

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

Date of meeting: 29 October 2020

Subject: TRO 50/2020: Proposed extension to MF Craneswater area residents' parking zone

Report by: Tristan Samuels, Director, Regeneration

Wards affected: 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 MF Craneswater area residents' parking zone ("MF zone"), in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone, "MF extension zone extension" means the area bounded by Festing Road, Salisbury Road, Elizabeth Gardens and Eastern Parade, and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 50/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** **It is recommended that the extension of the MF extension Craneswater area parking zone proposed under TRO 50/2020 is implemented as advertised.**

3. Background

- 3.1** The MF Craneswater area residents' parking zone consultation was approved at the Traffic and Transportation Decision Meeting on the 27 February and implemented for a start date of the 29 August 2020.
- 3.2** The next area for informal survey is identified as "MG" on the Residents' Parking Programme of Consultation plan approved on 6 September 2019. At this point the area now identified as an extension of MF, was contained within the area identified as MG. A Residents' Parking Programme of Consultation plan was approved on the 20 August 2020, identifying the MF extension area and the amended MG area.

3.3 The informal survey of the MG area closed in March 2020, and 438 of 1887 survey forms were returned (23%). Of those who responded:

- 258 59% felt a parking scheme would be helpful
- 170 39% felt a parking scheme would not be helpful
- 10 2% 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 34%	Overnight 31%
Morning 11%	Afternoon 18%
Unanswered 6%	

3.4 There is no minimum response rate required from the informal survey to trigger formal consultation on a proposed parking zone. The Council does not make assumptions regarding the views of those who do not respond to surveys. A simple majority of those who respond to indicate a parking zone would be helpful will cause formal proposals to be drawn up for consultation, as per the information set out on the survey form.

3.5 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 MF zone and a revised MG zone covering the remaining area surveyed.

3.6 Residents of the "rectangle" of 5 roads (Salisbury Road, Helena Road, Bruce Road, Spencer Road and Elizabeth Gardens) felt their parking problems were more aligned with those of the MF Craneswater parking zone west of Festing Grove, their southern boundary being close to Canoe Lake, and wished to be part of that zone.

3.7 It was possible to accommodate this feedback, statutory consultation was undertaken on a formal proposal to extend the MF zone eastwards along Salisbury Road and its side roads, under TRO 50/2020. As with the MF zone it was proposed to restrict parking to permit holders between 11AM-12PM AND 6PM-7PM

3.8 A breakdown of the informal survey results from the respective roads within the proposed MF zone extension and proposed MG zone were as follows:

MF Craneswater area zone extension	MG Festing Grove area zone
<ul style="list-style-type: none"> • 28 (68%) in favour of permit parking • 12 (29%) against permit parking • 1 (3%) did not indicate a preference 	<ul style="list-style-type: none"> • 230 (58%) in favour of permit parking • 158 (40%) against permit parking • 9 (2%) did not indicate a preference

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 50/2020 took place 17 August 2020 - 7 September 2020. 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. The Council has a statutory obligation to consider any objections received (see paragraph 8.4), although comments are invited from everyone to enable suitable recommendations to be made. Therefore as well as assessing whether or not people are in favour of the proposal consideration needs to be given to each representation made. Appendix B contains the representations received.
- 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 (15) and copies of the proposal notice and accompanying letter were delivered to every property within the proposed MF parking zone extension (461 properties).
- 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 MF parking zone is summarised in the section above. Full responses are reproduced at Appendix B.
- 5.2** 62 people (13%) responded to the proposed extension of the MF Craneswater area parking zone under TRO 50/2020. Of these;

Respondents	Object	Support	Unclear either way
Residents in zone	20	27	5
Businesses in zone	3	0	2
Residents outside zone	0	1	0
Businesses outside zone	0	0	0
Totals	23	28	7
No address given	3	1	0
Overall totals	26	29	7

- 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:

- Parking problems are particularly bad in the summer, on sunny days, during school holidays and on the weekends.
- Problems are caused by: Visitors to the beach/seafront, seafront cafés and pubs
- Displacement from nearby parking zones

5.4 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 MF zone extension:

5.4.1 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 MF zone extension during the pm 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 39 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.

5.4.2 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.

5.4.3 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.

5.4.4 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.

5.5 Businesses can apply for permits for workers and the price is set to encourage consideration of alternative means of travel to reduce car journeys and parking congestion. However it is accepted that some employees will need to drive to work. The charge for annual business permits is £150 first, £300 for the second and

£630 for a third and any subsequent permits. This works out to a cost of 58p per day for the first, £1.16 per day for the second and £2.43 per day for third and subsequent permits, based on a five day working week.

- 5.6** A 2-hour time restriction 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. In the MF area the hours have been split between the middle of the day and the evening to deter long term visitors to the seafront parking in the residential area.
- 5.7** Seafront Road Closure was brought in to allow space to exercise while maintaining social distance particularly during the summer when large numbers were heading for the coast. This temporary measure has now been removed and the seafront is now fully open.
- 5.8** Elizabeth Gardens - double yellow lines have been proposed for the south and western side of the road but a number of residents object. If the area remains unrestricted there will a considerably increase in parking by those trying to avoid restrictions elsewhere and this is likely to cause traffic flow and safety issues.

