enough, feed up with travelling up and down Napier road looking for a space every day

421. Resident, Napier Road

I would like to strongly support the proposal.

I would also be interested in knowing when the plans would be implemented, if approved.



422. Resident, Napier Road

I am fully in agreement for this to be implemented. For years we have had to put up with overspill parking from other zones and large numbers of work vans parked at all night and sometimes all weekend. Finding a parking spot late afternoon/evening is almost impossible as things stand. Hopefully this will go ahead.

423. Resident, Nelson Road

We would wish to express our wholehearted support for the subject proposal.

424. Resident, Nelson Road

Firstly I am writing to say that I am very happy to learn of your intentions to introduce a residents parking permit. Parking is very difficult in our area, with lots of workers, shoppers and seaside visitors using our road as an all-day parking solution.

I very much support the plans for a permit restriction to be put in place.

Whilst I am in support of a proposal, I strongly feel that the restricted parking hours in the proposed MD zone will not have the same effect as deterring long term parking as a 24 hour scheme does, and brings residents no value for money for the cost of the permits. How can a two hour restriction, in the late afternoon, possibly deter long term parking

KC parking zone, which stops in Marmion Road (running parallel with Nelson Road) operates a requirement for permit holders only between 8am-6pm with an exception for visitors and non-permit holders who are entitled to three hours free parking, providing there is no return within four hours. This parking restriction deters people from parking all day within the zone.

The proposed scheme for the new MD zone will enable visitors and non-permit holders to park all day and move their car at 1630 to a road within the KC zone where they will be permitted to park until the following morning at 11am without a permit and without paying Portsmouth City Council any money.

For residents of the proposed MD zone to pay the same costs for permits as KC zone is not acceptable. There is no value for money and the operative hours of the proposed zone will not deter all day parking, it will only stop parking for those two hours. Whilst that is helpful for residents returning from work, it is not helpful for those residents that have cars that are not at work during the day.

I am at home throughout the day with my young daughter and regularly move my car to take her to appointments etc. Parking is difficult and is made even more difficult when I have to park streets away and carry my daughter home along with groceries etc.

I strongly feel that there will not be enough resource at the council to police the proposed permit which is another factor that will not deter visitors from parking, as many people will be likely to 'risk' their chances of getting a Parking Charge Notice.

I do not dispute a requirement for residents parking permit, and am very much in favour of it but would like to put forward some alternative suggestions for you to consider.

- Permit Holders Only 8am-6pm. Non permit holders entitled to 3 hours free parking with no return within 4 hours.
- Permit holders only 24 hours. Non permit holders entitled to 3 hours free parking with no return within 4 hours.

These options enable more of a time for parking wardens to police the zone, with more opportunity for PCC to issue parking charge notices creating revenue for the city, whilst still allowing visitors to the city 3 hours free parking, and finally it gives the residents (paying for the parking permits) value for money and more availability at our homes for parking.

425. Resident, Nelson Road

Fully supportive

426. Resident, Oxford Road

Firstly I am pleased to have a parking permit zone in the MD area however I would very much like to know who it was that decided the hours of between 4.30pm and 6.30pm as in the survey 38% said problems were in the evenings and 30% said it was overnight. So surely a 12 hour window from 6pm to 6am would be better and represent the true needs of the residents in the MD zone.

We were advised in January that letters and copies of the formal proposal will be sent out AHEAD of the 21 day notice period however we have not had any such notice sent before the boards were put on the lamp posts. Please don't regard this as an objection to the proposed zone, I am very much for the zone. It's just that I work nights and don't get home till 2am and if I can't park in my road after paying for a permit then I will be mighty annoyed.

427. Resident, Oxford Road

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

I have recently bought a house on Oxford Road and moved here from a road which has significantly more flats and residents yet because there was residents parking on that road parking was much better than I find it on Oxford Road. In all honesty it is awful and extremely difficult to near impossible to park on Oxford Road or nearby roads after about 6pm in the evenings.

To reiterate I am in full support and hope it is put in place soon.

428. Resident, Oxford Road

I confirm I am in complete support of the parking zone in this area, however I am not happy with the timings proposed. 4.30pm until 6.30pm is not sufficient. I do understand it is a difficult balancing act as to not adversely not to impact local business, especially the King's Theatre, however I believe this is outweighed by the issues residents currently endure.

1. The MD zone should run until 8pm. Not everyone in the area has a 9-5 job and parking is at its worst during the evenings - this needs to be re-considered.
2. At an absolute minimum, the MD zone must run until 7pm - the same as MB/MC otherwise vehicle displacement will still be an issue.
3. The King's Theatre is a hugely important landmark and feature in Southsea and absolutely should be part of the considerations for parking restrictions, as should all the businesses in Albert Road, however there are better ways of doing this. I would suggest the following:
 - The council should support the theatre by installing more signposting to the parking available at the Waitrose car park in Marmion Road.
 - The council should fund a free shuttle bus to/from the Waitrose car park to encourage theatre customers to use this facility. This could be funded from part of the funds collected from residents' permits.
 - The council should re-visit proposals to purchase the garages in Exmouth Road and convert this land into public parking.

429. Resident, Oxford Road

I am fully supportive of the proposal. Are you able to confirm when it will be introduced? How will it be enforced? I frequently find vehicles parked at the end of the road or just on Albert Road where there are double yellow lines. Will it be in place during weekends?

430. Resident, Oxford Road

I would welcome the new parking zone, and be very happy to be the £30 for a parking permit. Since the parking zones have been introduced in the surrounding areas, parking on my road has become a rare occasion.

I am often home from work after 6pm, which is when I notice most parking spaces have become occupied, and any time after 7pm usually means no spaces at all on the whole road,



and often several roads adjacent. Often I spend 10-15 minutes driving around looking for a parking space, often parking as far away as Marmion Road, or Francis Avenue in the other direction. It seems ridiculous to be pouring yet more pollution into the air just for the sake of trying to find somewhere legal to park!

I use my car for both personally and for work, and I am expected to empty all valuable equipment from the car each night, so as to protect from theft. It is for this reason that I have never been able to park outside the city and use public transport to get home, as would be the ideal solution. Therefore, you can imagine how the last thing I want to do is lug 50-odd kilos of equipment 20 minutes from my car to the doorstep.

I rarely had this issue prior to the new nearby parking zone, and feel it would be appropriate to implement the MD Zone as soon as possible to remedy it. While I don't believe that turning the entire city into permit parking is the solution, I do believe that densely populated areas such as my own require it.

431. Resident, Oxford Road

I would have to say that I am wholeheartedly in agreement of a parking zone as I find it impossible to park anywhere near to my house in the evenings especially during university term time. I have to express a concern however, that the restriction [4.30PM - 6.30PM] is different from the adjacent parking zone (for which there is now plenty of parking) [5.00PM - 7.00PM]. Surely the only way these parking zones can be effective is if they cover the same time period, otherwise the influx of persons wishing to park without a permit will make use of the first available opportunity. If it were up to me I'd recommend a much longer parking restriction going on to the hour of say 10PM. Since this is unlikely I think it is only fair to make the restrictions the same.

Since the nearby parking zone was created the situation with our parking has gotten significantly worse. Presumably caused by householders of more than one car looking for a cheap second or third space. Since the proposed parking restriction for Oxford road ends sooner what is there to prevent this trend from continuing?

I often return home from work late (never before 6.30PM).

432. Resident, St Bartholomew Gardens

I am writing to confirm my SUPPORT of the introduction of the above parking zone MD Kings area.

However could it be confirmed please that St Bartholomew Gardens is included in this parking zone as it appears within the boundary plan but does not seem to be specifically mentioned on your information sheet.

433. Resident, St Simons Road

I strongly support the introduction of this scheme which I believe would alleviate the severe difficulties experienced by residents. The parking situation has deteriorated over the last two years, and urgent action is now appropriate.

434. Resident, St Vincent Road

I am writing to give this parking scheme my approval. As a resident I have found it increasingly difficult to park anywhere near my house let alone in my street.

