

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

Date of meeting: 29 October 2020

Subject: TRO 49/2020: Proposed MG Festing Grove residents' parking zone

Report by: Tristan Samuels, Director of 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 MG Festing Grove area residents' parking zone, in the context of the wider Programme of Consultation on Residents' Parking.

Within this report, "RPZ" means Residents' Parking Zone and "TRO" means Traffic Regulation Order.

Appendix A: The public proposal notice for TRO 49/2020

Appendix B: Public views submitted

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

2. Recommendations

- 2.1.** That the MG Festing Grove area parking zone proposed under TRO 49/2020 is implemented as advertised, with the following caveats:

- (i)** That the double yellow lines proposed in Culver Road are deleted and not introduced (Part D2 of the public proposal notice); instead the residents' parking bays are extended in their place;
- (ii)** That the intention is noted to include the properties listed below in this parking zone (MG Festing Grove area), instead of the adjacent proposed MH Westfield Road area parking zone, for practical reasons and in response to residents' concerns:

- Odd-numbered properties 279-291 Highland Road
- 1-12 Highcourt, 293 Highland Road.

3. Background

3.1 The area identified as "MG" appears on the Residents' Parking Programme of Consultation, and is the next area sequentially on the Programme to be considered. An update to the Residents' Parking Programme of Consultation was approved at the Traffic & Transportation decision meeting held on 20 August 2020, setting out timescales for progress following the 4-month delay caused by the Covid-19 pandemic.

3.2 The informal survey of the MG area closed in March 2020, and 438 of 1887 survey forms were returned (23%). Of the 438 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%
Afternoon 18%	Morning 11%
Unanswered 6%	

3.3 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.

3.4 As shown on the Residents' Parking Programme of Consultation plan, boundaries are indicative and the Programme report does not indicate what type of restrictions will be proposed in each area once an informal survey has taken place. Finalised zone boundaries are included in formal proposals, which in this area has resulted in a proposed extension to the adjacent MF zone and a revised MG zone covering the remaining area initially surveyed.

3.5 A breakdown of the informal survey results from the respective roads within the proposed MF zone extension and proposed MG zone is 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

3.5.1 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.

- 3.5.2** As 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.
- 3.5.3** A separate formal consultation has been undertaken on the remaining area surveyed under "MG", via TRO 49/2020, for restrictions to operate as MG permit holders only between 12 noon-1pm and between 6pm-7pm. The proposal is based on the informal survey data, proximity to Eastern Parade and the seafront Pay & Display that ceases charging at 6pm. Both the MF and proposed MG zones have similar operating times, in that parking is restricted to permit holders only during two 1-hour slots; lunchtime and evening.

4. Consultation and notification

- 4.1** Statutory 21-day consultation and notification under TRO 49/2020 took place 17 August - 7 September 2020. Statutory consultation is not the same as a survey; the latter 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 what is said in 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 (80) and copies of the proposal notice and accompanying letter were posted to every property within the proposed MG zone (1511).
- 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 MG Festing Grove area parking zone is summarised and considered in this section. Full responses are reproduced at Appendix B.
- 5.2** 336 people responded to the proposed MG zone under TRO 49/2020. Their views are broken down as follows:

Respondents	Object	Support	Unclear either way
Residents in zone	115	143	31
Businesses in zone	2	0	1
Residents outside zone	3	1	0
Businesses outside zone	0	0	0
Totals	120	144	32
No address given	15	18	7
Overall totals	135	162	39

5.2.1 When submitting comments in respect of formal TRO proposals, people are required to provide their address. Whilst being a statutory requirement, this also helps to consider the responses in context, and to identify where issues may require specific attention. Therefore, the responses received from people without providing address details are listed separately within the above table.

5.3 The informal survey and formal TRO consultation identified the factors that contribute to parking congestion in this area of Southsea as listed below. The issues are reportedly worse in the summer months, on sunny days, at weekends and during school holidays:

- Visitors to the beach/seafront
- Visitors to seafront cafes and pubs
- Displacement from nearby parking zones, and concerns over possible displaced parking from new parking zones, particularly increased numbers of commercial and larger vehicles
- Lack of parking provision for buildings that have been converted into flats and HMOs (Housing in Multiple Occupation)
- Inconsiderate parking

5.4 Displacement: Concerns about parking displacement northwards of the proposed MG parking zone have been raised, into the areas identified on the Programme as "MH" and "MI". These areas are included in the Residents' Parking Programme of Consultation, have now been surveyed, and formal consultations will be taking place in September and October respectively. All parking survey results are published on Portsmouth City Council's website: visit and search "parking survey results".