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 MF Craneswater 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. 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 11am-12 noon and 6pm-7pm aims to make it easier to find a space when the demand for parking is highest, in this case when the majority of residents return from work but also deterring all day parking by visitors to seafront and attractions.
- 6.6.1** As an alternative to the private car, visitors to the area may consider walking, cycling, or using taxis and local buses.
- 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 set up costs for the original and extension of the zone will be in the region of £12,000, which includes advertising the Traffic Regulation order and installing appropriate signage and lining costs. This cost will be met from the On Street Parking budget.
- 9.3** The cost of enforcing and administering the scheme will be met from the On Street Parking budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending of is governed by the Road Traffic Regulation Act 1984. The amount of income generated from PCNs is dependent on the amount of enforcement the Council invests in the zones and the level of contravention that occurs; this will not be known until the scheme is operation.
- 9.4** 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 know until the scheme is in operation. Similarly it is difficult to accurately estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 9.5** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within the MF zone extension there are 461 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 421. 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 approx. £9,200 per annum in first permits alone.
- 9.7 Although we cannot accurately estimate the amount it's anticipated that once you take account of visitor permits that the income generated will be enough to meet the cost of implementing the scheme.
- 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 for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the City and more specifically the zone.

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Signed by:
Tristan Samuels
Director of Regeneration

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

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

Title of document	Location
62 emails / letters in response to TRO 50/2020	Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation report (August 2020)	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings)

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

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

Appendix A: The public proposal notice for TRO 50/2020

THE PORTSMOUTH CITY COUNCIL (MF ZONE EXTENSION) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.50) ORDER 2020

17 August 2020: 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, the Traffic Management Act 2004, the Civil Enforcement of Parking Contraventions (England) General Regulations 2007, and of all other enabling powers and in accordance with parts III and IV of schedule 9 to the 1984 Act. The effect would be as detailed below.

SEND YOUR VIEWS ON THE PROPOSALS BELOW TO:

engineers@portsmouthcc.gov.uk by 7 September 2020

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

£120.00/year for second permit

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

Visitor permits (for visitors to residents)

£1.15 for 12 hours

£2.20 for 24 hours

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

£150.00/year for first permit

£300.00/year for a second permit

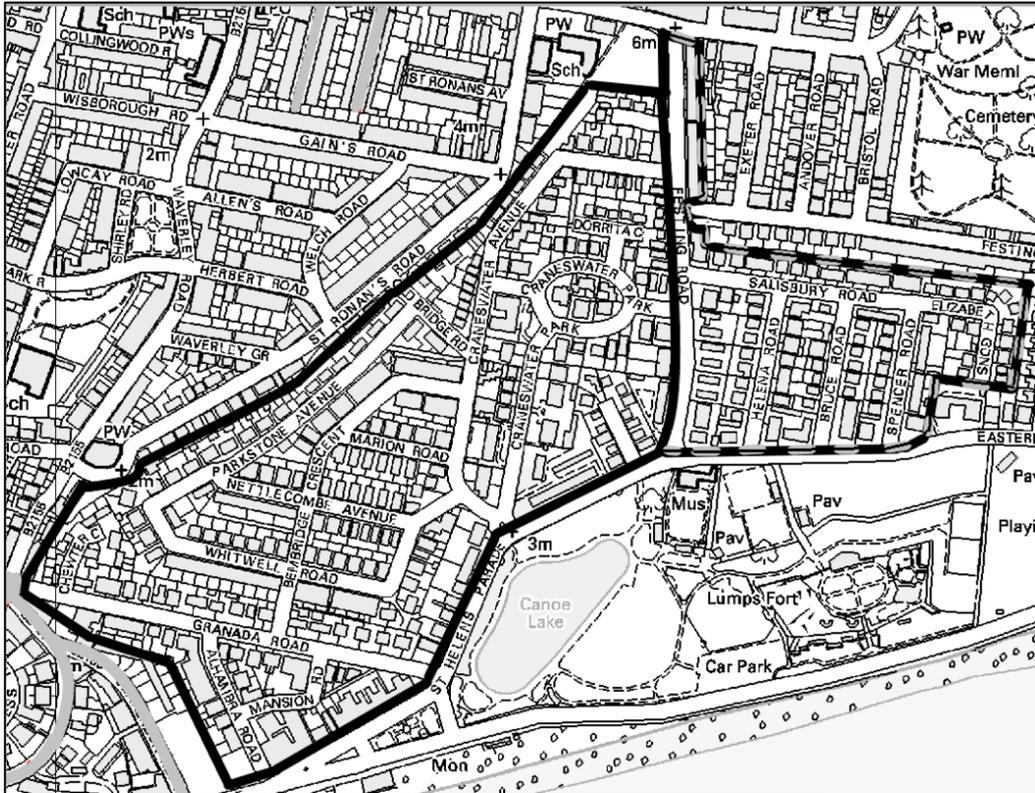
£630.00/year for each subsequent permit

Replacement/amendment of permit - £10.00 administration charge

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

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

A) MF ZONE BOUNDARY AND EXTENSION (Dashed line)



