

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

Date of meeting: 27 February 2020

Subject: TRO 124/2019: Proposed extension to MD Kings area residents' parking zone

Report by: Pam Turton, Assistant Director, 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 extension to the MD Kings area residents' parking zone ("MD zone"), in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MD zone extension" means the area bounded by Waverley Road, St Ronan's Road and Albert Road (not including the MA zone), and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 124/2019

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** That the extension of the MD Kings area parking zone proposed under TRO 124/2019 is implemented as advertised

3. Background

- 3.1** The MD Kings area residents' parking zone was introduced on 16 September 2019. The next area for informal survey is identified as "MF" on the Residents' Parking Programme of Consultation plan approved on 6 September 2019.

- 3.2** The informal survey of the MF area closed on 25 March 2019, and 313 of 1995 survey forms were returned (16%). Of those who responded:

- 54% felt a parking scheme would be helpful
- 41% felt a parking scheme would not be helpful

- 5% did not indicate either way

The majority of replies indicated that parking problems occur every day (57%) during the afternoons, evenings and overnight, primarily due to non-residential parking.

Evening 32%	Overnight 28%
Morning 14%	Afternoon 20%
Unanswered 6%	

3.3 As shown on the Residents' Parking Programme of Consultation plan, boundaries are indicative and the accompanying report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Therefore it is possible to propose amended zone boundaries, which in this case has resulted in a proposed extension to the MD zone and a revised MF zone covering the remaining area surveyed.

3.4 The causes of parking congestion highlighted by local people are different depending on whereabouts they live within the area identified on the Programme as "MF". This contributed to the proposal to split the area surveyed as "MF" into an extension of the MD zone and new MF zone for the remaining area covered by the informal survey.

3.5 A breakdown of the informal survey results from the respective roads within the proposed MD zone extension and proposed MF zone is as follows:

MD Kings area zone extension (41% of replies)	MF Craneswater zone (59% of replies)
<ul style="list-style-type: none"> • 50% felt a parking scheme would be helpful • 45% felt a parking scheme would not be helpful • 5% did not indicate either way 	<ul style="list-style-type: none"> • 57% felt a parking scheme would be helpful • 39% felt a parking scheme would not be helpful • 4% did not indicate either way

3.6 After the MD zone was introduced in September 2019, feedback from residents of Waverley Road and side roads such as Gains Road and Allens Road indicated a preference to be included in the MD zone. The reasons given for supporting permit parking were more aligned with those of the MD zone, which operates 4.30pm-6.30pm. These reasons are set out in paragraph 5.3.

3.6.1 As it was possible to accommodate this feedback, statutory consultation has been undertaken on a proposal to extend the MD zone eastwards to St Ronan's Road, which itself forms a suitable boundary road with only one junction to the east (Old Bridge Road). Residents' concerns over Waverley Road as the boundary road are largely resolved by the formal proposal to extend the parking zone to St Ronan's Road. All properties and parking bays will be in one parking zone (MD).

3.6.2 A separate formal consultation was undertaken on the remaining area surveyed under "MF", via TRO 64/2019, for a parking zone to operate as MF permit holders only between 11am-12noon and 6pm-7pm. During the informal survey, residents of that area indicated the following causes of parking congestion:

- Visitors to Canoe Lake and the seafront
- Problems peak on sunny days, weekends, school holidays and public holidays

- Motorhomes
- Event parking
- Commercial vehicles parking overnight

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 124/2019 took place 26 November - 23 December 2019, allowing extra time due to the time of year. 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.
- 4.2** Under statutory consultation, statutory bodies (police, fire & rescue, utilities companies etc.) are consulted on the Council's formal proposals and the public has a right to object and may attend the subsequent public decision meeting, and address the Cabinet Member if they wish. The Council has an obligation to consider any objections received (see paragraph 8.4 of Legal Implications).
- 4.3** In addition to the legal requirement of publishing a copy of the proposal notice in a local newspaper, the proposal notice was published on the Council's website, yellow copies were displayed on lampposts throughout the area (30) and copies of the proposal notice and accompanying letter were delivered to every property within the proposed MD parking zone extension (961).
- 4.4** Appendix C confirms the communication steps undertaken (statutory and non-statutory), for reference purposes.

5. Consultation responses

- 5.1** The information provided by local people in response to the proposed extension to the MD parking zone is summarised in this section. Full responses are reproduced at Appendix B.
- 5.2** 111 people responded to the proposed extension of the MD Kings area parking zone under TRO 124/2019. Of these;
- 74 indicate support for the proposals (69 from within the proposed zone)
 - 26 indicate objection (19 from within the proposed zone, 2 from outside)
 - 11 are unclear either way (11 from within the proposed zone)

10 respondents did not provide an address.

- 5.3** The informal survey, formal TRO consultation and feedback from residents identified the factors that contribute to parking congestion in this area of Southsea as:
- Displacement from nearby parking zones
 - Households having too many cars
 - Commercial vehicles parking overnight

- 5.4** A number of people supported or queried the new double yellow lines proposed under this traffic order. Essentially, double yellow lines are proposed on unprotected junctions and bends for safety reasons, whereby it would not be feasible to mark bays around the corners and in front of the dropped kerbs provided for pedestrians to cross the road.
- 5.5** Concerns about parking displacement eastwards of the new zones were raised in response to the consultation. This area is included within the Residents' Parking Programme of Consultation, and preparations are underway to survey the areas identified as "MG", "MH" and "MI" simultaneously later this month (February). The results will be published in March.
- 5.6.** Following the response to the statutory consultations on previous parking zones proposed to operate for 2 hours a day, 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. By doing this, fewer of these queries arose during the statutory consultation on the MD zone extension:
- 5.6.1** Visitor permits: some residents queried the relevance of 12-hour or 24-hour Visitor permits within a zone operating for 2 hours only each day. If visitors are likely to be parked within the MD zone during the 4.30pm-6.30pm restriction, then a Visitor permit would be required - the minimum cost of £1.15 authorises *up to* 12 hours' parking. This means that different types of Visitor permit do not need to be produced for each individual parking zone; they simply include a zone identifier. The 37 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. 24-hour Visitor permits are less likely to be used in some RPZs, but the product remains available.
- 5.6.2** Visitor permits could be produced for 30 minutes, 2, 5 or 8 hours, for example, which has been suggested, but the minimum cost would remain at £1.15 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.
- 5.6.3** Permit costs: A charge was reintroduced for the first Resident permit (£30) in November 2015. The permit charges apply to all RPZs within the city, and ensure that the net costs of introducing and operating parking schemes (permit and penalty charge notice administration, enforcement and maintenance) are funded from the income generated. After the original set-up costs (signage, road markings etc.), parking zones have ongoing costs.
- 5.6.4** Higher costs for the second and, if applicable, third Resident permit per household aims to encourage residents to consider how many vehicles are linked to their households, and to deter additional vehicles from being brought into the area. This is particularly relevant where there is only space to park one vehicle across each property frontage. Third and subsequent Resident permits are only authorised if a parking zone has capacity.

- 5.7** A 2-hour time slot for permit holders only is as effective in deterring long-term parking as a 24-hour parking zone, as non-permitted vehicles have to vacate the area at least once a day, and cannot be left for days or weeks on end. Permit holders only parking zones are, however, more flexible in terms of visitors, as no permits are required for 22 hours each day. This can benefit residents' visitors, tradesmen and those using local businesses and services. 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 extension to the MD Kings area zone aims to better manage the 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 are needed on all sides. Even small changes in travel behaviour by some can make a difference to an area in terms of parking, reduce traffic congestion throughout a wider area and potentially improve air quality.
- 6.3** The restriction of 'permit holders only' is particularly effective in preventing long-term parking, where non-residents leave their vehicles parked for long periods of time. Preventing this enables a regular turnover of parking spaces in the area, which can increase the overall availability of spaces for everyone.
- 6.4** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area.
- 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.
- 6.5.1** Within 24-hour zones with free parking periods, enforcement staff have to allow the full 1-3 hours from when they first observe a vehicle; not from when it is reported or noticed by a member of the public for example. As free parking periods rely on visitors remembering when they parked, it can be easy to overstay, which in turn can lead to frustration among permit holders, particularly as all permits carry a cost.
- 6.6** 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 nearby Albert Road in particular.