However I would have liked to see it extended by an hour or two to stop Kings Theatre patrons parking too. But at least this is a start.

435. Resident, St Vincent Road

We 13 Residents fully support the plan to implement the plan to install Residents Parking in St Vincent Road along with adjacent roads.

436. Resident, Stafford Road

I am emailing in support of the above proposed residents parking Zone as I currently experience difficulty in parking in my street due to business vans and long stay parkers who do not live in the area.

437. Resident, Stafford Road

I am sincerely hoping the proposed parking permit introduction, will ease the situation in my road & the surrounding area. As someone arriving home later than office hours, generally entails a ten minute drive to find a space.

438. Resident, Taswell Road

We would absolutely support the introduction of a parking permit scheme. Please could you let us know if this will also apply to the Wimbledon Park sports centre car park?

439. Resident, Taswell Road

I am delighted to see that at long last something is going to be done about the parking situation in my area. It will give me great pleasure in paying for my permits if it puts a stop to people outside of my area leaving their vehicles for weeks on end in my road because they know full well that it is not an area of permit parking thus making it even more difficult for residents to find a parking space.

I look forward to a speedy adoption of permit parking in this area

440. Resident, Taswell Road

We fully support the proposed residents' parking zone: MD KINGS
The sooner it is implemented the better

441. Resident, Taswell Road

I welcome the proposed introduction of the Residents Parking Zone in the MD Kings area. However, I am disappointed that the proposed permit holder restriction will only be in force for a short period of time between 16.30hrs and 18.30 hrs daily. A major problem that occurs where I live, is that parents will drive their children to school, park their car for the day and then return to their car at 15.30 hrs to meet their children after school. Additionally people will be able to leave their cars to visit the beach, the Common, or Palmerston Road shops, and as long as they return before 16.30 hrs, then they are free to park their vehicles, restricting parking for residents.

I favour a full time residents' only parking scheme with the flexibility to allow non-residents 1 hour parking to drop off school children or visit Palmerston Road for essential purposes.

442. Resident, Taswell Road

We support your plan to create a residents parking scheme. We find parking in the street difficult due to the following reasons:

1. The number of HMO properties in the area place an unnecessary burden on the street parking, we live between two such properties and the residents residing in these properties have had up to eight cars parked on the street at any one time. There are up to seven HMOs on our one street alone, hence this will give you an idea of the problem we have with parking.
2. We also have people that use the gym, school and local park that leave their cars upon the street for prolonged periods.
3. Someone in the local area either sells, repairs or owns numerous vehicles with foreign registration plates these have been left in our street, not moving, for up to six months. Then these cars are rotated onto other streets in the area.
4. Finally, we have come home sometimes after work to find that a local tax firm have filled the street with their taxis.

443. Resident, Victoria Grove



I would like to register my whole-hearted approval of the proposed new parking regulations. I think the suggested time of restriction (4.30pm - 6.30pm) is an excellent choice: it should produce minimal inconvenience for Albert Road shoppers/diners and Kings Theatre visitors while significantly improving the quality of life for residents. Congratulations to the planners.

444. Resident, Victoria Grove

Well done.

At last some hope for parking in our street! Victoria Grove has become increasingly difficult but now we are pleased to hear that an MD zone is to be made possible.

Thank you! Excellent move which, by the look of the details, should keep a lot of people happy.

445. Resident, Victoria Grove

Myself and my husband fully support this proposed plan

446. Resident, Victoria Road South

I fully support the proposed residents parking zone.

My only concern would be that 2 hours is not enough time, especially between 4.30-6.30pm to deter people from parking in the area. 4 hours would be better extending an hour left and right of the proposal which would certainly deter mainly workers in the local area as it directly interferes with normal business / trading hours.

Also, if there is more than one flat in a building, is it down to the tenants to decide who gets first and second permits or is it decided another way??

Once again, I fully support the proposal.

447. Resident, Wilson Grove

I'm fully supportive of the proposed residents parking zone

448. Resident, Wilson Grove

I believe we should be a residential parking zone. The parking has become increasingly worse and it is unacceptable that we as residents are forced to park up to three streets away from the family home. Moreover, it is unfair that we have to endure this distance with young children, which for obvious reasons, means extra items, plus any shopping too.

I noticed that the proposal is for two hours only. I would suggest that this become a residential zone only to truly support the families who live and pay mortgages and rent here. I speak on behalf of several families in my building and would be happy to discuss further if need be.

449. Resident, Wimbledon Park Road

I am in support of any initiatives that might influence people away from using cars, so in principle am supporting of a residents' parking zone. However, I'm not convinced that the timing would have much impact on our streets when there is anything on at the Kings Theatre in the evening, so am not sure on the rationale behind the timings suggested.

I'm also not clear from the letter or the website how a decision is made after this consultation. Is it a simple vote (first past the post) system? If people didn't support it, because they want it to have different timings, how does that work?

450. Resident, Wisborough Road

I wholly support the introduction of a residents parking zone in this area.

Parking here and in nearby roads has been a problem for a long time because of the 24 flats at Moulin Ave, a number of HMOs and the proximity to Albert Rd and the Kings theatre. Since the recent introduction of neighbouring parking zones, the situation here has become untenable.

Even during weekday daytime hours it is often very difficult to find parking, evenings and weekends are even worse.

I am not sure that the 4.30 - 6.30pm restriction will have the desired positive impact but it has to be better than nothing and I hope it gets local support. I suspect though that Albert Rd shop and bar owners and houses with 2 or more cars (many in this area) will not welcome this proposal.

451. Resident, Wisborough Road

I fully support this application.

As with most areas in Southsea, parking is a nightmare in Wisborough Road. Parking for residents is made worse because of the 2 blocks of flats in the road, along with its close proximity to the Kings Theatre. Whilst this zone will in no way make a substantial difference to the problems we face, at least it may help for 2 hours a day - for those people who arrive home between 4 and 6 anyway.

More is needed, so whilst I am happy to support this application I am looking on it as a start, rather than a final 'solution'

452. Resident, Wisborough Road

Being a resident on Wisborough Road, it is extremely hard to find parking. Something that I find extremely unacceptable is that other residents feel that it is okay to reserve spaces using cones and table legs to prevent others from parking there. I feel that a parking permit would be beneficial however I noticed that the permit holders only times was stated to be between 4:30pm-6:30pm. I believe this time frame will not resolve the issue , as there are often spaces available during this time. However 6pm onwards , it is virtually impossible to find a car parking space and I often have to park around a 15 - 20 minute walk away from my home.

I am worried that with this permit being implemented , I will be paying a fee for a parking permit which in fact does not benefit or make the situation any better. I feel a permit only time frame should be from 6pm onwards until the early morning to ensure all residents are able to park their cars near their home overnight.

453. Resident, Wisborough Road

We support the proposed above Residents Parking zone.

454. Resident, Wisborough Road

I am fully behind the above Zone MD being introduced, yet I would like to see the times extended to 7.00 pm as I usually arrive from work between 6.30 and 7.00pm, and myself and one of my neighbours would also like the restriction starting time extended back to 4.00 pm to deter over-weekend parking of non-residents.

I also often go out for late nights on some Fridays or Saturdays and arrive home between 12.30 am and 1.45 am, and frequently have to park as far away as Collingwood, Lowcay, Napier or Taswell Roads.

455. Resident, Wisborough Road

I support the proposed parking zone

456. Resident, Wisborough Road

I am writing to you to confirm I am very much in support of a parking zone

457. Resident, Worthing Road

I just wanted to write to say as a resident within the proposed parking area how pleased I am that this looks likely to go ahead. Although I wasn't initially sure of having just the 2 hour operation for parking restrictions, on reflection I can see how this will help us a great deal to avoid the major issues that cause parking difficulties in our area without creating difficulties for the staff from local schools the park in our street during the day.

I would like to convey that I am in support of the proposal and would very much like for it to go ahead.