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B) MF PERMIT HOLDERS ONLY 11AM-12PM AND 6PM-7PM

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

1. Bruce Road
2. Eastern Parade (north side between Festing Road and Spencer Road)
3. Elizabeth Gardens
4. Festing Road
5. Helena Road
6. Salisbury Road
7. Spencer Road

C) MF PERMIT ENTITLEMENT: All properties within the MF zone boundary and its extension shown at Part A

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

1. Elizabeth Gardens
 - (a) East side, a 3m length to the front of No.37 (to separate the parallel and 90' bays)

- (b) West side, a 50m length from outside No.14 northwards to the west-east section
- (c) South side, a 65m length from Spencer Road eastwards to the north-south section

**E) CHANGE FROM NO WAITING AT ANY TIME (double yellow lines) TO:
RESIDENTS' PARKING PLACE (MF PERMIT HOLDERS 11AM-12PM AND 6PM-7PM)**

1. Festing Road

East side, a 2m length north of Eastern Parade to enable a 6m parking bay outside No.77

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk , search 'traffic regulation orders 2020' and select 'TRO 50/2020'. A copy of the draft order including the statement of reasons, and a plan, are available for inspection at the Central Library, Guildhall Square, Portsmouth PO1 2DX during the current opening hours. Please note library staff are unable to provide additional information on residents' parking schemes.

Persons wishing either to object to or support these proposals may do so by sending their representations in writing 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 50/2020** by **7 September 2020** stating the grounds of objection/support, and name and address details.

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 a decision to be made at a public meeting, representations are anonymised in accordance with data protection law and included in the published report. Please see the Council's website for full details of the [Data Protection privacy notice](#).

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

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

Support for proposed zone (from within the zone)
<p>1. Resident, Bruce Road I am writing to support the proposed extension to MF craneswater residents parking zone. My biggest worry is that if this does not go ahead then the vehicles displaced by the adjacent zone will be parked on our road. Therefore I feel this move is necessary.</p>
<p>2. Resident, Bruce Road I would like to strongly add my support to the proposed extension to the MF residents parking zone (TRO50/2020). Sooner the better.</p>
<p>3. Resident, Bruce Road As a resident of the area covered by the proposed extension to MF Craneswater parking zone I support a parking zone covering this area. I would support a zone that is in operation 24 hours a day due to the number of people who park here but live in other roads and the large number of visitors to the seafront and Canoe Lake including the tennis courts.</p> <p>Please would you confirm whether there will be marked bays? The number of cars daily parking partly across my driveway/access/ garage and preventing access is a major problem that may be improved by marked bays. It is a narrow driveway and the council do nothing to assist. I want to order an electric car but I will need access 24/7 for charging purposes which will require me to call out parking services most days to remove vehicles blocking entry or exit which doesn't seem the best use of anyone's time or council tax.</p> <p>With regard to the proposed extension, I forgot to add that I do not think transit vans, mini buses, pick up trucks or any commercial vehicles larger than an average car should be allowed to park on residential roads. Vehicles such as transit vans take up at least 1.5 parking spaces, therefore in effect 2 spaces. There are far too many of them and they tend to park inconsiderately. If they are to continue to be allowed to park the cost of a permit for one should be at least £1000-£2000.</p>
<p>4. Resident, Bruce Road I am a local resident who lives on Bruce road and in the household we only have one car.</p> <p>Firstly, I would like to say how much I support this decision because I come home from working and sometimes can't find anywhere to park and end up driving around the block for a while until one frees up.</p> <p>Secondly, I believe the issue is increased by visitors to the beach, tennis courts, cricket club and several other attractions in the area. So if this reduces the amount of visitors I fully support it.</p>

Finally, I have no issue whatsoever in paying £30 a year so I am more likely to get a parking space on my street. If anything I propose that the timings are extend from 4pm to 7pm in the evening. I would even be willing to pay more for the year.

5. Resident, Eastern Parade

Many thanks for your communication re:the MF parking zone extension, I'am in favour of your proposal, as I feel it will deter long stay parking and makes it easier for the residents to park up in the evenings. Thanks again for getting in touch.

6. Resident, Eastern Parade

We are writing to support in principle the extension of the Craneswater Residents' Parking Zone as outlined in your letter dated August 2020.

We would question how effective the proposed timing of the permit holders only period will be in ensuring residents have priority in parking nearer their homes. It would seem that the prospect of any enforcement of illegal parking during these times will be very low which in my view is likely to lead to an increased abuse of the Resident's Parking Zone. One hour between 11a.m. and 12 noon and between 6 p.m. and 7 p.m. is a very short period of time for any enforcement. We believe that increasing these times to 11 a.m. to 1 p.m. and 5 p.m. to 7 p.m. would better achieve the intended outcome.

7. Resident, Eastern Parade

As this is an extension of the existing MF R.P.Z it has become necessary are we are already seeing displaced parking from Granada Road and no doubt other roads in that zone.

With the invasion of tourist traffic, we need some priority over their cars. The parking in Eastern Parade and Helena Road, is difficult at the best of times for residents, it's the same borough wide problem, too many vehicles not enough space.

Therefore our household is all for the proposed extension.