- 6.6.1** As an alternative to the private car, visitors to the area may consider walking, cycling, or using taxis and local buses. Many people already make use of local bus services and taxis to attend the entertainment premises on Albert Road. Local residents travelling independently from North End, Copnor, Fratton etc. could make shared travel arrangements, as a number of visitors do from out of town.
- 6.7** 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.
- 6.7.1** 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. Therefore, Business permits are available for purchase, for use by staff of businesses operating within parking zones.

7. Integrated Impact Assessment

- 7.1** An integrated impact assessment has been completed and is published alongside this report.

8. Legal Implications

- 8.1** It is the duty of a local authority to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- 8.2** Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.
- 8.3** A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.
- 8.4** A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of

the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any objections received from the public and/or the statutory consultees during the consultation period.

9. Director of Finance's comments

- 9.1** The amount of income generated since the MD Zone was implemented has resulted in income of £71,250 for all permit income, the original estimate was £62,000 just for first permits. Income from Visitor scratch cards and other business permits has been around £28,000.
- 9.2** The set up costs for the original and the extension of the zone will be in the region of £77,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. This cost was be met from the On Street Parking Budget.
- 9.3** The cost of enforcing and administering the entire including the extension is expected to be £40,000. This will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is in operation.
- 9.4** It is difficult to estimate the amount of income that could be generated from the extension of the residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not 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.
- 9.5** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MD zone extension there are 961 households. The census said that the average occupancy in Portsmouth is 2.3 people per household, therefore according to these statistics the number of cars within the zone should be in the region of 1,140. 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.
- 9.6** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £19,200 per annum in first permits alone.
- 9.7** The pricing structure for Residents parking is not designed to cover the cost of Residents parking zones and as you will see above it is difficult for the Council to

actually predict what the cost and the income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

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Signed by:
Pam Turton
Assistant Director Transport

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
111 emails / letters in response to TRO 124/2019	Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation report (September 2019)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)
17 emails in response to MD zone's effect	Portsmouth City Council's "Engineers" inbox, Outlook storage

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

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

Appendix A: The public proposal notice for TRO 124/2019

THE PORTSMOUTH CITY COUNCIL (MD ZONE EXTENSION) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.124) ORDER 2019

26 November 2019: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1-4, 45, 46, 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 THE PROPOSALS BELOW TO:

engineers@portsmouthcc.gov.uk **by 23 December 2019**

Please tell us whether you support or object to the proposed parking zone

CURRENT PARKING CHARGES

Resident permits -. A maximum of 2 Resident permits per household will be authorised each year unless capacity allows. Resident permits are electronic: physical permits are no longer issued.

£30.00/year for first permit

£100.00/year for second permit (£120/year from 1 January 2020)

£300.00/year for third permit - if parking zone capacity allows

Visitor permits (for visitors to residents)

£1.10 for 12 hours (£1.15 from 1 January 2020)

£2.10 for 24 hours (£2.15 from 1 January 2020)

Business permits (only issued to businesses operating within the parking zone)

£140.00/year for first permit (£150/year from 1 January 2020)

£280.00/year for a second permit (£300/year from 1 January 2020)

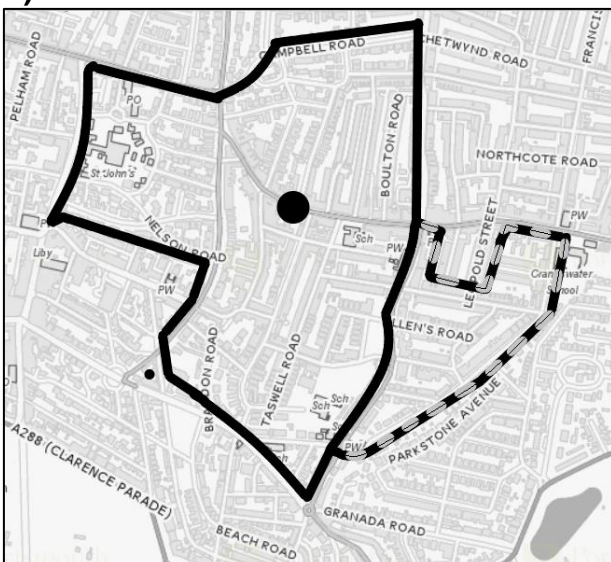
£590.00/year for each subsequent permit (£630/year from 1 January 2020)

Replacement/amendment of permit - £10.00 administration charge

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

Permits for **goods vehicles** are restricted to those with a gross vehicle weight of less than 3501kg and registered to an address within the parking zone, required for emergency call-out or the only vehicle at the property.

A) MD ZONE BOUNDARY AND EXTENSION (Dashed line) (Larger dot = Albert Road)



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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:

1. Allens Road
2. Gains Road
3. Herbert Road
4. St Ronan's Avenue
5. St Ronan's Road
6. Waverley Grove
7. Waverley Road
8. Welch Road

C) MD PERMIT ENTITLEMENT: All properties within the MD zone boundary shown at Part A, including Craneswater Junior School (St Ronan's Road)

D) NO WAITING AT ANY TIME (double yellow lines)

- | | |
|---------------------------|--|
| 1. Herbert Road | (a) East side, a 3m length north of St Ronan's Road
(b) North side, a 3m length west of Welch Road |
| 2. St Ronan's Road | (a) North-west side, a 5m length north-east of Herbert Road
(b) North-west side, a 3m length south-west of Herbert Road |
| 3. Welch Road | West side, a 2m length north of Herbert Road |

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk search 'traffic regulation orders 2019' and select 'TRO 124/2019'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the main reception, Civic Offices during normal open hours.

Persons wishing either to object to or support these proposals may do so by sending their representations via email to engineers@portsmouthcc.gov.uk or post to Nikki Musson, Parking team, Portsmouth City Council, Civic Offices, Portsmouth PO1 2NE, quoting ref **TRO 124/2019** by **23 December 2019** stating the grounds of objection/support.

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

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

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

Support for proposed MD zone extension (within extension area)	
1. Resident, Albert Road	<p>A very quick question to you. Am I going to be eligible for a permit? I absolutely support the proposals, as it would mean that I would start to use my car more again, freeing up a space during the day for someone that needs to park.</p>
2. Resident, Allens Road	<p>I wholeheartedly support the extension of the MD parking zone to include our road and those around it.</p>
3. Resident, Allens Road	<p>I wish to support the idea of extending the parking permit zone in southsea MD to include the new streets including Allens Road as I can't find a parking spot not even on weekends. I am happy to pay for the year permit. Thank you and please keep me posted once is approved to apply for the parking permit</p>
4. Resident, Allens Road	<p>I support the proposed parking zone. Let's do it.</p>
5. Resident, Allens Road	<p>I am writing to confirm support of proposed extension to MD Kings area residents' parking zone (TRO 124/2019).</p>
6. Resident, Allens Road	<p>I am writing to confirm support of proposed extension to MD Kings area residents' parking zone (TRO 124/2019).</p>
7. Resident, Allens Road	<p>We fully support the proposal for extending the MD parking zone to include our road Allens Road. We need to be part of the zone as since it has been introduced we literally have nowhere to park.</p>
8. Resident, Allens Road	<p>My husband and I support the extension of the MD zone as proposed, and wish it would happen as quickly as possible.</p> <p>The scramble for parking spaces from 4.30pm onwards every day is not only soul destroying as there is significant displacement parking by car and van owners from the parking zones a short distance away but also dangerous as people are looking for spaces and not at the roads. I have seen many near misses at this junction. Parking has never been great round here but it has been made significantly worse by incremental introduction of parking zones. Now we have no choice but to support a parking permit scheme and an extension of the MD zone</p> <p>As we arrive back from work after 6pm we usually park a 5 to 10 minute walk away. This is not unusual and part of living in a city. However, there a significant number of commercial vans some very large removals vans and trucks that are taking up several parking spaces. I think this is something that should be looked at.</p>