458. Resident, Worthing Road

I would like to say that I am in support of the proposal to make the MD zone a parking permit area. The 4:30 - 6:30pm is not ideal, as I feel it should be longer to enable people who live in the area to be able to park by their properties if they are coming home from work after 6:30pm. At the moment, I feel that there is a massive issue with large vans taking up a lot of space, as they may have moved from other areas that they can no longer park in. This is particularly frustrating at night when trying to park. I still feel that extending the permit hours (maybe 5-8pm or 5:30-9pm) could work better, especially when there are performances on at the Kings where the roads in the area get absolutely gridlocked.

SUPPORT FOR PROPOSED MD PARKING ZONE - NO ADDRESS GIVEN

459. Resident

I strongly support a parking zone around this area-I return from work and can rarely find a parking space near my house.
My only plea is to make the 2 hour restriction later, for example 6-8pm or 5:30-7:30pm. The main issue is finding a space when I return from work (normally around 7pm) and the Kings theatre is showing something. It is then impossible to find a space.
I also would not want the independent shops on Albert road to be affected by parking zones, and later parking restrictions would allow shoppers for return to their cars before the shops close.

460. Resident

I would like confirm my support for the proposal. At present parking is difficult in the evenings in particular and I feel that the proposed RPZ should help to manage some of the parking demand.

461. Resident

Me and my partner supports the parking zone suggestions.
I would however need some more information of why the parking zone will only operate for 2hours a day? Would we have to pay the same charges for a parking zone if it will only be activated for 2 hours?
If a 2 hour parking zone will be activated I think that the timings of it needs to be amended to 5.30-7.30pm (or even to a later time). If I arrive home before 5pm the parking zone suggestion is not needed, which is why I think that it should be implemented at a later time.

462. Resident

I would like to express my support for the MD Kings resident parking zone. At present parking is nearly impossible for residents to get parking spaces.

463. Resident

I have the following feedback on the proposal:

1. Working outside of Portsmouth I often return from work later than 6:30pm, I would therefore suggest extending the permitted times to allow for other residents that return from work late.
2. From my experience the majority of the parking issues arise from people either going to the Kings theatre for shows or for dinner on Albert road, the proposed times would not help with this.

Overall I would suggest increasing the permitted times to 4:30pm - 9pm. I feel this is reasonable given that residents now have to pay for permits to fund the implementation of the scheme.
On the whole I agree with the proposal for permitted parking and believe it will help the current parking situation, if the times are increased as above.



464. Resident

I just wanted to show my support for the new parking zone proposal, MD. Parking around Oxford and Goodwood Road since the other zones in the area have been reinstated has been terrible. Something needs to be done. I also feel the times proposed are correct for the area.

465. Resident

I believe that residents only parking could be a good idea.

However the time that is proposed for the permits I believe will not make much difference. As the time 4:30-6:30pm is not a time that is at all difficult to get a parking space. It is after 6:30. Usually after 7pm onwards.

I feel that the time proposed will still mean that those who have bought a permit will still be unable to get parked in the evenings (7pm onwards) as this is when parking is limited.

Currently, for my job I am able to get back from work about 5-5:30pm. And there always many free parking spaces during this time.

The issue in this area is that I usually residents feel they cannot go anyway I need to drive to after 7pm , as they know they will then not get parked again.

The proposed permit will in my opinion not help this matter- which is the main parking concern during weekdays.

466. Resident

Just to say that I whole heartedly support the proposal of a parking zone in the MD Kings area. I would ask why the residents are charged a fee for the permit? It seems fairer to me to charge the people who are not resident for the inconvenience caused to cover the costs of running permit zones.

UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO PROPOSED RPZ

467. Resident, Albert Grove

I would like to make the following comments:

- The main causes of non-residential parking in the area are: local businesses; Kings Theatre-goers, and pub/restaurant-goers.
- By not restricting the sale of parking permits for the businesses in the area, you simply are not dealing with the parking issues that they create.
- By proposing a zone-restricted parking time of 1630 to 1830, you only partly deal with the Theatre-goers because you only control parking in the zone for matinees (which only happen on Saturdays and occasionally Sundays). There are more performances that start after 1900 throughout the week, and the parking times proposed would be ineffective.
- I understand that Waitrose carpark is under the control of the City Council, so why is this facility not more vigorously advertised to the Theatre-goers as a viable parking alternative?
- Ideally, the parking zone times should be increased to cover 1630-1930, so as to assist home owners in being able to park near to their homes. Otherwise, I fear that we will be paying more annually to the City Council (in addition to the council tax) and still not be able to park near our homes.
- Evidently for this (indeed, any) scheme to work, there needs to be sufficient parking wardens around during the restricted parking times otherwise people will "risk it" and the scheme would be useless.

468. Business, Albert Road

Please can you tell me how I can apply for a permit. I have a shop in Albert rd. could you also tell me the prices

469. Resident, Brandon Road

I live with an off-road and gated driveway. In addition, the property has an attached garage that is accessed from Hamilton Road.



Can you tell me whether the proposed zoning means that:

- a. Without a Resident Permit, I will not be able to park in front of my own driveway or garage during the restricted hours?
- b. Without a Visitor Permit, visitors to my home will not be able park in front of my driveway or garage during the restricted hours?

470. Resident, Campbell Road

I wish to add my support to the idea of having Campbell Rd in both MC & the proposed MD zones.

There is reduced available parking in Campbell Rd, due to multiple bus stops, flats and private driveways eroding kerb parking.

Please consider having Campbell Rd as a blurred boundary.

471. Resident, Campbell Road

I start by again making my representation that the recently introduced MC parking zone is flawed, has poorly chosen time restrictions and has had a hugely detrimental effect on my ability to park close to my home. Yes we have been given the opportunity to apply for MC permits however in the face of frozen wages, an increasing cost of living and an overpriced permit scheme, as a household we could only afford one permit.

By introducing the MD zone we will be in the unenviable position of either retaining an MC permit and only being able to park in roads to the north of our property or alternatively joining the MD zone and only being able to park to the south. I think the Lib Dems have hugely underestimated here the alienating impact their actions has had on voters. Even the timings of the proposed MD zone is baffling to me. How on earth has 4.30-6.30 been decided as beneficial to local residents? If you are lucky enough to get home from work by 6.30 then lucky you but what about those residents who work longer hours and return post 6.30? As a shift worker I will be paying for a permit that does not have any benefit whatsoever on my individual circumstances. In my opinion these timings have been devised by the council in order to ensure there is no impact on the night time economy, rather than at the request of residents. Those residents returning post 6.30 will still need to compete with Albert Road revellers and Kings Theatre attendees for parking spaces.

The only possible compromise that I can see as being fair to Campbell Road residents would be to consider a 'blurred boundary' whereby we can park in both MC and MD parking zones using the one permit. This is an idea that has been floated by local Liberal Democrat councillors and I cannot see any negative arguments against the proposal. Without such a compromise all I can see happening is a displacement of the parking problem rather than what appears a possible solution.

In summary, though in general I believe the current parking scheme is flawed, I support the prospect of a 'blurred boundary' between the MC and MD parking zones.

472. Resident, Campbell Road

I SUPPORT the proposal, subject to the following points.

Since the introduction of the two zones to the north of Campbell Road, parking has become much more difficult, so a new zone which includes Campbell Road would be helpful. But Campbell Road has three bus stops and far more than its fair share of dropped kerbs, and the parking in the area of Inglis Road is a fair stretch away when you are getting on a bit (as I am) and with heavy shopping bags. Campbell Road is at an extreme point of the new zone.

Therefore I suggest that residents of Campbell Road be able to park in both the new proposed zone and the zone to the north which includes Lorne Road and Livingstone Road. With modern technology this should be easy enough to implement.

473. Resident, Campbell Road



Fully support TRO 15/2019, with the addition of a blurred boundary for residents of Campbell Road. This would allow Campbell Road to park in either MC or MD zones as we are the cross over point.