8. Resident, Elizabeth Gardens

I support the proposed parking zone in Elizabeth Gardens

9. Resident, Elizabeth Gardens

Please use this as confirmation that we SUPPORT the proposed parking zone.

10. Resident, Festing Road

I am writing to strongly support the proposed extension to the MF Craneswater residents parking zone. As a resident of Festing Road we will be left at a distinct disadvantage when the Craneswater RPZ is brought into force as the boundary runs down the centre of our road. It is a complete nonsense to divide the RPZ's in this way where one side of the road is in a completely different zone to the other and does not reflect the behaviour of residents whilst significantly impacting the quality of life/ experience for residents in such streets. As you will be aware our road acts as a natural overflow parking area for beach traffic and in order to maintain the current amicable compromise between residential and tourist traffic it is essential that residents be able to park freely within their own road. Furthermore the parking pressures created in our road by displaced work vans from other zones can only be increased once the "border" is enforced with one side of the road empty whilst the other (outside of the zone) is overwhelmed with non-moving commercial vehicles.



11. Resident, Festing Road

I am writing to support the proposal to extend the roads covered in the MF Parking Zone.

Residents living within the new and proposed MF Parking Zone have endured a dreadful noisy and extremely busy summer, and this proposed extension will provide some much needed relief.

12. Resident, Festing Road

I live on Festing Road and would like to say that I support the proposed parking zone extension.

I believe the community would really benefit from it!

13. Resident, Festing Road

This is an email to inform you that I support the proposed parking zone extension.

Currently live on Festing Road and parking is a struggle, this would be extremely beneficial!

14. Resident, Festing Road

As a resident of Festing Road I fully support the proposed extension to the new MF zone and only wonder why it wasn't included in the original proposal.

15. Resident, Festing Road

I write to let you know that I am in favour of my road, Festing Road being part of the residents' parking scheme.

Please note, however, that residents of the Albert Rd end of Festing Rd have limited available spaces and are heavily impacted by the Pizza Hut delivery outlet and Albert Rd/Highland Rd shops. Therefore I ask for it to be considered that residents of this section of road should also have access to the MG RPZ if and when it is implemented.

16. Resident, Helena Road

we support the proposed mf parking extension

17. Resident, Helena Road

We would like to formally register that as residents of Helena Rd southsea, we are in favour of the extension of the MF parking zone.

can you tell me when it's likely to be in force please ?

I'm a bit confused over the wording in one of your letters , can you clarify something for me please ?

Under the heading 'Why can't I buy a visitor permit for 2 hours instead of 12 hours ' , you say that the visitor permits will cover all parking zones instead of visitor permits being produced for each individual parking zone.

Does this mean that anyone possessing a visitor permit for ANY Portsmouth zone will be able to park in ANY other zone where a permit is required ?

Currently I understand that the visitor scratch cards apply to designated zones only ? A friend of mine lives in KA zone and her permits allows visitors to park in KA only and that is actually printed on the scratch card .

Would we then be able to get visitor permits and go and park in KA and vice versa?



18. Resident, Helena Road

Please get on with this as quickly as possible. The parking around here is so bad. The spaces on the prom road are all cut off because the road is closed so we have had a dreadful summer trying to find parking.
I am just hoping it will stop people dumping their vehicles here for the whole day or week or even longer.

19. Resident, Salisbury Road

I fully support the introduction of the Parking Zone . There are a number of houses that have been converted into flats and this has caused problems of their occupants having several vehicles each. One neighbour frequently buys and sells cars and stores them on the road causing even more congestion, hopefully the introduction of permits will ameliorate this problem if it is forcibly imposed.
I look forward to the implementation of the scheme.

20. Resident, Salisbury Road

I fully support the introduction of the Parking Zone.

Most households and houses converted into flats in our street have a least 2 cars and therefore parking is increasingly difficult and worse in the summer being near the. Beach.

One neighbour still frequently buy, repairs and sale cars in our street and causing more problems to the parking.

Introducing the scheme will be more than welcome in our street and hopefully will improve the parking facilities.

21. Resident, Salisbury Road

I am writing in support of the extended parking zone as it becomes very difficult to park near home particularly at peak times e.g. when coming home from work. Especially considering the close proximity to the seafront and canoe lake the roads surrounding our homes are packed, particularly in times of nice weather.

it is often jam packed, as I said I assume due to the proximity to canoe lake, the seafront, Albert road etc.

22. Resident, Salisbury Road

I am writing to you to inform you that I am in support of the above proposal as the migration of cars into this area has made parking incredibly difficult for residents. This has only been exasperated by the closure of the sea front which has seen more cars passing thought and parking in this area.

23. Resident, Salisbury Road

I live in Salisbury rd and am in favour of the proposed permit scheme in my area. I have misplaced the letter regarding this.
Could you please resend the letter or a link for me to add my approval.
I am also in favour of reopening the seafront.

24. Resident, Salisbury Road

I support the proposed changes as believe it is absolutely imperative that parking permits are introduced to the proposed areas. Since the seafront has been closed it has been near impossible for me to use my car on weekends or sunny days due to the lack of parking spaces when I return. On top of that, the new parking restrictions that have been put in place in the Craneswater area have exacerbated



the issue further. I believe it is utterly nonsensical for parking to be completely free in such a popular area of Southsea as it results in residents being unable to park.