<p>To confirm we support the extension of the MD parking zone.</p>
<p>9. Resident, Allens Road Further to the communication from Portsmouth City Council in November to residents of Allens Road, Southsea, I am writing to express my support of the proposed extension of the MD parking zone.</p>
<p>10. Resident, Allens Road Further to the consultation on extending the parking zone for MD eastwards, I write to give the proposal my full support. Since the introduction of zones in all of the surrounding areas, parking has become very challenging in Allens Road and the surrounding non-permitted streets. As a working mother who often gets home late and with young children, it is often impossible to park near my house when I need to. Including us in the zone will mean people with second and third cars can no longer use our road as a free parking area so hopefully this will resolve the problem.</p> <p>I still think it would be a benefit to local businesses if there were some metered spaces along Waverley Road or similar.</p>
<p>11. Resident, Allens Road I am writing to you in reference to the permit application - TRO124/2019. I currently pay insurance to have 'off-street parking' where I have been driving around for 20-30 minutes of returning home from work.</p> <p>There have been numerous amounts of times where I return home at 5:30pm during the week for there only to be other cars not from these roads referenced as 'MD' permits, vans parked overnight etc.</p> <p>Therefore I am in favour of this to be implemented. Please do not hesitate to contact me further if you require any other information.</p>
<p>12. Resident, Allens Road I'm writing to (reluctantly) support the proposed MD zone extension as the parking situation in Allens Road since the MD zone was introduced has predictably got considerably worse.</p> <p>However, I'm not aware of any official consultation around the extension of MD vs the originally proposed MF zone for Allens Road that your letter seemed to imply: I would prefer to be in the originally proposed MF zone but I guess that's not an option now</p> <p>I written before about the unfairness of the piecemeal parking zone introduction, particularly to those living near zone boundaries. I've proposed/queried in the past why people couldn't be members of 2 zones (not city wide as the Tories proposed)? Given this is all done electronically now, surely it wouldn't be overly onerous to allow residents to be members of their zone and to nominate an adjoining zone to also park in to alleviate the unfairness on boundary dwellers? You could also allow residents without a zone but surrounded by zones (and consequently suffering from displacement parking) to become members of a bounding zone?</p>
<p>13. Resident, Allens Road Please, please, please, extend this zone into the dotted marked zone</p> <p>My feelings have been well documented in an email conversation that I have been having with the politicians and PCC parking officers since the MD zone was first introduced.</p>

<p>It has been awful for Allens Rd and we need this extension.</p>
<p>14. Resident, Gains Road I strongly support this zone extension. Since the parking zones have been introduced in the streets surrounding our road, parking has been even more of a nightmare. I have very young children I carry in a car seat and often have to park two streets away from our house. It's really stressful and have considered moving because of it. Please set up this zone ASAP.</p>
<p>15. Resident, Gains Road I think extending the MD parking zone to include our road is a very good idea.</p>
<p>16. Resident, Gains Road I'm response to the proposed extension of MD zone, I fully support the proposal.</p> <p>I have previously contacted both yourselves and a local Cllr in relation to this issue, as the introduction of the MD zone as it currently exists has made the displacement impact intolerable in Gains Road. My views are that:</p> <p>A) the introduction of a parking zone is the only way of alleviating the current lack of parking which now exists 24 hours of the day since the MD zone was introduced, and</p> <p>B) I am fully in support of extending the MD zone as opposed to including us in a new craneswater zone.</p>
<p>17. Resident, Gains Road While I would prefer not to have to pay for parking permits, given the change in the availability of parking in Gains Road, as a result of the recent MD zone introduction I support an extension of the zone into the areas proposed. Just observing the parking availability in the MD zone at peak times and the lack of availability in the adjacent roads means that there is overspill from the new zone and also we have seen cars left on Gains Road for days on end which are clearly not from residents in the street.</p> <p>Please keep us informed of progress and how to go about arranging permits as required.</p>
<p>18. Resident, Gains Road I am writing to say that I support the proposed extension to the MD Kings Area parking zone.</p> <p>I am curious, however, why the 'geographical layout' of the area, as explained on the recent letter, has only now been considered in the planning. In other words, why wasn't this part of Southsea included in the initial zone? What has changed?</p>
<p>19. Resident, Gains Road Just to let you know I support the parking zone.</p>
<p>20. Resident, Gains Road Thank you for the notification of the proposed extension to MD Kings area residents' parking zone.</p> <p>I fully support the proposed parking zone.</p>
<p>21. Resident, Gains Road I have to support this proposal for Gains Rd to be included in the MD zone. I do so reluctantly as the entire scheme is baffling, frustrating and (given the hundreds of empty spaces in the MD zone every evening) unnecessary. That said, in order to stand any chance of parking near my home during evenings or weekends, I support the implementation of the extension.</p>

<p>- Can you clarify; if there is not enough support for the extension will we go back into the original proposal of an MF Craneswater Zone? I was told by your department that the MF zone would be consulted on at the end of October. In keeping with this whole process, that information has not been updated, so I am unaware where we stand.</p>
<p>22. Resident, Gains Road I wish to support the proposals for parking zones in my street (MD Permit Holders only 430pm - 630pm).</p> <p>My only feedback would be to consider making this zone a blurred zone (I.e. where you can park in either zone) with the Craneswater area (eg Old Bridge Road and Craneswater Avenue) because if we are unable to park in our new MD zone despite the restrictions for non residents, this is where parking is likely to be available, rather than back towards the Waverley Road zone etc which still gets busy at night.</p> <p>Regardless of the outcome of the Craneswater area when it comes up for consultation, I can confirm I support your proposals for Gains Road as cited in your letter dated November 2019.</p> <p>Please confirm receipt of this email.</p>
<p>23. Resident, Gains Road We are in favour of the MD zone extension. Ideally we would like one permit free, then chargeable thereafter.</p>
<p>24. Resident, Gains Road I wish to agree to the extension of the parking zone to include Gains Road. Parking has become impossible in my road, due to overspill of other nearby parking zones, students having cars and leaving them in unrestricted areas, homes having multiple cars, and the dumping of trade and holiday vans.</p> <p>However, I do not think it's fair that everyone should pay the same permit fees; a small, environmentally friendly car should not be subject to the same fees as an SUV, a large saloon car, or a van. It is also wrong that a motorbike does not need any permit, yet takes up the same size space as a Smart car.</p>
<p>25. Resident, Gains Road As much as I am not a fan of permit parking I am looking forward to Gains Road becoming one as it is just a nightmare at the moment trying to find some where when I get home from work and you can see all the empty spaces in Zone D because they have decided not to purchase a permit and park in my road.</p> <p>Also have you had any thoughts on making some of the roads one way!!!</p>
<p>26. Resident, Gains Road Thank you for your letter regarding the parking proposals. We fully support residents parks on Gains Road and being part of the MD zone. However, we would like the time period on Gains Road extended to 7 or 8pm as most of us work long long hours. We feel that 6.30pm is early enough for traders to hang around on and about Albert Road and still park in our road overnight.</p>
<p>27. Resident, Gains Road I very much support the introduction of a residential parking scheme</p>
<p>28. Resident, Gains Road I strongly agree with the proposed extension to MD Kings area residents' parking zone.</p>

Further more as Gains Rd is constantly used as a rat run to avoid the traffic lights on Albert Rd, I feel we should either be made one way as currently often several cars are having to back up into oncoming traffic in Waverley Rd to allow this rat run traffic (lots of taxi drivers) which is extremely dangerous. This is a daily occurrence.

29. Resident, Gains Road

I support the extension of the scheme as proposed in the document referenced above.

In addition, I would urge you to solve the Gains Road rat-run and shortcut by making the road one-way between Waverley Road and Welch Road. The number of "I-refuse-to-reverse" stand-offs is ridiculous, particularly with taxis and Ubers, who seem particularly brainless.

Logic suggests (IMO) that the one-way should allow traffic to move from east to west but either direction would be an improvement.

30. Resident, Gains Road

I am writing to you to express my support for the proposed extension of the MD Kings parking zone. I believe it is the best way of alleviating the problems of parking in our streets.

31. Resident, Herbert Road

We FULLY support the proposed extension to the MD zone to include our road. We have a couple of MOHs in the area and often find our road overfilled with parked cars which do not always respect the yellow lines/white lines

32. Resident, Herbert Road

We would like to support the extension to the MD parking zone to incorporate the road we live in, Herbert Road.

33. Resident, Herbert Road

I am writing to support the proposals to extend the MD parking zone that were circulated.

I find it difficult to park within a reasonable distance of my home. A problem that has got worse in recent months.

Daytime parking

I have noticed an increase in cars parking on Herbert Road and the surrounding streets following the implementation of the MD parking zone. Prior to September 2019 it was relatively easy to get a parking space on Herbert Road or Welch Road during the day, now it seems to be increasingly hard to park on these roads.

Evening and overnight parking

The new MD parking zone, introduced in September 2019, has made it very difficult to get a parking space when returning home in the evening – it is hard to park on roads such as Herbert Road, Welch Road or Allens Road after 5pm and near impossible after 7pm. This means that I have to park on roads such as Craneswater Avenue, Festing Road and other roads further away causing inconvenience for me. This also impacts on the residents of these roads who then presumably are unable to park nearby.