474. Resident, Campbell Road

I wish to register my support for the proposed introduction of the MD Parking Zone in Campbell Road.

However, I am only fully supportive if I am also allowed to park in the MC Zone which is currently only applicable to the residents of the North side of Campbell Road. I find it completely unfair that you have allowed Campbell Road to be split down the middle by the introduction of the MC Zone. I would like the opportunity to park in the MC zone as well as the MD zone (i.e. the so called 'blurred boundary' option) once the MD Parking Zone is implemented..

475. Resident, Campbell Road

Whilst I am in principle a supporter of the plan I would like to request that the residents of Campbell Road are cover by zones MD and MC (we have already paid for an MC permit). The issues with parking mean that we are more likely to over-spill to an MC zone to park - as this has been our experience this year and also in the past when the zones were in place in previous years.

I would also add that since the MC zone was put in place it has not been any easier to park either in Campbell Road or the surrounding MC zone roads.

I do think that the restricted timings should be widened to allow residents better access to parking.

Can consideration be given to having access to the neighbouring zone also i.e. MC? I ask as in the last 6 years we have experienced parking issues and been able to park closer to our home in the neighbouring M C streets, otherwise we end up over 1/4 mile away near the theatre which is far from ideal.

I am willing to compromise but currently I am not getting any benefit from the parking restrictions as I am home after 19:00 and availability of nearby parking has not improved. Neither myself nor my visitors could park last weekend and it took over 30 mins driving through the streets to find a space 1/4 mile from my home. Without flexibility on the zones my parking is going to get worse, and it is already a problem.

Whilst I appreciate you are not in a position to agree the change to park also in MC zone, please can you advise where I can lodge this request so that it is reviewed and is under consideration. If you can redirect me I will happily follow up. The current proposal does not mitigate any of my issues and will make the parking worse.

476. Resident, Campbell Road

I currently hold a permit for the MC zone and have still found parking to be an issue since the implementation of the parking zone. I believe that the MC permit times between 5 and 7pm do not go far enough to eliminate the parking issues.

We live in a society where many people work outside of the traditional 9-5 working hours and I myself on many occasions arrive home between 7-8pm and find it extremely difficult and frustrating trying to find parking spaces in close proximity to my house.

I feel that living on the border of 2 parking zones is only going to increase this as I would no longer be able to park in some of the nearby streets due to these being a different parking zone. Having paid for a permit I do not believe this to be fair to residents living between boarders of zones. Parking in Portsmouth and particularly Southsea has always been an issue



and I believe that splitting Southsea into zones is only going to increase problems and parking frustrations.

Living in close proximity to Albert Road it is often impossible to find spaces to park in evenings after 8pm especially when the Kings theatre has a show and Saturday and Sunday daytimes are equally challenging. How does a proposed parking zone plan for permits only between 4.30-6.30pm tackle this issue?! As a household we will have to spend £130 a year to be able to park in the area yet the timings for the permit will not guarantee parking spaces.

However considering the prospect that a parking permit scheme is approved for the new zone as a resident of Campbell Road I would be supportive of a blurred boundary between MC and MD zones.

I would also urge the Council to reconsider the permit zone times and to speak with local residents and to listen to their feedback.

477. Resident, Campbell Road

I was disappointed that the MC Zone covered the West of Outram Road, but not the North of Campbell Road (odd numbers), which seemed contrary to the plan for the MC Zone. I believe a better implementation would be for the North side of Campbell Road (the side with odd numbered properties) to be in the MC Zone, and the South side of Campbell Road to be part of the MD Zone, the border of the two zones essentially running along the centre of Outram to Campbell Road between Victoria Road South and Lawrence Road.

Whilst I welcome the idea of the MD Zone I believe it will have an adverse impact on the King's Theatre, which has had financial issues over the past 15 years - it would be a terrible loss for Southsea and Albert Road if the parking zone became a catalyst for the demise of a valued cultural resource. If the MD Zone does continue then there needs to be some alternative transport made available - e.g. Waitrose or an extension of the Park and Ride scheme.

478. Resident, Campbell Road

Although I do not favour any piece meal parking zones or zones at all for that matter, I am forced to support the proposed MD parking zone which includes my road. This is because I am experiencing major problems parking as a result of the current piece meal introduction of zones.

I am in favour of a blurred zone between MC and MD zones as this will prevent the one sided displacement that would happen if we were only allowed to park to one side of our road. I know that this is a favoured option for local residents including those living north and south of Campbell Road.

I am vehemently against the disproportionate charges for permits and object to paying at all for the first permit. This is an horrendous abuse and gives residents no choice but to pay. One hopes voters will have the final say at election time.

479. Resident, Chelsea Road

I strongly object to the proposed parking zone MD Kings Area (TRO 15/2019).

I have off street parking and also park a car over the front of my drive.

I find it untenable that I may have to pay to park in the road outside of my own drive. I'm not taking up a parking area that anyone else can lawfully use.

Thank you for your response plus your assurance about parking over my dropped curb and the fact that it will be allowed without the need to display a permit to do so.

480. Resident- Chelsea Road

I was never in favour of a parking scheme but it seems inevitable now as we have schemes being rolled out in zones around us; we are already suffering from 'displacement parking', for

example, with non-residents' cars regularly being abandoned over the weekends and not being moved until Monday.

The aspect of the proposal that I don't understand or see value in, now that it is obvious that the scheme will be introduced, is the 'Permit Holders Only' hours window (16:30 - 18:30).

Seeing as though the two main reasons for parking difficulty are:

- Displacement Parking
- Theatre Parking

'Displacement parking' will obviously be solved when the MD zone parking scheme is introduced. However the main cause, in my experience, of lack of parking spaces locally are Theatre-goers blocking the streets.

The only way I can see this scheme being of benefit to local residents (apart from those working outside of 'normal' hours - to which this will just be another financial burden), is if the 'Permit Holders Only' hours window is extended to 20:30 or preferably later; most evening shows at the Theatre start at 19:30 so this should be enough of a time overlap to encourage theatre-goers to make use of the Waitrose car park on Marmion Road, as suggested by the Theatre's website.

I, along with many other residents I know, quite often return home from work after 18:30 so as your proposal stands, I see it being ineffective at improving our chances of finding a parking space after a long day's work.

I hope you can appreciate the potential benefits of extending the 'Permit Holders Only' window, so that local residents are much more likely to benefit from the enforced parking scheme; after all, presumably, this scheme is being rolled out to benefit the local residents and ease our parking issues.

481. Resident, Chelsea Road

Firstly, I cannot see anywhere in the document posted through my door and attached to lampposts in the area, any reference to which days the parking restriction of 4.30pm to 6.30pm applies. From my point of view it needs to be 7 days per week, as parking at the weekend is equally horrendous as evening parking, particularly on Saturday as a result of events like a Portsmouth home game for example.

Secondly, I really don't think it is at all fair that motorcycles are exempt. There are three motorcycles parked in my road on a full time basis and they more often than not take up the same amount of space as a small to medium car. When I have tried to have a discussion with the owners of said vehicles, they have argued that a motorcycle has equal rights to a car on our roads and therefore they are entitled to the same amount of parking space as a car, regardless of the fact that their vehicle is significantly smaller than almost all cars. The other reason given is that if they park the bike in smaller gap between two cars the chance of their bikes being hit by cars being moved is increased as the car driver visibility is more restricted. So if they are equal and require the bigger space, then they should have to pay for a permit like car owners.

On a slightly different subject, assuming this is not already in practice, is it not possible to ban students from bringing in cars to the city? I believe this is successfully done in Cardiff which is a much more widespread city than Portsmouth so it could be argued that a student has more need of a car to get around, whereas here a student does not need a car as everything is in walking distance or failing that covered by the excellent bus services and remarkably cheap taxi fares (again compared to Cardiff).

Whilst I understand the argument that motorcycles can take up less space, my experience is that they more than often than not don't and in any case the fact is that they do take up some space and should be subject to some kind of charge accordingly.