25. Resident, Spencer Road

I am disabled which means that I have a disabled parking bay outside of my house. As I am disabled from time to time I have people come to stay with me to care for me. How does that work in respect of resident's permits? On the basis that parking has become impossible particularly in the light of the ridiculous closure of the seafront, I am in favour of Resident's parking.

26. Resident, Spencer Road

We support the proposed parking zone which includes our address.

Would you please give consideration to the following points.

The parking restriction of one hour between 11 to 12 and 6 to 7 could be extended to allow residents greater flexibility with parking when returning home.

Parking charges for seafront visitors parking in the residential areas needs to apply and be the same as metered parking on the seafront to better manage the volume of seafront traffic that circles the residential areas in an attempt to park for free.

A park and ride should be part of planning for the seafront to better manage traffic and pollution within the city.

27. Resident, Spencer Road

I refer to your letter of August 2020 and wish to record my full support to your proposal.

Support for proposed zone (from outside of the zone)

28. Resident, Proposed MG zone

Hi, I fully support tro50-49 as it has become impossible to park after work and being parents we find it very hard to be able to take stuff in and out of our cars to and from the house as we have to park in the middle of the road and cause traffic jam as we have a young child and need to get to our house ASAP. Then we have to find parking it's very hard for us as we both work long hours and don't finish till later in the evening 9 times out of 10 we have to park 5-6 minutes walk away. And on weekends is just impossible and we get taxi's or friends to give us a lift as we will more then certain not find a space anywhere near our house on return.

I also think that this area is majority elderly people and don't have the technology or accessibility to be able to give there support for TRO49-50 being close to our neighbourhood during COVID-19 we have kept in touch via WhatsApp and the elderly we had to knock on there doors to keep in touch. But knowing the neighbourhood 100% of the people we have spoke to about the situation are all FOR the parking permit and I hope you take in to consideration that if you don't get a lot of response from this is because a lot of the neighbourhood are unable to give there view on this

Support for proposed zone (no address given)

29. Resident

Thank you for sending the recent communication about the proposed extension to the MF Craneswater residents' parking zone and we write to express our support of the zone.



However we strongly urge the council to consider extending the permit holders only times per day or at least over the weekends. The current timings proposed offer non-permit holders up to 6 hours of free parking in the middle of the day in a prime area for the seafront, Canoe Lake and tennis courts. Therefore, we do not feel the parking zone restrictions, as they are currently proposed, will have the desired effect for the local community.

Objection to proposed zone (from within the zone)

30. Resident, Bruce Road

Only 4 households in our road responded to the survey. I don't feel that this is enough response to make a decision on this. It would be a good idea to speak to individuals in roads where there has been little response.

Apart from that I think it the e tension will absorb any parking issues that could come from roads where the parking zones are Enforced.

Lastly, I object to the cost of the second parking permit. We now live in a society whereby most households travel far to get to work and therefore need 2 cars. As a family, we could not rely on public transport to go to 2 different places of work, school and nursery. This is the same for most families. The cost of the second permit is penalising families who already struggle financially. I feel this cost is too elevated and unfair.

31. Resident, Bruce Road

We wish to record our strong OBJECTION to the proposed extension of the Parking Zone to include Bruce Road and neighbouring roads.

There has been an increasing use of parking in Bruce Road by non-residents especially from short term occupants of flats in Salisbury Road.

There has been a noticeable increase as recent Parking Zones have been implemented in Southsea especially builders vans and commercial vehicles.

Having read the proposals it would appear any permit for residents would have very limited benefits for them but paying for the privilege.

Clearly the city as a very congested island city has not taken steps over many years to create areas where commercial vehicles can be parked throughout the city.

In particular there are wholly inadequate parking facilities for visitors to Southsea. Tourism is vital for the city and the growing number of day visitors clearly need somewhere to park.,

not in residential roads close to the seafront. The closure of the seafront road has created real issues for all roads off Eastern Parade.

The planning changes some years ago relaxing the requirement for a parking space for each unit in residential schemes must now be seen as a disaster.

Current schemes before the Council for development without any parking arrangements only aggravates an unacceptable situation. We need multi storey or underground car parks if the city is not be throttled,

32. Business, Bruce Road

We have an on-going issue with the public blocking the gate/dropped curb to our forecourt, (which we need to access for our electric vehicle parking and deliveries/bin collections etc). The public are also parking immediately outside the



business which prevents parents accessing the premises to drop children off, and what we really need is 3 car park spaces marked off as a drop off zone so that parents can drop their children off safely. We only very few members of staff who drive, and the rest walk or use bikes, but the ability for staff to buy a car park pass would be useful (just 1 or 2) – particularly as we open early and finish late so avoiding walking far in the dark (in the winter) would be the safer option if you decide to proceed with this plan.

With the closure of some of the front to cars there has been increased pressure in the area to park which has caused double parking, parking on corners, and blocking the road completely on occasion, as well as more cars driving through in order to find parking and/or avoid the front.

33. Resident, Eastern Parade

I am opposed to the above proposal. I do not want to pay for the privilege of parking outside my own home.