Commercial vehicles

Herbert Road and St Ronans Road in particular seem to suffer from commercial vehicles such as vans and other delivery vehicles being parked regularly on the streets and seemingly not linked to residents of these roads. The presence of these vehicles reduces the availability of parking space for residents. It also makes the streets more dangerous for

pedestrians, especially children, as it reduces visibility when crossing the road. Many of these vehicles seem to be parked for several days at a time.

Emergency vehicle access

Herbert Road and St Ronans Road have several care homes and other facilities. These homes often require attendance by ambulances and other emergency vehicles. The lack of available parking spaces means that often the drivers have no choice but to park on the road, usually blocking it and disrupting other traffic.

Seasonal variations

The area suffers increased congestion in the summer due to more visitor parking. This is especially evident during events such as Victorious on the Common.

Traffic control measures

I would like to see the revenue raised from the parking zone used to encourage more use of sustainable transport and to make the roads safer.

I fear that the restrictions on parking may result in increased speeding of traffic, especially on St Ronans Road, as a result of fewer cars being parked on the road. I would like to see greater enforcement of the 20mph speed limit and traffic calming measures to reduce the number of cars using St Ronans Road as a cut through. In particular I would like to see action taken at the St Ronans Road/Albert Road junction around the entrance of Craneswater School to reduce traffic.

34. Resident, St Ronans Avenue

Firstly I am supporting the extension to the MD Parking Zone, but only because of the problems caused in this area by adjacent parking zones.

Secondly how can you justify a 20% increase for a second permit (inflation is currently under 2%). It is becoming obvious the Liberal Democrats are trying to get as much money as possible from car owners using these Parking Zones.

35. Resident, St Ronans Road

I am now completely in favour of the proposal to extend the MD parking zone from Waverley Road eastwards up to and including St Ronans Road.

I feel I have no choice but to be in favour as since the introduction of residents parking to the areas that border our zone parking has become a nightmare in St Ronans road with neighbour pitting against neighbour for spaces and frequently having to park as far away as the seafront. This is completely unacceptable as council tax payers we should have as much right to parking as our neighbours in other zones. The situation is driving a huge rift in the local community. The problem is caused by displaced vehicles and a huge number of commercial/student vehicles wanting to avoid a permit charge.

This cannot happen soon enough and I hope that it will be quick and not, as rumour has it, another year in the waiting

36. Resident, St Ronans Road

I am whole heartily in favour of the proposal to extend the MD parking zone from Waverley Road eastwards up to and including St Ronans Road.

Since introducing residents parking zones to many of the areas that border our zone, parking has become a total nightmare in the St Ronans Rd area, creating a situation that is inequitable with surrounding areas.

Consequently, we now have significant amounts of displaced parking competing for very

limited space which is further exasperated by the number of commercial/student vehicles that now look to park in this area to avoid permit fees elsewhere, often for extended periods.

From speaking with many of my neighbours, there is a resounding consensus that this extension could not happen fast enough.

PS. To my neighbours that I have copied in on this response could I encourage you to also to support this proposal by responding favourably to engineers@portsmouthcc.gov.uk as in past a lack of positive response has led to us being left behind other zones leading to situation we are in now. (Please also share with neighbours whom I have not got e-mail addresses for).

37. Resident, St Ronans Road

I fully support the residents parking proposals for the above MD zone.

My only concern is the time of the restriction of 2 hours.

You say this is when the majority of people return from work.

I'm sure there will be many who work unsociable shift work.

I do not arrive home between 4.30 - 6.30 and would have preferred to see the restrictions extended by a further 2 hours at least.

I live in a flat in a multiple occupancy address, will each flat be allocated a permit?

I am just writing to ask if there are any developments with the above resident parking scheme.

I live in St Ronans Road and would like to let you know how difficult parking is now, due to displaced parking.

It's like living in a builder yard at times.

I'm unable to park anywhere because of the Take and Tip trucks, furniture removal vans, even a resident cherry picker, to name a few.

Having spoken to residents of areas already in the scheme, Duncan Road and Boulton Road who tell me it's the best thing that ever happened.

The sooner we have the scheme introduced the better.

At the moment my life revolves around whether or usually not, will I be able to park in the vicinity of home or within walking distance.

Thank you for taking the time to read my pleas for permits.

38. Resident, St Ronans Road

We were delighted to received the update on the proposed extension of the MD parking zone to include St Ronan's Road and I'm writing to say we are both in total support of this. The sooner the better!!!

Thank you for re-considering the initial plans to speed this parking nightmare in St Ronan's along. Fingers crossed everyone else is in support of it.

Thank you.

Are you allowed to indicate if you've had a good response yet and if the majority are supporting the proposed extension?

39. Resident, St Ronans Road

I write to notify you that the residents of this property in St Ronan's Road wholeheartedly support the proposed extension to the MD parking zone.

40. Resident, St Ronans Road

I am writing in favour of the above extension.

Parking along this road was made difficult when the MC parking scheme was brought in at the beginning of the year. There are a large amount of displaced vehicles (particularly vans) which come and park along this road. The area outside Craneswater school is often full by 5pm and therefore entry in and out of St Ronans road is very difficult at peak time - whereas prior to that it never used to get busy until 7-8pm.

Since the MD scheme started it has become horrendous. Particularly around 18.30 when there it is so difficult to find a space.

We are therefore left with little alternative but to vote in the scheme - I am very aware this will just be moving the problem elsewhere.

Please can you confirm to me the timeframes around such an extension. Views need to be submitted to you by the 23 December - if the result is favourable what is the process/timeframe for such an extension to be implemented? It is really impacting peoples lives.

41. Resident, St Ronans Road

I write to confirm that I fully support the proposal to to extend the MD Parking Zone to include St Ronans Road.

Further to my support. I will ad that my preference would be longer restrictions then the 2hrs proposed.

42. Resident, St Ronans Road

I fully support the introduction of the MD Zone extension. By creating the other zones a massive overcrowding of cars has happened in our area. I never park near my house and I feel especially sorry for those elderly citizens and young families who are having to park miles away. I welcome the introduction and hope that the commercial vans and student cars that are left permanently in our road will be forced to move.

43. Resident, St Ronans Road

I wish to have my support for the MD parking zone extension (ORDER NUMBER 124/2019) noted.

44. Resident, St Ronans Road

I fully support this extension- I am fed up of struggling to find a parking space which has got steadily worse as more zones that are introduced elsewhere around this area.

My only question would be how soon after the 23rd would the extension come in?

Well that time line is disappointing- I was hoping as it was an extension it would be in by January. Having arrived back at 4.45 tonight St Ronans Road was completely full even in the restricted areas and this is becoming far too common.

45. Resident, St Ronans Road

Both myself and my wife are in favour of the proposed extension to include St Ronans Rd

46. Resident, St Ronans Road

I support the extension to the MD ZONE EXTENSION.

Since the introduction of the MD Zone the following incidents have occurred:

1. On two occasions, a car has parked across our driveway overnight and remained until the following afternoon. This has prevented us from using either of our cars as access to our garages was blocked.
2. We have also noticed cars parked in our road and the driver collected by a person in a second car. These cars have been left for up to 2 weeks.
3. We also experience more vans parking overnight in our area, with some parking on corners of junctions and causing additional dangers for cyclists and pedestrians.

47. Resident, St Ronans Road

I support these proposals.

48. Resident, St Ronans Road

I am writing to let you know that I am in favour of the extension of the MD zone to include St Ronans Road where I live.

We need to consider how we deal with the high number of commercial vehicles that are parked on residential roads. This is effectively free storage for what are usually national companies. It is likely that these larger vehicles will now move to other residential streets near by. PCC should consider how to deal with this issue in the longer term.

I have also increasingly noticed that many vehicles are being parked across the tactile dropped crossings where old bridge road meets at Ronans road. I believe that this is likely to be as a result of overspill from other neighbouring RPZs.

I notice this almost on a daily basis when I leave early 630. Perhaps regular ticketing would educate those who people who park inconsiderately?

49. Resident, St Ronans Road

I should like to support the proposed parking zone.

I in a one car household .

Parking near my property has become more of a problem especially since adjacent parking zones have been set up. Now cars and commercial vehicles, including removal vans, park in the road both overnight, at weekends and for extended periods.