Otherwise it could be argued and probably should, that a Smart car owner should pay less than an SUV owner like an Audi Q7 or a VW Transporter where there is a massive difference in space required to park. Which would also fit with your argument that motorcycles deserve to pay no parking charges as they generate less emissions, which incidentally is not necessarily correct. Online research states that although motorbikes are more fuel efficient than cars and generate less carbon dioxide, they actually generate significantly more hydrocarbons, oxides of nitrogen and more importantly massively more carbon monoxide. They also tend to be used more often as they can only carry 2 passengers and have very little storage space. Your reference to motorbikes parking in spaces between parked cars is definitely an option and is one of the reasons there are terrible parking issues in my area, namely that car drivers do not (and in some instances cannot) park in a neighbourly fashion. On a daily basis I witness people, both residents and non-residents taking up the space of two vehicles with one vehicle. This is particularly true of non-resident workmen as most residents understanding of the problem do their best to minimise the space they take up. Perhaps there is a case to create painted parking bays based on some kind of efficiency algorithm, but I'm sure you guys have experience and data as to whether bays take up or save space in the long run. As you will have surmised, I feel strongly that motorbikes are exempt from the charge and think they should have to pay some level of charge if not the full going rate of a car.

482. Resident, Chelsea Road

Firstly because you went ahead and put permit only parking in many of the streets surrounding "Chelsea Road" the world and his wife now park here in this road. Not just on a daily basis but they leave vans, trucks etc. etc. all weekend and in fact for a "week". We have difficulty parking any time of the day and naturally evening but we dare not move our cars at the weekend at all. It is impossible to park in the streets near home.

It is just not fair on the residents.

Secondly assuming you put restricted parking in Chelsea Rd. You intend to charge £30 first but with no guarantee to be able to park in the road.

My third point. I pay 2 lots of Council Tax on one property. It classed as 2 flats although it is one home. (I have 2 kitchens and I have a lodger from time to time who does not have a car)

So my question is can I have a second permit please. My partner comes to stay every weekend from Friday to Monday morning.

I reiterate I pay 2 lots of Council Tax .

Lastly if only we had the Car Park for the Kings Theatre and a bigger car park for railway station these problems would ease away. Please please look at the bigger picture.

483. Resident, Chelsea Road

I believe having a resident parking zone 17:00-19:00 in line with the adjacent parking zone in Campbell Rd is more appropriate, less confusing and fair for residents.

484. Resident, Chelsea Road

They believe parking is disadvantaged because of the Kings theatre and believe a residents parking zone of 1700 - 2000 is more appropriate and would be willing to pay slightly more to accommodate this. Parking for the Kings theatre needs to be sorted. Waitrose is not the solution. The land adjacent was available but the council did not act in time.

485. Resident, Duncan Road

I currently can park on my drive way off road and there is a white line at 90 degrees to the drive that means that only we can park on that white line. So we don't get blocked in. How does the intro of permits affect that as I have in effect 2 guaranteed spaces right now. Does that continue and will I need to buy a permit?



486. Resident, Duncan Road

I have an enquiry about the proposed parking zone.

My property has off street parking and an associated dropped kerb to the front of the property. Will this be impacted in any way by the proposed parking zones?

487. Resident, Duncan Road

Firstly, your communication of Feb 2019 does not seem to say whether this is 7days a week - please confirm

Secondly, given that the parking zone is called KINGS it does not seem to take account of the fact that it is the theatre visitors who cause the crowded parking, not just residents or shoppers. The difficulty with parking does not end at 6.30pm but at 7pm, and residents trying to park after 6.30 cannot do so because of theatre goers also parking between 6.30 and 7pm. It ought to be extended to 7pm at least to deter visitors from expecting to park in the local residential streets, rather than using public transport or one of Southsea's or Portsmouth's car parks.

488. Resident, Duncan Road

We support the need for permit parking but feel the times proposed do not reflect the results of the survey in which 38% reported problems with evening parking and 30% overnight.

We note in the proposal, the suggestion that 2 hour parking restrictions are as effective as 24 hour restrictions. However, we live in very close proximity to the Kings Theatre and consequently there is great demand for parking prior to evening performances.

We feel the results justify a parking restriction between 4pm and 8pm. Under the current proposal, the patrons of the Kings Theatre would be unaffected. On the other hand, residents would still face difficulties in parking their vehicles in the early evening (either returning from work or a leisure activity). This seems very unfair.

489. Resident, Duncan Road

I have a driveway, I would like to make sure that the parking zone won't affect me, as I do not feel I should need a permit to park outside my drive if needed.

It's not like anyone can park there anyway, so please can you respond and let me know

490. Resident, Elm Grove

The proposed plan does not indicate that I will be able to apply for a parking permit.

The area to the north of Elm Grove is already permit parking (area LB) which I am not entitled to, as well as the area to the east (MC). Currently the proposed permit area is the only area nearby that I can park.

Can you please confirm if my address will be included within the proposed MD parking zone?

491. Resident, Elm Grove

I'm disappointed to read the MD parking survey which states 71 properties in Elm Grove were surveyed with 0 responses. Unfortunately, whoever decided to survey the properties in Elm Grove failed to inform of a survey by post or email. Living on Elm Grove with the prospect of permitted parking in Albany Road and surrounding areas will be horrendous. On Elm Grove itself there is only pay and display until the hours of 18:00 Monday - Saturday. For my husband and myself our problem is finding a place to park from 17:00 onwards after we finish work. Both of us work outside of Portsmouth which leaves the prospect of public transport unrealistic. The traffic wardens on Elm Grove fail to notice the numerous cars that belong to the friends of shop owners that park without tickets or in the loading bay plus the numerous cars belonging to the students and their friends in Kingsway House.

My biggest concern and worry is where do we park when we have annual leave? We can't park on Elm Grove. The parking zone introduced in St Andrews Road area stops us from parking there. Now Portsmouth City Council want to impose more permitted parking areas



around Elm Grove which leaves us in a difficult situation. Having lived in my home for years I do not want to feel we're being pushed out of the city by Portsmouth City Council. As we live on Elm Grove will we be considered to purchase parking permits which allow us to park in the MD Parking Zone?

492. Business, Exmouth Road

We would like to understand your proposals for businesses in this area. We rely on the local residents of Southsea and the surrounding area's for our trade. It is essential that they are able to drop off their cars and collect them later in the day without incurring a penalty.

Your plans will seriously affect our business. We also carry out MOT's for other local garages and this in turn could affect this business.

Your web site does not indicate any provisions for companies like us

493. Resident, Goodwood Road

I have a couple of questions which I feel were deliberately not covered in the letter.

1. Why is the "residents only" time between 4:30pm - 6:30pm? Staff in the independent Albert Road shops which close around 5 - 5:30pm would have to leave work to find a non zone area to park in for the last hour of their working day!? How does this support local businesses? How does this help residents? As a resident of Goodwood Rd for many years this time slot has never been a problem for parking. The issue is specifically after 6:30 when people from outside of the area arrive to go to the numerous restaurants, pubs and the Kings Theatre.

2. It would appear that neighbouring zones MB and MC have no free parking times for non-residents and visitors. There is no mention in the letter about any restrictions after 6:30pm in the proposed MD zone. My fear is that this is deliberate to protect the Kings at our expense, in both senses of the word. The Kings Theatre is a real issue. If we are supposed to vote on the proposed zone implementation it is only fair that people know exactly what they are voting for.

3. Why are motorcycles exempt? They take up a full parking space and because of their vulnerability to a nudge, drivers are forced to give them a much wider lee way than a car.

494. Resident, Grove Road South

Please could you confirm that, as a car-owning resident of Grove Road South...on the western boundary of the proposed zone... I will be entitled to a permit?