34. Resident, Eastern Parade

I am writing to say that I do not support the proposed extension.

35. Resident, Elizabeth Gardens

I firmly object to the above proposal in particular the double yellow line. This is because it will make the road showing off bright and annoying colours. Elizabeth Gardens is a picturesque place. This road is quiet and narrow. With bright yellow colours, it will make it look odd and untidy.

36. Resident, Elizabeth Gardens

We are utterly against your proposal of a parking zone(TRO 50/2020) in Elizabeth gardens and I know that most if not all of the residents are against it.

37. Resident, Elizabeth Gardens

Our main objection is to the use of double yellow lines.

They will turn a pretty road into an ugly eyesore, and why are they needed ? We have lived here for many years and had no issues with people parking on the south side.

The parking problem will be helped by opening up the seafront road.

Therefore we are against resident's parking permits in Elizabeth Gardens

38. Resident, Elizabeth Gardens

I am writing to oppose the above resident parking.

Being a resident of Elizabeth Gardens for many years I have never found parking to be a problem.

Yes, I am fortunate to have a driveway for two cars but I feel very lucky to live in a relatively quiet area of Southsea and parking only becomes a small issue on the hot days in the summer months. Other than that all of my neighbours know and respect one another's parking spaces. To insert double yellow lines onto our road would create more problems for us, the resident, I fear.

I have found the letter quite hard to read and understand and I also I do understand that Portsmouth City Council are trying to make it better for the residents of Elizabeth Gardens but I feel that although the parking restriction hours could potentially help, double yellow lines would only hinder immensely.

If you could help me understand further I will try to be as open minded as possible.

39. Resident, Festing Road



I believe the times should be increased to 2 hourly slots (eg 5-7pm). We live on Festing Road and can rarely park near our home after work or at weekends. I often have to pull up on the road with my hazards on to drop off heavy shopping as I then have to park several streets away. This is obstructive and dangerous.

At £120 for 2 cars (we both require cars for work), an inability to park directly outside our house (as Festing Road is not included) for that price is excessive. We already have to park away from our home, we gain nothing from the parking zone as it stands.

People visiting the beach often park in Festing Road/Festing Grove and surrounding roads. As you can still park between 12-6pm everyday without a permit I see there will be little change to the volume of traffic. Permit holder periods should be reflective of the busiest times of day. In my view this is 11-1pm (when visitors arrive for the day) and 5-7pm (when residents return home).

I also worry for the residents of the areas close to Craneswater- Festing Road and to the east. Creating a parking zone pushes non residents to other areas without residents parking. Residents there already struggle for spaces.

40. Resident, Festing Road

I am writing to you regarding the proposal to extend the permit parking around Festing Road.

I do not support the extension of the Parking Permit areas - I think there is ample parking available to residents as it is.

41. Resident, Festing Road

Regarding the extension of the unnecessary and unwanted extension to the MF "Residents Parking Zone" I wish to

Object

From your earlier surveys with circa 15% replies and a 50/50 yes/no split this is clearly not an issue to the Residents and merely a device for PCC to impose your will on us.

Object Object Object Object Object

Clear enough I hope!

42. Resident, Festing Road

I OBJECT to the introduction of parking zones within my area.

When a parking policy was introduced for the city it should have been put in place in one phase rather than introducing all the separate little zones which seem to have caused the displacement for those not entitled to permits with in those zones.

We live on the border of one parking zone (MF extension) and whatever will be introduced for Festing Grove and beyond. If we can't park outside our property then the next closest area of parking would be "Festing Grove" which we would not be able to park in. The parking zone borders should not be so black and white.



If we have any visitors will we be entitled to purchase a visitor permit for either of the 2 zones which will be outside our property ?

43. Business, Helena Road

As a well established business in Helena Road we are concerned about the impact residential parking restrictions will have on our business in the future. It's been bad enough recovering from the effects of the pandemic lockdown if that wasn't enough to contend with this year.

We have forecourt space for up to 3 vehicles, we could already do with more due to local road layout changes and introduction of parking zones along Festing Road and beyond which has brought additional traffic into Helena to park up thus limiting the freedom of the road we have enjoyed in the past for our customers.

Portsmouth City Council should be supporting small local businesses, We have been running as a business for countless years, due to constraints on land around the building we have no way of expanding cliental parking. Pray what do you suggest we do..??..... what as a council are you offering to us to do ???

44. Resident, Salisbury Road

I am not in favour of this extension as it doesn't seem that you have taken into consideration the fact that Craneswater Group Practice has premises in Salisbury Road. We already have a problem with patients parking and blocking our drive, and even parking on our drive! This would worsen with this extension as the hour between 11 and 12 is one of the busiest for the medical practice.

45. Resident, Salisbury Road

I am writing to say I totally object the proposed parking zone. I never have an issue parking and would struggle to find another £150 a year for the two cars in my household to park.