I am not convinced that ever extending parking zones is the best response, rather greener whole picture solutions should be the answer. Improving and joining up public transport, more, better regulated cycling lanes, more park and ride schemes and a fair congestion charge scheme.

However selfishly I want to avoid the increasingly long walk, especially at night to park my car, and a resident's parking zone seems an interim way to stop this.

50. Resident, St Ronans Road

I am writing to show my support for the proposed parking limitations in st Ronans road.

Having lived here for over a decade it has become even more farcical trying to park near our home this last year. Often the road is full of large business vehicles such as trucks, lorries and large transit vans. Mixed in with the school staff and nearby areas being permitted has seen a dramatic increase in the number of vehicles attempting to park in st Ronans road. In conclusion I fully support the proposition for time restricted parking and vehicle permits.

<p>51. Resident, St Ronans Road</p> <p>I am in support of the above parking zone being extended to my area of Saint Ronans Road.</p> <p>It has always been difficult to park in our road however it has become increasingly difficult since the implementation of the MD parking zone has come into effect. For the last month it has been virtually impossible to park near my house from 4pm until 7pm.</p> <p>I believe including Saint Ronans Road in the current parking zone will be of great benefit to the residents in my road.</p>
<p>52. Visitor, St Ronans Road</p> <p>I'm not sure who to contact on this matter. An address on St Ronans Avenue repeatedly (every day) park all three of their cars across the road which obstructs access to other houses at the end of the road.</p> <p>Sometimes going as far as the centre or further on the road. This can also be seen on google street view.</p> <p>As the only house without a drive, they block all other residents as there's only space for one car. Will permits be added to the road and will this prevent this from happening in the future?</p> <p>That's good to know, thank you for sending this over. I think it's a case of they've always done it so people allow it.</p> <p>It does inconvenience a lot of the residence especially late at night/early morning if they're blocking others in. I've asked them a number of times, as have residents to move their car with no apology.</p> <p>As for the proposed parking zone, it would definitely be welcomed especially if only one car would be allowed to be parked here.</p>
<p>53. Resident, Waverley Grove</p> <p>Permitting is absolutely essential for residents and has our complete support. Parking has always been tricky but since the permits were introduced to nearby roads in recent months it has become nearly impossible - certainly at weekends and after 4pm.</p> <p>We are inundated with commercial vehicles - as I look outside now I see 3 vans and a removal lorry - parked here but servicing residents.</p> <p>It is not uncommon for us to have to - certainly on a Friday - park in Craneswater or even further afield - a nightmare to the elderly with shopping or this with young children.</p> <p>The permits therefore have my whole-hearted support and need to be implemented asap.</p>
<p>54. Resident, Waverley Grove</p> <p>I am delighted with the increasing boundary of the MD zone due to the nightmare parking situation currently in this area.</p> <p>I would however like to see an increase on the time at which this is in effect as many of us in this road do not finish work daily gone 6pm so will miss out in getting primary parking.</p>
<p>55. Resident, Waverley Grove</p>

<p>We support the creation of the above zone.</p>
<p>56. Resident, Waverley Road We support the proposed extension to MD Kings Area residents' parking zone (TRO 124/2019) - glad that the council has taken account of resident responses in the survey - St Ronans Road is a more natural boundary for the Kings Area zone than Waverley Road - like most other residents we find parking increasingly difficult and this proposal feels like a practical , common sense measure that "fits" the parking situation as we see it in our part of Southsea</p>
<p>57. Resident, Waverley Road View: Support MD Zone eastward I have written to the council many times regard parking issue and still hold, although I welcome parking permit for MD zone it has been ill-conceived by the gradual phasing system you've deployed, and the fact still cannot park outside my house and see spaces from my window and can't use unless have to move my car between 4:30-6:30pm and 8am, consequently angers my wife and I. We live around where MD zone currently ends - it like the Berlin Wall, can see multiple space, but can't utilise them or if we do, are required to move our car; it's preposterous and equally frustrating the displacement and inconvenience we endure and consequently some issues are below (this is not an exhaustively list):</p> <ul style="list-style-type: none"> • unable to park outside home • parking away from home involves variable 5-10 minute walk - shopping is problematic • feel less safe at night because parking inaccessible (we take taxis but doesn't decrease city emissions) • need to park and use street far as Craneswater Park and Salisbury Road - is this acceptable? Unfair for these residents <p>Overall, please include Waverley Road, Southsea in the MD Zone asap. This impracticable parking misery has to end and some residents are in discussion whether to convey their feeling to local and national journalist considering the hell of ill-thought out parking zone implementation.</p> <p>Please consider resolving issue by expanding MD Zone which your power will allow at the earliest opportunity.</p>
<p>58. Resident, Waverley Road I support the proposed extension to the MD parking zone</p>
<p>59. Resident, Waverley Road I am emailing to let you know that I support the proposal.</p>
<p>60. Resident, Waverley Road We write to wholeheartedly support this order which extends zone MD eastwards to the south of Albert Road.</p> <p>This neatly solves the parking problems that residents in Waverly Road are suffering.</p>
<p>61. Resident, Welch Road In our household we support the proposed extension to the MD Zone</p>

<p>62. Resident, Welch Road I am in full support of the proposed extension to MD King's Area residents parking zone. As a resident of Welch road it is now impossible to park after 4pm and most of the time throughout the weekend.</p>
<p>63. Resident, Welch Road Now that parking zones have been introduced in certain areas of Southsea, it has made parking impossible. Therefore we support parking zones in the area east of Waverley Road so we might be able to park again on our own road.</p>
<p>64. Resident, Welch Road I support the proposal to extend the residents parking zone to Welch Road. I am finding it very difficult now to park anywhere near my house.</p>
<p>65. Resident, Welch Road We would like to confirm our support for the scheme extending into our residential street.</p>
<p>66. Resident, Welch Road I support the proposed extension to the MD residents parking zone. Now I just need my partner to get a job in the city so we only need the one car!</p>
<p>67. Resident, Welch Road I support the extension of the MD Zone Boundary in Southsea. Parking has been a bloody nightmare since the MD zone came in. Sooner the better.</p>
<p>68. Resident, Welch Road Now that parking zones are happening across Portsmouth, it is imperative that the MD zone is extended as proposed, and as quickly as possible. From 4.00pm onwards each day, there is a very dangerous situation where people are driving around looking for somewhere to park in these few streets which are still a free for all. They are looking down the other streets, but not at the actual road ahead! Yesterday I had to park elsewhere which is absolutely fine. But when I walked back to my house there were at least 6 commercial vans. I also wonder if there can be a reconciliation of available parking spaces. St Ronans Road is an example where there are long stretches of drop down pavements and white lines where there is no drive or a drive which has had a wall built which shows they don't use the drive. One has a large tree growing in a disused drive. There are drop down pavements on every corner and nursing home for disabled access so that isn't a reason. I realise that there will be further displacement parking and the perfect solution doesn't exist.</p>
<p>69. Resident, Welch Road I support the extension to the MD parking zone (TRO 124/2019) parking has been terrible since the MD zone began</p>

Support for proposed MD zone extension (no address given)

70. Resident

I support the extension of the MD parking zone.

71. Resident

Given the disastrous roll-out of the parking zones, clearly we have no option but to require the parking zone extension that you are proposing. We do understand that there are too many vehicles in Portsmouth but we have a number of concerns:

- 1) We fear that this will negatively affect the businesses in Albert Rd as fewer visiting car owners will be able to shop after 4.30 (fighting for the few spaces within the 5-7pm zone).
- 2) Craneswater area will now suffer further with the displaced parking (the number of commercial vehicles in the area is ridiculous with everyone from Removal vans, delivery companies and gas companies, to name but a few, parking overnight and for lengthy stays).
- 3) Visitors to Portsmouth will not be able to park and enjoy Portsmouth as they will have nowhere to park so they may not come to the seafront as much. This will affect the cafes and restaurants and other tourist attractions.
- 4) You have massively reduced the cost for the 3rd vehicle permit and clearly feel that, adding a 20% increase on the 2nd vehicle permit is required to cover your costs. How will we have any control over these costs?

We were just wondering if there is a long-term plan. We're sure you have looked at places like Freiburg in Germany and how they managed their congestion. We could really do with something more full-proof and long-term being put in place that works for residents and visitors alike. Portsmouth is a wonderful City so it would be lovely if we could continue to improve it.