495. Resident, Grove Road South

Grove Road South is included on the boundary of the list roads that will form the proposed MD Parking Zone. We live on the west side and our back gate leads directly on to Parking Zone KD. Along with a number of our neighbours on the west side of Grove Road South, we have had a KD Parking Zone permit for many years. In general, parking in the KD Zone has been relatively trouble free and because of our direct access to Queen's Grove, I would urge the Council to allow us to maintain our KD Zone permits if the proposed MD Parking Zone is established.

496. Resident, Inglis Road

I wish to make the following observations to the proposed MD residents parking zone:

1. The piecemeal and on/off approach to the implementation of residents parking zones in Portsmouth has caused emotional and physical chaos for the residents of those areas which were not included. I understand that zones have been introduced gradually for financial reasons. However, a planned whole City approach may have reduced much anxiety over the issue

2. Restricting residents parking from 4.30pm until 6.30pm will improve the parking for some residents in the zone who are returning from work (if they do office hours). However I am concerned that residents returning from work later and those who want to go out in the evening, will be unable to park on return. This has been an issue in Inglis Road since I moved here

many years ago. I would prefer to have residents parking late afternoon and into the evening, say 4.30pm until 11.00pm.

3. I am a regular traveller to Spain and Portugal and they also have major parking issues. However, part of their strategy to alleviate parking issues is to build underground parking facilities in cities for visitors and residents. This is initially a very expensive provision, but costs are recouped through car parking charges.

4. Also in Spain and Portugal some new apartments and flats have underground parking areas for their residents or use the ground floor for parking and build apartments over the parking area from level one. I know this may be a dearer alternative but the cost could be shared across all units in the development. Would the Council consider making it a requirement for all future residential developments to make provision of parking facilities integral to the developments?

497. Resident, Kenilworth Road

1) Fees

The fees proposed are unfair on residents of family homes compared with homes that have been subdivided into several apartments

As family home, I will need up to 4 permits. I wouldn't be guaranteed this amount under the current scheme and would be charged £590 for a third and possibly even more for a fourth - resulting in a minimum of £1310 per annum for 4 permits

In comparison to a home that has been split into 3 flats which would allow a total of 6 permits for the same footprint size of property with a maximum of £100 being charged for any one permit. The charge for 4 permits would range from £190 to £260. In both cases significantly less for the same number of cars

Taking into account that the council tax fees being paid for a family home are significantly higher than those for a flat - asking residents to pay such excessive fees for family homes is unacceptable

I would propose that a fairer system is used depending on the number of bedrooms or the number of over 16s resident or the area occupied by a property. The latter may address the issue of the unsustainable increase in the number of parking spaces needed due to properties being irresponsibly divided into multiple residences without consideration to providing the additional parking this requires.

2) Parking issues due to proximity to beach

One issue we have in Kenilworth Road is the number of people who use the street for free parking for days out on the beach. This is especially evident during the summer months, but has an impact on any day with nicer weather. During these periods cars cannot be used for fear of being unable to park on return.

This is exasperated by the streets around Kenilworth Road/St. Simon's Road having time limits or double yellow lines.

To prevent this, I would propose a maximum time without a permit equivalent to the streets just south of Kenilworth Road. I believe the proposed scheme will bring little improvement in this area.

3) Drop-off for Mayville School

All parking spaces are occupied (and the roads are chaotic) between the hours of 08:00-09:00 and 15:30-17:30. This includes the areas marked with school zigzags as parents seem to have little or no regard for restrictions during this time. The only time the rules are respected is if there a traffic warden present. The private school makes no attempt to ensure their customers are obeying the parking restrictions and makes no provision to cater for them. This is getting worse as the school is allowed to expand without consideration on the number of additional cars using the narrow residential streets.



The only proposal I can think of in this area would be the presence of traffic wardens (or cameras) to enforce the rules, in conjunction with the private business being encouraged to be responsible for the impact they are causing. I believe the proposed scheme will bring little improvement in this area unless the restrictions are enforced.

4) Visitor parking

There is the possibility that this could be abused with the purchase of visitor permits for working weekdays instead of an annual permit. For example, for 40 working weeks per annum, the total payable would be £220 per annum for 12 hours per day. To counter this, I would propose a maximum number of visitor permit days per annum per residence and not allow visitor passes for businesses..

5) Local Businesses

One of the main issues with parking on Kenilworth Road/St. Simon's Road is the number of cars parked by employees of the local business - primarily the private Mayville School. For me, Kenilworth Road/St. Simon's Road are residential streets and should not allow Business Permits. If Business Permits are allowed, then employees can still park unrestricted with a permit and the main issue with parking in this area will not have been resolved. This would especially be the case if each of the buildings used by a single business are counted as individual 'household'.

I would propose no annual business permits are allowed on these 2 residential streets leaving parking spaces available for residents during the proposed restricted time period.

I hope you can take this feedback into consideration to improve the parking situation for the residents of these 2 roads.

It would be a shame if the scheme just becomes another income stream for the council with no benefit for residents.

498. Resident, Lowcay Road

I'm generally happy with the proposals however I believe a more practical solution would be to extend the restriction from 4:30-6:30 to 4:30-7:30.

I have two children and on three week nights I have to collect them from various extracurricular activities at 7pm. The proposal would be largely redundant for me otherwise.

For interest only - we are getting rid of our second car. We have talked about reducing our carbon footprint for some time now and this letter has become the catalyst. Thank you.

499. Resident, Napier Road

Do I understand correctly that if the zone only operates between 4.30pm and 6.30pm then my visitors will be able to park in this zone for free outside of these hours?

I have an off-road driveway with a dropped kerb and an entrance marking paid for by myself; Can I park outside my driveway without charge during the zone hours?

Can my visitors park on my dropped kerb and entrance markings without charge during the zone hours?

500. Resident, Napier Road

These houses have off street parking and at the moment, subject to the normal highway rules about obstruction, there is on street parking in front of these houses.

I am writing to request that this on street parking will be retained in this scheme.

501. Resident, Oxford Road

Whilst I am not overly keen on these restrictions, I recognise the need for them in terms of the difficulties I have personally finding somewhere to park after work. At times I am having to park near the Festing pub, or further down Fawcett road. I have a young child and returning after work and collecting my daughter, the same question is will I find a parking space.



For me, the proposed parking restrictions will make absolutely no difference to my situation & I am sure for others in the area too. I work until 6 and am not back home until after 7. If there is ever anything going on at the King's theatre I'm even for even worse luck. I would suggest having this until half 7, would be more appropriate for residents to see/feel the benefit of such restrictions.

The proposed timings will make absolutely no difference to my ongoing parking situation.

502. Resident, Shirley Road

I am very pleased that the cut off runs along Waverley road. The fact that the park is there means that people go straight to Waverley Gardens to park in the middle of two spaces. We also suffer with the use of spaces by Waverley Bowling Green for their many social events. On a week day, I would argue that there are plenty of spaces at 1830. Spaces are generally available until 1900. I feel that the zone should extend until at least 1900.

Also, you say two permits per postal address. An HMO, as my house used to be, had 5 individual addresses which would mean that it would have been entitled to 10 permits. I feel that the Building Regs and Planning Process in Portsmouth takes limited account of the impact of HMOs on parking. The answer to your question in this respect therefore is misleading.

I have, on numerous occasions, mentioned the option of making Shirley Road a one way road (south to north) and putting parking spaces at a slant on one side only. This would mean that there would be no option to park selfishly and take up two spaces. Is this an option?

503. Resident, St Bartholomews Gardens

We have just received the letter about the proposed parking scheme for this area and would like to have some questions clarified please. They are as follows:

- 1 We live in St Bartholomews Gardens and have a garage and a driveway in front of the garage. If our own car is always parked either in the garage or on the drive (i.e. not on the road) do we need to buy a residents permit?
- 2 If any visitors to our house park on our drive (i.e. not on the road), do we need to obtain a visitors permit for them?
- 3 The roadside space in front of the drive is marked with a white line indicating an entrance. If anyone parks on that, is a permit necessary?
- 4 If we do buy some visitor permits, how long are they valid for - 12 months, 6 months or indefinitely?
- 5 And finally - we aren't quite clear about the time restrictions for this scheme. Do we understand that parking is still available free of charge for anyone during the day except between the hours of 4.30pm and 6.30pm? So anyone visiting between these hours would need a permit?