I do not want this proposed parking zone to happen. I pay my council. Tax. I pay my car tax and this would be an extra payment to make
I 100% OBJECT

I totally object to the proposed parking permit in Salisbury rd

I never have a problem parking

I pay my council tax.and Road tax

And can not afford to pay another £150 more a year to park mine and my husbands car

Really hope this doesn't happen in Salisbury rd

I am totally against it

46. Resident, Salisbury Road

I strongly object to the proposed plans that is being put forward regarding parking zones I can not see how it benefits us here in our locality whatsoever, also if it's the same people sitting on roads planning for this area. a classic example of hair brain ideas is the horrendous traffic congestion that us residents are experiencing day in and day out along Eastern Parade. For gods Sake open up the seafront road again before someone gets knocked over or fatally injured.



Also in our opinion as a residents association member it comes across as another back door method of extracting revenue from our very own vehicle owners to boost PCC funds.

47. Resident, Salisbury Road

We live in block of flats, like most people down our road. We are begging that you do not introduce parking permits in our area. Please, as people who have recently lost our jobs, and who spend day in day out applying for jobs, we cannot afford to pay £30 and £120 for both of us to be able to park our cars near our residence.

If you could open the seafront, there would not be nearly as much of an issue as there is currently with trying to park our cars. Because it is closed, I sometimes spend 20 minutes trying to find a parking space on all of the roads near our flat. I know that we are not the only people that are finding this extremely frustrating.

Please take into consideration those of us who live in flats with multiple vehicles and those of us who cannot afford the extra outgoing money.

48. Resident, Salisbury Road

I Totally disagree with the permit parking, we pay road tax, an over inflated council tax, which is wasted!, and now you are proposing to charge an extra £30, plus more for other cars within the household!!

No to the permits!!

49. Resident, Salisbury Road

As a resident of Salisbury Road, part of the proposed permit zone extension, I strongly oppose any proposal. Portsea Island has limited space and parking is at a premium. There is no real solution to the issue, permit zones certainly not being one, as all they do is shift the problem outside said zone without solving the actual problem. Portsea Island should be all permit zone, or no permit zone at all.

I'm sure many residents would consider reducing their car usage if only the public transport system represented better value for money and was more convenient on a door to door basis.

50. Resident, Salisbury Road

I read the results of the parking zone permit survey for Salisbury Rd and environs with interest

Firstly, I was never sent a survey form, so the results are distorted!

Secondly

The idea of permit parking at 11-12 and 6-7pm to deter all day parking is absurd.

The majority of day trippers will park for 6hours now, from noon until 6pm.

So, in effect we are now having to pay to park in our Road, whilst they don't!

Absurd to say tge least.

I strongly suggest you change this from 11am to 2pm to deter others from parking in my road.

It will only increase parking in my Road, great!

I will also now have to pay for all of my visitors who come to see us,great!

A totally ludicrous money making project.

Interesting to see that you have parking at 12 to 1pm in adjacent roads I guess this is to make economical for the parking attendant to walk round!!

Thirdly,

As the system does not allow us to visibly see if a permit has been acquired, there is no way we can tell if someone is legally or illegally parked.

The whole system is flawed.

Your results suggest to me that there were not many replies at all in the survey, so a sad apathy or is that the survey included many flats where there is no car ownership

I am not quite sure how this parking restriction deters day visitors from parking all day? Quite the opposite, as many will just park from midday for 6 hours and leave at 6pm?

So, in effect we are paying for these people to park in our street all day.

51. Doctor's Surgery, Salisbury Road

Please consider the information below before making another decision:

I am writing regarding another letter recently received about the proposed parking zones in the area. The consequences of this approved scheme for our MD Zone site has been a huge financial burden equating to £7055.67 per year and now we are finding ourselves in the same position for our Salisbury Road site as the majority of our administrative team work there as well as clinical teams, therefore doubling the cost.

The proposed scheme is within the middle of the morning 11am - 12 where we can have 40+ patients, staff, Doctors to the site with only 7 parking spaces available & 4.30 - 6.30pm, where our GPs and clinical staff are offering extended hours to our patients. We are told that we will have to pay per vehicle and as the staff/Doctors work different times everyday, the impact is huge .

My other concern for the patients is that because of these parking restrictions they will simply not bother coming to see a Doctor, there is no alternative pay and display parking in the close vicinity this impacting our elderly and disabled patient population.

How are we supposed to continue to provide the Healthcare services our patients deserve when we are being asked to pay £14,000 per year?

I'm aware that we are unable to purchase the scratch type parking permits and no alternatives have been mentioned in the letters received or in my conversation with Parking department staff.

52. Resident, Spencer Road

As a resident of Spencer Road I highly object to the proposed parking permit zone extension.

We have no problem parking in our road the majority of the year. It's a quiet peaceful area and don't feel it is necessary to implement the extension to include Spencer Road.



There is ample parking in our road and the surrounding roads, including Eastern Parade, which come evening time, majority of the stretch is empty.

This will not only frustrate residents, who will be required to pay for permits to park outside their house, but for what reason? There is always somewhere to park.

Applying a permit zone to the area is not justified and will not bring any such benefit to the residents that live here.

Local boutique hotels will also be effected and this will deter guests from booking boutique hotels, which will result in the loss of boutique hotels at the Eastern Parade end.

It is wholly unnecessary and will hamper residents more than be of benefit to us.

Majority of the residents are retired or work from home so again makes no difference to us as we don't go to work and return at peak times that your hoping to imply the permit restriction.