Thank you for your detailed response. We understand no size fits all and that you are doing your best to resolve the issues. I'm sure you will do your utmost to ensure that businesses are not unduly affected.

We do desperately need the parking zone and so are in favour of it. It negativity is because we hadn't needed it prior to implementation elsewhere. Having said that, if other areas were having a really bad time of it then we can understand why they voted for it.

In short - we need the parking zone.

72. Resident

I am emailing in support of the MD zone boundary and extension.

73. Resident

I heartily approve of the proposed extension to the MD Kings residents parking zone. As a resident on the boundary it will make a huge difference to me to park in an area I feel part of the community rather than a long way from my house. However the 2 hour residents only parking is a joke. It's ok if you happen to come home at that particular time but if you come back any later then there is still nowhere to park. It has made no difference to being able to park at all.

While I'm here I must mention the proposed changes to the charges. I understand the

increase (although think it is just a money making scheme) to the second permit. However the proposed reduction in the charge for the third vehicle by almost halving it is ridiculous. This makes it easier/cheaper for more vehicles to be parked in the zone, especially business vans of which there are loads. Surely this was what you were trying to reduce rather than increase?

74. Resident

I think that the parking issue has to be addressed as a city-wide problem. Continuing to address issues around car ownership will not sort the problem of air quality. We are contemplating buying a hybrid car as some attempt to reduce emissions. How do I charge it if I cannot guarantee a spot outside my house? And if one is guaranteed then the "problem" of parking is worsened. This continual tinkering with residents' parking zones just ignores the need for cleaner air in an attempt to resolve a social problem. Air quality is the major issue, not where I park. The council has to grab the initiative to improve atmospheric conditions now and car use is central to this.

The immediate area around my house is often like a lorry park. Perhaps dealing with the needs of tradespeople could help relieve the congestion. I've heard it said that those owning more than one car just shuffle their vehicles to the nearest non-zoned area. Perhaps such behaviour could be within the remit of parking wardens.

I applaud the attempt to do something and am in favour of extending the MD zone but feel that it will just push the problem elsewhere. The council needs to be bullish in its desire to get something done, especially in the light of the new road layout along Southsea front.

Objections to proposed MD zone extension (within extension area)

75. Resident, Allens Road

I am writing to state my objection to the proposed extension of the MD zone Eastwards over Waverley Road.

I live in an HMO. Although I have little connection with my housemates and we have separate contracts with our landlords, our address has to share permits like any normal address of co-habiting people. I'll find it difficult to afford the high cost of a third permit and I can't prevent my unconnected housemates from being granted the 1st & 2nd permits, leaving me with the possibility of not even being granted a 3rd permit & no longer being able to park near my home.

This is completely unfair to those of us who cannot afford a place of our own and it will only make our financial situations worse. I honestly don't know what I will do if the above situation occurs. Even if it doesn't and I get the 1st or 2nd permit for my address, someone here will be greatly disadvantaged by this, as will others.

Please do not bring this permit zone extension into effect.

Will this be the only consultation of residents before a decision is made? I'm concerned that something as simple as just emailing responses could easily be manipulated.

76. Resident, Allens Road

I object to the extension of the MD permit zone.

This enforcement has already caused problems and has not shown to have produced any solutions to the Southsea parking crisis except to displace a large number of vehicles to

the East of Waverly road, just as other zones have been doing.

77. Resident, Gains Road

Our views on the proposed extension.

We object to the whole parking scheme.

It's made life very difficult and expensive for households. It has also created ridiculous displacement.

I also object to motorbikes and disabled badge holders being exempt.

This makes no sense at all.

Thank you for your response. I accept of course blue badges need nearby parking but they could contribute. Also in my experience motorcycles often take up more space and make parking alongside very difficult.

78. Resident, Gains Road

Regarding the proposed extension to the MD kings area residents parking zone, I support this plan but not as it currently stands. Since the initial implementation of the scheme, roads near my location of Gains rd (Wimbledon park rd, Lowcay rd, Wisborough rd etc) have all emptied at 4.30pm and relocated to our road and the surrounding streets. The emptiness remains until after 6.30pm as people generally work longer hours than you are suggesting, and the displaced traffic remains on our street leaving the residents here to fight it out for the remaining spaces on other roads. As our parking issue results from your first rather poorly thought through boundary zones, I would only support the extension of the zone if it was extended forward to 7.30pm to properly allow residents to park after work.

79. Resident, Gains Road

I object to us being included in the extended MD zone. We were surveyed in March 2019 as part of the proposed MF Craneswater zone. But now we're apparently being presented with a choice between inclusion in the MD zone or excluded from residents' parking and left as an island of uncontrolled parking surrounded by residents' zones. My preference would be inclusion in the MF zone as originally proposed. The existing MD zone is pretty much full in the evening and overnight despite the residents parking zone, and the overspill into Gains Road and St Ronans Road means that I normally have to park further east in the Craneswater zone when I return from work. This is to be expected because the MD zone consists largely of small terraced houses with narrow frontages, whereas properties in the Craneswater zone tend to have wider street frontages and many have driveways and/or garages, leaving less demand for street parking. The upshot is that if the extended MD zone and the reduced MF zone are both implemented, parking in Gains Road is unlikely to get easier and our options for alternative parking will be reduced.

80. Resident, Gains Road

What happens if a parking zone is not granted to those areas which have been negatively affected by those zones you have already implemented?

I think the situation has been farcical and I really wish someone would have whatever it takes to say "a good idea that has failed" for that's how I see it. I am not a NIMBY - as bizarre as it sounds I would vote against parking zones in my road simply as I do not agree with them fundamentally. Sadly I fear it's a fait accompli.....

Still.....it's a really rubbish idea that you are having to support!

81. Resident, Herbert Road

I would like to object to the extension of the MD parking zone into Herbert Road and

surrounding areas.

I believe this system does not solve the parking problem, it just moves it further and further away from the centre.

The problem is the number of cars on the roads and implementing a scheme that more or less guarantees a space on your road, will not discourage anyone from having a car.

On our road the parking system has worked well, with people who work locally (i.e. care homes) parking easily during the day and leaving in time for residents to take over the spaces. I can anticipate a problem when those people have to move their car before they finish work, if the "4:30-6:30 residents only" parking system is implemented.

I don't believe the proposed new double yellows are going to improve the parking system either. Please, give my thoughts some consideration.

82. Resident, St Ronans Avenue

It is not clear if St Ronan's Avenue is included in this. However I was against it when first proposed and still am. This will cause great inconvenience with children being dropped off/collected as all houses have run-ins and, therefore, the parents often have to park on close roads. Their parents should not have to pay more money out to be able to do this. I obviously cannot either get them permits for the purpose. It will not stop the local school staff parking in the area due to the times it is proposed to be in place. 100% definite NO vote from me.

83. Resident, St Ronans Avenue

I object to the parking permits being suggested for.

84. Resident, St Ronans Avenue

We write to you to oppose the implementation of this potential parking restriction in St Ronans Ave

It being a Cul de sac and not party to parking issues in this area

As residents we purchased our properties with the knowledge we have off road parking on our properties and we do not park on the road. We object most strongly to being forced to pay for parking on our own property. We strongly feel this potential parking charge for our Avenue falls outside the reasons you have decided to attempt to put these charges in place.

We do not suffer from cars being parked in our Avenue due to parking displacement caused by other roads around this area.

We therefore strongly reject the proposal and think it outrageous you are considering charging us to park on our own property.