504. Resident, St Simons Road

I would like to make the following observations:

1. I assume the proposals are based on last year's resident's consultation and reflect the views expressed in that consultation. I have to say that I cannot recollect having received any notice to participate in this consultation and am aware that many other residents in the area did not receive an invitation to express their views on any proposed residents' parking scheme. I would therefore query whether the proposals put forward truly reflect the wishes of residents in the area.
2. I understand that the whole of Waverley Road is intended to be included in the proposed scheme. You will no doubt be aware that not only are there approximately 100 dwellings on the east side of Waverley Road but there is also virtually no off-road or on-road parking available in the whole of Waverley Road. By including the east side of Waverley Road in the proposed scheme and therefore the number of residents being permitted to park in the proposed RPZ,



parking within the zone will be exacerbated. I would suggest that the east side of Waverley Road be excluded from the proposed MD zone and included in any future RPZ proposals for the St Ronan's Road/Craneswater area.

3. You will note that we live twenty metres outside of the KC resident's parking zone. Our neighbours in the KC RPZ will continue to be able to park in the proposed MD zone for up to 22 hours each day, whereas we will only be permitted to park in the KC zone for up to a maximum of three hours at a time. The roads adjacent to the KC RPZ, in particular St Simon's Road, Kenilworth Road and Brandon Road, will still be disproportionately disadvantaged by displaced parking from the KC zone under the proposals. It is suggested therefore that these roads be incorporated into the KC resident's parking zone, rather than included in the MD zone.

4. I cannot see that restricting parking for non-permit holders between the hours of 4.30pm and 6.30pm will be of any great benefit to residents in the proposed MD zone. I can see the benefit to residents in roads close to, for example, Fratton station in that it deters rail commuters parking in those roads all day, but the problem in this area is from all-day parking by staff and parents of Mayville and St Swithin's schools. Indeed, I have just returned home, mid-morning, weekday when one might expect people are at work and there to be parking spaces available, and yet there are no parking spaces in St Simon's, Kenilworth, Worthing, Taswell, Brandon or Hamilton Roads and I am parked in the Wimbledon Park Sports Centre car park which doesn't of course help those attending the sports centre. The impact of all-day parking by staff and parents of Mayville and St Swithin's schools is clearly evident during school holidays when there are plenty of parking spaces available during the day. Restricting parking from 4.30pm when the schools have finished for the day is of no benefit for local residents. Likewise, the parking restrictions ending at 6.30pm will not alleviate the parking problems caused by patrons attending the Kings Theatre in the evening.

5. Finally, I would suggest some parking restrictions are introduced for the Wimbledon Park Sports Centre car park, otherwise the long-term and non-permit holder parking will just migrate to the sports centre. Perhaps resident only parking between midnight and 6am?

505. Resident, Victoria Grove

Positive of the proposed plan:

1. Residents odds of finding a parking space on their street or nearby street between 4.30-6.30pm are significantly increased.

Negatives of the proposed plan:

1. Residents odds of parking outside the proposed hours are not improved. And potentially are worsened due to the ever increasing amount of parking zones with varying times of enforcement.

2. Parking permits for residents and visitors permits will incur an extra cost to residents. Alongside proposed increases in council tax.

3. The restriction on the amount of parking permits issued per postal address is unfair. People living in flats or apartments are just as much entitled to a parking permit as someone living in a house.

506. Business, Victoria Grove

I am writing because signage has appeared in Albert Grove (our boundary includes this road) about a new residents parking scheme, but I am unable to find information about this online. this is the information I had been hoping to find on the website. We did not receive a copy of the letter, I do not know why.

I understand that residents in the affected roads will be able to purchase visitor permits even if they do not themselves own a car. Could you please let me know what documentation they will

need to provide in order to do this, and what facilities exist for people who are not able to go to the places that sell the permits to purchase visitor permits?

I am a bit concerned that it will be difficult for our residents to acquire permits for their visitors. We are a home, so they are all suffering from significant physical disabilities, so will not be able to go to a local purchase point. I have looked at the Ringo system, but I can't check what proof of address is required because the scheme is not yet active in our area. Will the residents need to have an individual Ringo account to buy permits? Can you please advise what proof of ID they will need?

Separately, I think it should be possible for the Home to obtain permits for tradespeople carrying out work here, for example when the plumber comes to service our boiler. Could you let me know how we can go about doing that?

507. Resident, Victoria Road South

I have experienced ever-increasing parking problems. Your proposal for a 2 hour zone will do little to improve the situation for residents as the area is overcrowded 24 hours a day, 7 days a week, especially in the evenings. The King's theatre and other local nightlife clearly contribute to this.

Please offer the opportunity for a re-think of this plan.

508. Resident, Victoria Road South

I am in a situation where this is likely to cause me a significant issue.

We have two cars, but the second one is registered to my partner who lives outside of the zone but has a job here and so leaves the card at this location.

How do we handle the fact that the car will be here some times when the parking zone is enforced?

I am happy to pay for the permits but as far as I understand the restrictions I will not be able to get a permit for my partner's car.

If the car is registered to my address is that sufficient to get entitlement to a permit?

Can you clarify when this is going to come into force so we can make the appropriate changes or move.

509. Visitor of Victoria Road South

I am concerned re the visitors parking permits non-allowance for residents who do not have their own car.

My elderly mother, has had a car registered to her up until now. She has recently been diagnosed with vascular dementia.

I live in another country and am a frequent visitor, sometimes spending up to 3 weeks at a time with her and visitor permits would be invaluable for her and her care team. For me, a necessary visitor staying for longer this is not a possibility without causing considerable cost to either her or myself. We both live on pensions.

Will you be allowing any extenuating circumstances, perhaps having to provide proof of necessity?

I do not agree, that 1 visitor permit allowing only 12 to 24 hours parking is convenient, especially the fact that they can only be obtained if you own your own car registered to you at your own address.

510. Resident, Wilson Grove

Whereas residents parking would possibly be beneficial in this area, I don't understand why residents should have to pay such large sums for their vehicle permits. I already pay nearly £200 a month council tax and over £20 a month road tax. Could you explain to me why I now

need to pay an extra £130 a year to park two cars in front of my house and what exactly this payment is for?

Thank you for your reply and your explanation of the charge for the proposed residents' permit. In response, I still find it hard to believe that the costs of setting up and running the residents' parking scheme could warrant such exorbitant fees. As an example, the population of Central Southsea is around 16,500 and St Jude's is around 12,500. Consequently, I would estimate that the area of the proposed residents' parking scheme has at least 10,000 residents. If we said that only half of those have one vehicle (5000 x £30) and only half again (2500 x £100) have a second vehicle with a fifth of the total owning 3 vehicles (1000 x £590), you will have already generated an income of £990,000. This would seem like a lot of money to set up and administer the scheme. Added to that, the on-going enforcement must already be in place and any additional work created by the proposed scheme would be more than adequately compensated by enforcement notices.

Although I appreciate that pollution and congestion are a major concern, the reality is that for most of us today our lives, and livelihoods, are totally dependent on having a vehicle. A lot (most?) people today need transport to get to work and often public transport is not a viable option. Added to that, due to the high cost of housing, it is a recognised that many young people must live with their parents. This proposed scheme will penalise them, as often a third family vehicle is a necessity rather than an option.

In your mail you say that, 'restrictions can encourage people to consider alternative ways of travelling to an area, that they may not have given thought to previously'. I wholeheartedly agree. People coming into the area who are not residents should consider alternative methods of travel. However, why should the council profit from residents who live here? Returning to my original comment, I believe that the introduction of a residents' parking scheme maybe beneficial, but what is unfair is the proposed cost to residents to introduce such a scheme. I would suggest that this needs to be removed, or at least revised, to be fairer to local residents who may well be dependent on their vehicles to get to work.