The permit zones should be concentrated on the built up streets of terraced houses where parking is actually an issue. Not Eastern parade end streets where the population is older, there is less houses, with less cars per household.

I hope you listen to the views of the residents and cancel this proposed extension.

Objection to proposed zone (no address given)

53. Resident

Objection.

If it's not broke don't fix it. This is purely a money raising action.

Open the seafront and there will be ample parking as always.

54. Resident

I am writing to object to the proposed extension to the MF Craneswater residents parking Zone which is scheduled to be implemented.

The survey results do not provide a mandate for this. The constituency of 1887 properties that were surveyed has only provided 238 responses in favour. These are primarily from older white households, which discounts the view of the BAME community in this area, who are often in Homes of Multiple Occupancy. This measure disproportionately disadvantages those people.

An immediate action which would improve the situation, and improve road safety, would be the immediate reopening of the seafront, which would require no further consultation.

55. Resident

i am a resident in the mf zone and we need longer hours for residents only parking in the area, everyone that goes to canoe lake and the seafront parks here and we drive around a lot to find a parking space, please review it, may al least 4-7 pm



Unclear if support or objection (from within the zone)

56. Visitor to a business, Bruce Road

We understand a new parking zone is being considered. Our child attends the nursery & we support their idea of a 10 minute drop off zone outside the nursery.

57. Visitor to a business, Bruce Road

Please could you consider adding a drop off zone for Tops nursery Southsea parking. It would make dropping off and collecting my child much easier and safer. Often I have had to park inappropriately and rush him to the door. Having a space next to the nursery for 10 minutes would allow me to have a chance to settle him and better communicate to the nursery. I have in the past spent 20 minutes trying to find a space without obstructing driveways and roads in the area and I have received complaints from residents in the area when parking in spaces outside their homes as taking up 'their' space. Many of the residents have driveways also which limits the available space to park.

58. Resident, Elizabeth Gardens

I would like to register my extreme dissatisfaction with the way the residents parking has been implemented across Portsmouth, being a drawn out and delayed approach has caused much disruption and personal impact to the residents as displacement occurred. Given the choice I would have preferred a city wide residents parking scheme with limited, time restricted parking for visitors. This staggered time approach is at best gimmicky.

Further to this the seafront road closures have caused untold misery to the local residents with nothing to gain but political point scoring and again the displaced parking impacting those who live in the area.

With regard to the plans to extend the MF Craneswater Residents Parking Zone I support it because otherwise it will simply become a displaced parking zones for the adjacent roads.

59. Resident, Helena Road

I agree with the proposed extension as a resident of Helena Road, however I believe that the proposed time slots to restrict certain traffic will not prevent Tennis Court members, dog walkers or visitors to the Doctors from making parking down this road difficult.

60. Resident, Salisbury Road

Just a quick question.

My self & my neighbours have driveways so obviously we don't need a permit. However, We have white lines in-front of our drives to stop people parking there but visitors to our house park over the white lines.

Do they need to use a permit. Or is this considered to be out of the zone?

I just wanted to flag up the Doctor's surgery.

For three reasons really.

1: our drives get blocked by people and I think this will get worse if there is permit parking. If they have an appointment between 10;30 & 12 they are likely to park in front of our houses or in our drives. Could you put signs up or a camera to discourage this?

2. Wont people will appointments get fined.



3. The doctors need to be told to out posters up initially.

61. Resident, Spencer Road

Thanks for giving us the opportunity to comment on the proposed extension to the MF Residents Parking zone.

I am in favour of a parking scheme across the entire city for at least the hours of 0900-1800. In our street the proposed timings of 1100-1200 and 1800-1900 will make no difference because the problem arises primarily at weekends. Visitors to the beach will merely park for either the morning or the afternoon which is what they generally do at the moment.

While I am in favour of a residents' parking scheme I would prefer it if the permit holders' parking only time was from 1100-1500 and rigidly enforced to start with in order to send the message that non residents are not welcome to park their cars here at this time.

The wider issue here is that there are simply too many cars and not enough spaces, this has been compounded by the decision to shut part of the seafront road and deprive the area of a large number of parking spaces for beach visitors. Please could you arrange to have this opened as soon as possible?

It may also be prudent to make it clear in visitor literature and signage at the Tipner gateway that while visitors are welcome, non residents' cars are not welcome and that visitors should use the park and ride or public transport to get around Portsea island.

Can you also update me on the progress of the Parking App that will be used in conjunction with the recently installed black dots on the roads. I understand from the technician installing them that they would be used to feed information about available parking to a parking Application called 'Appy Parking'. Is this the case?

Many thanks again for giving me the opportunity to comment.

62. Resident, Spencer Road

You mentioned in the letter that parking permits will be done electronically using vehicle registration numbers to determine whether or not a vehicle is registered to that address.

I am from another area of the country, but work in Portsmouth during the week and therefore spend the week, and some weekends, living in a flat in Southsea. My vehicle is therefore not registered with the DVLA at Southsea but my address outside the city.

If the proposal was to go ahead, how would I go about getting a residents parking permit so not to receive parking tickets. I can produce evidence of my employment and a copy of my tenancy agreement for Spencer Road if required.

Appendix C: Confirmation of communications undertaken