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<p>it outrageous you are considering charging us to park on our own property.</p>
<p>86. Resident, St Ronans Avenue I object to the permit proposal</p> <p>I do not agree with this.</p>
<p>87. Resident, St Ronans Avenue I ardently object to any introduction of a parking zone scheme in whatever form proposed.</p> <p>My reason is it simply moves one problem on to neighbouring roads not within such a scheme. Vehicle owners wishing to avoid the scheme charge simply park in adjoining roads not in the scheme and thus creating a new problem. Also, the roads now in the scheme become underutilised with many spaces available due to cars not parking, of which I have observed in roads such as Talbot and Fawcett since the parking scheme was introduced.</p> <p>My view is do not try and fix a problem which cannot be fixed without creating new problems.</p>
<p>88. Resident, St Ronans Road I object to the proposed residents 'Parking Zone' in St.Ronans Road. Although I see the point raised with regards to the encouragement of car sharing bus or walking reducing pollution, on the other hand I also see the complications which are being created in place of the existing order and which will create more paperwork, more paper pollution in the form of paper visitor permits, letters sent out etc. etc. I'm not convinced that there is a genuine desire to save the planet through this method. I'm also not happy with the fact that only two permits will be issued to residents living in multiple occupancy dwellings. How on earth is that going to work when there are so many multiple occupancy dwellings in the road? What happens if you are in this situation and you don't get a permit?</p> <p>Is it possible to see the results of the survey conducted in my area showing the percentage of residents who are in favour of a residents parking zone?</p>
<p>89. Resident, St Ronans Road I recently received a letter stating a proposal to extend the MD parking zone.</p> <p>I'd like to object to the proposed parking permits. I believe these permits are unnecessary in this area. Although I rarely find a space close to my house (average between 2 and 5 minute walk away), I have seldom struggled to find one within a reasonable distance. To me, this feels that I will now be paying to park a distance away from my house, which I find the thought of frustrating. I also reason that many of the houses in this area have driveways which eases parking congestion making it less needed than other areas of the city. An additional ease to congestion is the after 4pm before 8am, and throughout weekends parking outside Craneswater Junior School which becomes available for an extra 8-10 parking spaces - very helpful for full time workers like myself.</p> <p>St Ronans Road itself holds a few care homes and some mental health sheltered accommodation. I think it is important as a community that we make it simple for people to visit these vulnerable members of the population not only for their family members and friends health and wellbeing, but also for support to the staff that work there. People aren't only unwell between 9am and 5pm - there needs to be flexibility in visiting and we, as a community, should support this. What are the planned proposals for the staff who work in</p>

these buildings? How will permits affect them? Will there be a cost? Does this discourage away from working for these businesses? How will this affect the residents there?

As St Ronans Road is close proximity to the beach I think it is crucial to offer extended parking areas to encourage people to visit the seafront. I am aware that there is parking available along the sea front, but if people choose not to visit our seafront because they can no longer park for free, how will this affect local businesses/encourage people to set up businesses along the seafront - which it so desperately needs!

Also, I consider the prices of the permits (although I realise are meant to be a deterrent to owning a vehicle) to be steep. The houses in this are large, therefore holding bigger families. How is it fair to decide who gets a £30 permit and who gets a £500? People don't own cars who don't need them.

I hope you take these thoughts into consideration when discussing whether to instate MD permits. Upon discussions with other members of the area, my general consensus is they are not favoured.

90. Resident, St Ronans Road

We wish to object to the extension of parking zone MD, as set out in your letter dated November 2019. We recognise that when the new zone MD was first recently introduced to the west of Waverley Road it had the impact of causing a lot of displacement of vehicles but now a few months on things have settled. The impact of introducing this further extension to zone MD will simply displace vehicles to the east into the Craneswater area which is already over-congested with vehicles.

Having lived in St Ronans Road for many years, we feel that this proposal should stop and the council invest its limited resources into schemes that develop the local economy and improve the prospects of the city rather than penalise people for owning a car. We already pay road tax to use public highways, and this has seen significant rises if as many you can not afford a very modern car. Please stop simply pushing the parking problem from one area to another.

91. Resident, St Ronans Road

I would like to contest the proposed parking restriction and extension from Waverly road up to St Ronans Road.

It is completely unnecessary as there is generally parking available in st Ronans Road for residents therefore not an issue. Since the number of permits given out vastly outweigh the number of available parking spaces it is totally ridiculous and purely a money making exercise.

Parking permits are making people move out of Southsea as the annual bill for their vehicles parked at their home is yet another bill they cannot afford.

92. Resident, Waverley Grove

I don't agree to the extension of the MD zone to include the road where I live and the neighboring roads. I think it would be best for the roads shown on the map as the MD extension to remain part of the original plan, so they are within the MF Residents Parking Zone.

I'm not clear what the two hour period would be for MF zone, but 17:00 - 19:00 seems appropriate.

I feel forced to accept a parking zone of some sort, due to the ongoing displacement of vehicles each time a new area has a restriction introduced.

When I first moved into the road I had a chance of parking in it or nearby in St Ronan's Road, but that is rarely ever possible now regardless of the time of day. I most usually have to park in Old Bridge Road, Parkstone Avenue / Craneswater Avenue or further afield.

Unfortunately, some drivers seem to give little thought to how they are parking and position their car a number of feet away from the white lines marking out the parking spaces, in effect losing a parking space for another car. At times there can be two or three spaces lost in this way in close proximity. There are also more vans parking in the nearby roads as well now.

93. Resident, Waverley Road

I object to the proposed extension to the MD parking zone.

Objections to proposed MD zone extension (outside extension area)

94. Resident, Shirley Road

I am writing to voice my concern over the extension of the MD residents parking zone to cover a much larger area. As a resident of the existing area I think that there is a real danger that the gains that have been made by having a resident parking scheme will be lost if such a large area is included. I am of course not against the roads in the planned extension to being in a parking scheme but think that a new one should be started rather than extending an already very large area.

95. Resident, Shirley Road

I am writing to voice my concern over the extension of the MD residents parking zone to cover a much larger area. As a resident of the existing area I think that there is a real danger that the gains that have been made by having a resident parking scheme will be lost if such a large area is included. I am of course not against the roads in the planned extension to being in a parking scheme but think that a new one should be started rather than extending an already very large area.

Objections to proposed MD zone extension (no address given)

96. Resident

I object to the proposed MD zone extension because it is slowly moving the problem across the city. Zones remove the flexibility that drivers once had, and results in zones that have free spaces whilst drivers from other areas contaminate the city driving around looking for a space.

Zoning is inefficient, the smaller the zone the more inefficient it becomes, imagine allocating spaces by registration! The best use of space can be had when no zones are in place.

If there is a problem with parking in the MD zone extension area then it is only as a result of the zone policy, I assume Craneswater will be next.

97. Resident

I do not support the introduction of parking zones but in order to reduce other road users from parking in our streets, will have to accept the inevitability of its introduction.

However, I am concerned over the introduction of double yellow lines in Herbert Road, St. Ronan's Road and Welch Road. This action will further reduce the number of parking bays

available to residents and will have the effect of residents in this extension to the MD zone still having to hunt for a parking spot between 1630 and 1830. Unless you can show that the lack of yellow lines have resulted in accidents occurring and/or numerous infringements of wheelchair users crossing at the corners, then placing double yellow lines in these areas should be cancelled.

Many thanks for your prompt response. I do not support the introduction of resident parking zones.

98. Resident

I wholeheartedly object to this RPZ. I object to the length of the proposed double yellow lines in Herbert, st Ronan's and Welch roads.

This is NOT going to solve the parking problems.

It is only going to generate revenue for PCC.

How dare PCC charge me for parking on a PUBLIC highway.

Outraged.

99. Resident

As a family with cars we wholly OBJECT to the scheme which is causing major problems particularly with commercial vans clogging the streets.

PCC. Planning had caused this.

Who do you think you are demanding money and making life here less than desirable??

I view your proposal as seedy „we do not intend to support or pay you any thingthe individuals un named so far

Will be named publically.

100. Resident

Hello I'd like to fully oppose the parking changes in my area. More charges for parking especially for visitors makes no sense.

Unclear if support or objection (within extension area)

101. Resident, Allens Road

Firstly, I support the extension of the parking zone proposals as we have been placed in a ridiculously bad situation by the implementation of restrictions in what is the current MD zone. The displacement parking that has occurred in Allen's, Herbert and Welch Roads has been severe to the extent that I have frequently had to park a significant distance from my house meaning having to walk in the dark through poorly lit streets.

From about 2.30pm every day it has been very difficult to find any space nearby and the road has frequently been blocked by people having to unload in the road as there is nowhere to safely stop.

The MD Area, conversely, has many spaces available, I attach photographs taken on the same day and at the same time just after the restrictions were introduced. These photos show Lowcay Road and Allens Road.

I don't believe that the charge of £100 for the second permit is reasonable, the cost of

enforcing the zone would surely be met by the tickets that are handed out however if this is set and cannot be reduced I would rather accept it that not have Allens road become part of the zone. My son is at university and has a car so he would have to buy a permit for parking at home during the holidays.

I strongly object to the proposal to introduce double yellow lines in the locations and to the extent proposed. Whilst I appreciate that emergency vehicles need access, the length and location of the lines seems excessive in an area where the residents simply can't park. The introduction of the parking permit system will not significantly reduce the number of cars who need to park in the area and the proposed double yellow lines are simply not necessary to ensure safety. If I was being sceptical I would assume that this is to allow increased income which would be gained from ticketing cars that were forced to park on or slightly over the lines.