511. Resident, Wilson Grove

When I completed the questionnaire back in November, I stated that I'm fine about having the proposed parking zone provided that the times of the parking restrictions exactly reflect those in the adjoining zone (MC) of 5pm to 7pm. However, I see now that the proposal is for a time restriction of 4.30pm to 6.30pm.

I phoned PCC to ask about this and was given two reasons for the proposed different time restriction. First, it's to avoid people moving their car to somewhere else and then moving it back again later. I find this answer completely illogical. If anything, having staggered times between the zones simply gives drivers (who don't have a permit) more potential to move between zones, not less. In addition, drivers coming back from work at 6.30pm (who don't have a permit) and who live in the MC zone will be able to park in our zone rather than having to wait until 7pm to park in their zone.

The second reason I was given (which I believe to be the main reason) is to accommodate theatre-goers attending the Kings Theatre which is within the proposed MD zone. The irony here is that this is the cause of the main parking problems whenever there is an event at the theatre, especially on the weekends when my road and adjoining roads are completely rammed with vehicles. I thought that the whole point of having a parking zone is to benefit the local residents (who have to pay for an annual parking permit) rather than to benefit theatre-goers who are just visiting from outside the area.

I asked PCC whether the proposed times of 4.30pm to 6.30pm was a foregone conclusion and was told that they are definitely not and that I should share my view via this consultation. So this is what I'm doing here and I hope very much that you will take on board the views I've



expressed above and decide to implement the times of restrictions which exactly reflect those in the adjoining zone of 5pm to 7pm

512. Resident, Wisborough Road

There was, is, always problem with parking ,every time ,every day..

Here are my views on the proposed parking zone:

- apart from 'permit holders only' period a '2 hours no return to zone 'should be extended for all other times
- when checking if car registered to an address check if person have car insurance as well because many without owning a vehicle will get a permit for a friend or for money
- parking zones should overlap each others at least one road
- students should not get permit at all. (my student neighbours got two cars ,they never using them not even on weekends)
- if a household already has two permits they should never get a third one for a company car or van! they can drive to the company's yard and pick up car or van over there

513. Resident, Wisborough Road

Ok, we have to accept the fact of paying for a permit, which gives us no guarantee we would actually be able to physically park our car near our house, if we return after a certain time in the afternoon.

However, the very limited time suggestion of 4.30-6.30 for permit holders is too restricting and we would like you to aim for 4.00-8.00, which would give more scope for those of us who work later and give a better chance competing with this short road's extra 24 flats and multiple occupied housing car pool.

514. Resident, Worthing Road

I feel that it should not be just between certain times I would like to see permits at all times. Currently I live in an area whereby one person has two cars and three vans which makes it difficult to park near my home.

UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO PROPOSED RPZ - OUTSIDE OF ZONE

515. Resident, Castle Road

Specifically the running of schools becomes untenable if parents are unable to pick up and drop off, (which takes 5-15 mins) and go to parents' evenings, clubs and events.

I understand that some people will benefit substantially, but surely not at the expense of running schools.

516. Resident, Gains Road

I am certainly not against parking zones in principle, however, if MD zone is implemented before the proposed MF zone, there will be an incredibly detrimental impact on parking within our street, along with Allens Road and Herbert Road (as many people from Wisborough Rd, Napier Rd, Lowcay Rd etc. already park on our roads, and vice versa). Once restrictions are put in place, there will be nothing to stop households avoiding paying the permit charges and parking in our streets instead, and we will be unable to park in theirs.

I believe there is a strong argument to say MD North should be separate from MD South, and MD South should extend to St. Ronan's Road to the west, as the parking density begins to decrease once you get past this point. However, if this cannot happen then both MD & MF need to be implemented together.

517. Resident, Isle of Wight



I frequently park my vehicle along Nelson Road when I return home to the Isle of Wight. It can be there for some time. The Council Parking dept. suggested writing to you to gain an understanding of the timeline for introducing permit parking, something of course I will not be able to take advantage of.

Is there a planned date for introducing the permit zone along this road and neighbouring roads? I would not want my car to be left there during this switch from open parking to permit parking and suffer the wrath of a ticket or two.

UNCLEAR WHETHER IN FAVOUR OR OBJECTION TO PROPOSED RPZ - NO ADDRESS GIVEN

518. Resident

I have a question. I have a garage, sometimes I park inside it and some other time I park in front of it. Do I need the permit in this case?

519. Resident

Would you kindly consider the following?

1. Has it been proven that the 2-hour restriction between 4.30 pm & 6.30 pm is effective? When the same scheme was introduced a few years ago in the streets around Fawcett Road and Jessie Road, it was found to be ineffective and removed.
2. Regarding the impact a longer restriction may have on local trade; has it adversely affected other areas, such as the KC & KD zones?
3. A lot of the congestion in the proposed MD Zone is caused either by business people parking during the day and walking to their places of work nearby, or night visitors spending the night in Albert Road, so would this two hour restriction work? In the first instance, many professional people would probably be able to alter their working hours to suit and, in the second, after a few drinks visitors often leave their cars overnight anyway, meaning that the parking problem would be as bad as ever if residents wanted to use their cars in the evening. (We frequently return to find cars, blocking driveways and garages, and parked across street corners, too.)
4. Why is the cost of Visitors Permits so high for two hours? It would probably be justifiable if it was for a longer period but what is the point of suggesting that residents buy a 24 hour permit? Further to item 3 on my previous email, would the proposed parking restrictions prevent hazardous parking after 6.30 p.m? Please refer to the attached photos, the evening ones taken about 7.30 p.m. last Saturday (9th) and the daytime ones at 8.55 a.m. Monday (11th), all around the junctions of Chelsea Road, Wilson Grove, Albert Grove and Victoria Grove - all within 50 metres of each other.

The car in the last photo had been parked on half of the pavement since Saturday evening and was still there late Monday morning, and had another car parked tight up behind it over the weekend, blocking pedestrians from crossing at the junction.

I agree with imposing restrictions but please study the problem more closely and make the restrictions worthwhile!

These vehicles were parked overnight and it's a frequent occurrence, causing a hazard to other road users. The drivers are obviously confident that they can get away with illegal parking. Will the PCC parking restrictions do anything to prevent it?

520. Resident

Wimbledon Park Sports Centre is within the proposed zone and the car park there is used by residents, visitors, teachers and gym members. The car park is within the demise of BH Live, PCC's contractor for the delivery of sports and leisure facilities in Portsmouth and no discussion

has taken place with them. They are acting neighbourly at this time but they have a legal right to close the car park except for their members to use, should they chose to do so. This residents zone will have an impact on the sports Centre and we will need to find a way forward to resolve this. Indeed, with BH Live, we have been looking at solutions yet keep being a good neighbour. However, it becomes more difficult when there are very few spaces in the car park but none of the cars are using the sports Centre. The disabled bays always have vehicles in, as does the emergency vehicles only spaces and only two weeks ago there was a car on ramps being repaired by the owner. Vehicles have been abandoned there and the time has come to resolve the issue. Colleagues in parking have been most helpful in reducing the number of abandoned cars found there. I would be happy to set up a meeting with BH Live and look forward to hearing your ideas to resolve what could potentially be a very difficult position.

521. ARTA Representative

Please will you forward the details of the proposed parking restrictions posted on the lampposts WEST END /NORTH AND SOUTH SIDE of Albert Road. Traders/owners of properties have had no notification. Some are away and will not see the post until they return. Should they wish to comment I will forward the detail to them. We do need to have sight of this.

522. St Jude Ward Councillor

Thank you for the notices. I have two queries on them. The first is why the period is 1630 to 1830 rather than 1700 -1900 which would cover the period when people come home from work and would cause fewer problems for the Albert Road traders. The second is why the new double yellow lines at the junction of Victoria Grove (south side) and Chelsea Road do not extend around the whole corner.

(End of report)