I would wish to attend a public meeting to object to the proposals so far as they relate to the institution of the waiting restrictions.

102. Resident, Allens Road

I disagree wholeheartedly with any programme of resident's parking permits, as it is no more than a stealth tax, and will not, in the long run, ease the dreadful crush of cars and thus parking issues on Portsea Island.

However, for those of us who voted not to have this development in Allens Road it appears that we have been outvoted and there is now no option.

I therefore agree with the most recent extension to MD (TRO 124/2019), and especially with the double yellow lines in Herbert, Welch and St. Ronan's Roads to allow safer driving and emergency vehicle access.

103. Resident, St Ronans Avenue

I am emailing to clear up queries I have regarding the proposed extension to MD King's Residents' Parking Zone.

I believe that the proposal should be clearer and include information about those with drives and who can/cannot park there. For example. Many houses down St. Ronan's Avenue have drives and there is no information about this in the proposal.

1) Do those households with drives - such as those in St Ronan's Avenue - require permits for the cars parked in their drives?

2) If 2 cars were parked in our drive and we parked a third car in front of our drive (on the road) would this car require a permit?

3) Will any cars with permits be able to park in our drives? And therefore leave us with nowhere to park?

4) Will any cars with permits be able to park outside our drives (on the road) with drop kerbs, and potentially block us into the drive?

If any car is allowed to park in or in front of our drives and leave us without parking spaces or block us in our drives, that would not be acceptable. Therefore this would need

addressing and clearing up for all residents in letter format before going forward with the proposal.

I would appreciate it if you could provide me with feedback for the above questions.

Thank you for your response to my queries, you have cleared up a lot of questions.

104. Resident, St Ronans Road

I wholeheartedly agree with the comments my neighbour has made but I would just like to object to the amount we are having to pay for a second permit!

I would like to see a breakdown on how you have arrived at £120? Extortionate for parking somewhere near my house!

105. Resident, St Ronans Road

I write to give my strong support to this proposal, albeit caveated by the opinion that I, along with other residents of St Ronans Road, have been forced into this position by the woeful and potentially negligent mismanagement of parking by Portsmouth City Council. As a result of the enforced displacement that occurs constantly in our road, and triggered by the ham-fisted and inept policy implementation of residents parking to the areas that border our homes, parking has become a nightmare in St Ronans Road. Having attended a local residents open meeting at the Wedgewood Rooms, where the City Engineers were conspicuous by their absence, I can say confidently that Portsmouth City Council has done more to destroy social cohesion and community spirit in our neighbourhoods than any other factor. Neighbour is pitted against neighbour for spaces and arguments frequently occur; abandoned and commercial vehicles are now commonplace and it is routine now for residents to have to park 15 minutes' walk from their own home. Is the City Council content with female shift workers – particularly nurses and other emergency services' staff – having to face this after a long shift at night, once the idiotic time zone restriction has ended.

You will no doubt be totally unconcerned by this but the situation is driving a huge rift in the local community and, as a result, the implementation of city wide solution cannot come fast enough. I hope sincerely that it will not be – as rumours suggest – another year before implementation.

106. Resident, St Ronans Road

This scheme so far has been a complete nightmare for our top end of the road. We have turned into the dumping ground for lorries, vans and student cars. We have one car with flat tyre in our road since last Christmas. The amount of cars parking outside the school blocking the top end of the road. We can watch people that aren't local to our road park up and walk across to Francis Avenue which is in the zone. Another issue we have is a large section of our road are houses with drives. These people now park in such a way to hold an extra space. Also there are areas in the road marked out with white lines that are totally out of date and not required. It's also caused a lot of niggles between neighbours and amount of cars in one house hold compared to others with less. Also this has highlighted the amount of poor parking, on corners, blocking people in, parking 4-5ft back from the end of a line. In total it's been hideous, I love Southsea but I've been seriously thinking of moving out.

This scheme is so unfriendly to families and the elderly living in roads around these zones. I don't agree with the zones, but as we have to have them then they need to be installed at a much quicker pace.

Has anyone ever done a test scheme of having a space outside your house from 4-7am? With the house number on painted on the road and house number on vehicle. Surely this should work as we all seem to have to park outside each other's houses or different roads. So much more resident friendly and could be used by other neighbours if away or not in use?

Just a thought, but please install our zone ASAP before I go mad.

107. Resident, St Ronans Road

I live on St Ronans Road Southsea and i support the proposed parking zone extension.

In June of this year we received a letter from the council showing on a map that Saint Ronans Road would be part of the MF Craneswater residence parking zone .

Now posted in the street is a residence parking notice which puts Saint Ronans Road as part of the extended MD zone.

We were not informed until now that we were to be part of the MD zone which extends over a large area of Southsea , we already have people from the proposed MD zone parking in Saint Ronans Road so being part of this zone would give us no extra access to parking and it would limit where we can park.

The previously proposed zone would have given us access to the Cranswater area for parking where there are less parking problems

Can you tell us why the zone areas have changed since June ,?

108. Employee, St Ronans Road

An address on St. Ronan's Road is a multiple occupancy Supported Living Home, they receive 24 hour care and each have a tenancy agreement with Guinness Hermitage and they share communal areas within the home. I have worked there for years and use my vehicle to commute to and from work and for business use to allow the residents to access the community when necessary. Two of the ladies have disabled badges as they have limited mobility, which is why I need to be able to park near their property.

I am not fully understanding the proposed parking permit guidelines as listed in your resident information letter.

Can you explain How I will be able to purchase or the company I work for gain a permit for staff, due to the fact none of the people we support own a vehicle. I personally work a 8 hour, 25 hour and sometimes more, Without a full permit How can I commit to extra shifts at different times throughout the week and work odd hours randomly when required.

I am concerned about how this will impact on other people's lives as there are 4 care home in St. Ronan's Road that I am aware of and their staff will be in the same situation. I look forward to your response and a solution my dilemma.

109. Business, St Ronans Road

We are a care home caring for many residents. We occupy multiple houses. Can you please confirm the number of permits we would receive free of charge and the cost of any

additional permits

110. Resident, Waverley Road

I should like to know what the parking programme is for where I live. Since you introduced the MD zone extension, it has become increasingly difficult to find parking space in my area, especially when returning from work, usually around 5pm. Do you intend to cover our area with a parking zone, as this needs sorting as soon as. Thanks

111. Resident, Waverley Road

Has the council considered focusing on badly parked cars that occupy in some cases spaces equivalent to two vehicles.

Since the parking zones has been introduced recently north of Albert Road (zones MB & MC), parking has been very difficult to find in the evening and also at the week-end. What we have noticed, there is ample free parking spaces in the parking zones in the evening between 4:30 and 6:30pm in these zones. Is this an acceptable way of handling the parking policy?

If there are more objections to the proposed parking scheme, will it be scrapped?
We still maintain that the parking zone policy is a way for the Portsmouth City Council to accumulate money from the local population. In the policy, the jump from £120 for two cars to a steep £500 for three cars seems unbelievable and unjustified.

Action taken <i>*Statutory Requirement</i>	Date started Date completed	Completed <i>(Signature required)</i>
Proposed TRO published in local newspaper, The News*	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	<i>T. [Redacted]</i>
Notices displayed on affected roads*	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	<i>T. [Redacted]</i>
21-day consultation*	<i>Started: 26/11/2019</i> <i>Completed: 23/12/2019</i>	<i>T. [Redacted]</i>
Public notice for proposed TRO published on Portsmouth City Council's website	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	<i>T. [Redacted]</i>
Proposed TRO available from ground floor reception	<i>Started: N/A</i> <i>Completed: 26/11/2019</i>	<i>T. [Redacted]</i>
Letters hand-delivered to properties in the affected area including public notice	<i>Started: 20/11/2019</i> <i>Completed: 26/11/2019</i>	<i>T. [Redacted]</i>
Email / letter sent to respondents with time, date and location of T&T meeting	<i>Started: N/A</i> <i>To be completed: 20/02/2020</i>	<i>T. [Redacted]</i>
Email / letter sent to respondents with notifying of decision made at the T&T meeting	<i>Started: N/A</i> <i>To be completed: 6/03/2020</i>	
	<i>Started:</i> <i>Completed:</i>	
	<i>Started:</i> <i>Completed:</i>	

(End of report)