5.5 The most common points raised during the consultation, whether in support or against the proposed MG parking zone, are listed below. "Most common" is defined as mentioned in 10 or more separate representations.

- cost of permits
- operating time of the parking zone
- enforcement concerns.

5.6 Following the response to the formal 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 proposed MG parking zone.

- 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 MG zone during the controlled hours 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.
- 5.6.5** 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 with a two hour restriction 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.
- 5.6.6** Timings specific to MG zone parking area: A number of people queried why the restrictions do not continue further into the evenings, start earlier or extend for more than 2 hours a day. Under the proposals, parking within the MG zone would be

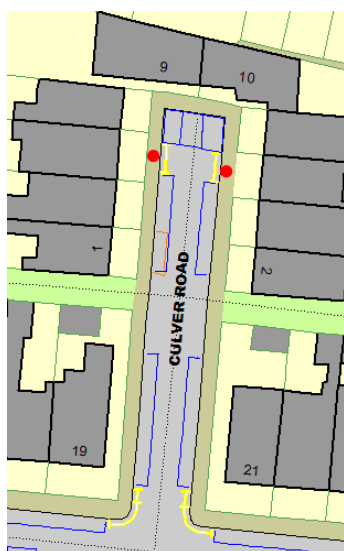
restricted for two 1-hour slots each day, preventing non-permit holders from parking up all day, or parking in the afternoon and into the evening in the residential streets. There is Pay & Display available on the seafront next to Canoe Lake, which stops charging at 6pm, but visitors naturally choose free parking if it is available.

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 MG Festing Grove area zone aims to better manage the parking and how it is used, improving the balance of parking opportunities between those living in an area and those visiting or working.
- 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. 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 contribute to improving air quality.
- 6.4** 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.
- 6.5** The two 1-hour time slots of 12pm-1pm and 6pm-7pm proposed for the MG zone aim to make it easier to find parking spaces throughout the day, by encouraging better use of the Pay & Display facilities available, and encouraging people to think about how they travel to the area for whatever purpose. Visitors, for example, would not be able to park all day, or across lunchtime or mid-afternoon into the evening within the residential streets. They could be more likely to use the Pay & Display bays after 6pm when charging ceases, or pay for a couple of hours prior to 6pm. Local residents travelling independently from other parts of the city could make shared travel arrangements and/or use public transport such as taxis.
- 6.6** 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.
- 6.6.1** 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.
- 6.7** 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.

- 6.8** 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.
- 6.9** It is recognised that no parking scheme will satisfy the individual requirements of everyone living, working or visiting an area. For example, 12 residents responded to the formal consultation indicating there are no parking problems to be addressed.
- 6.10** Culver Road: 4 metres of double yellow lines were proposed on each side of the cul-de-sac to maintain access to all 3 parking bays at the northern dead end. Residents use cul-de-sacs differently within the city, some park on each side of the road only, and require a short length between them at the dead end. However, in Culver Road, use is made of the dead end, with vehicles parking 3 abreast. In response to the residents' objections, the proposed double yellow lines are not recommended for approval, instead extending the residents' parking bays in their place. This is possible as a lesser restriction will be in place. Had double yellow lines not been proposed, and residents had wanted them, as in other cul-de-sacs, a new consultation via TRO would be required.



- 6.11** Odd Nos.279-293 Highland Road: As documented at the Traffic & Transportation decision meeting held on 20 August 2020 regarding the updated Residents' Parking Programme of Consultation, residents of these few properties have expressed concern at being included in the MH Westfield Road area rather than the MG Festing Grove area. Their response to the TRO 49/2020 (MG zone) consultation reiterates their concerns. The properties have no parking at the front on Highland Road, and no rear access via the MH zone, meaning the nearest MH zone parking is around 200 metres in either direction. By contrast, the nearest MG zone parking is less than 30 metres away opposite.

- 6.12** A proposal to formally amend the permit eligibility for these properties has been included in the MH parking zone proposed under TRO 42/2020.

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 cost to set up the scheme will be in the region of £40,000 which includes advertising the Traffic Regulation Order and installing appropriate signage and lining costs. This cost will be met from the On Street Parking budget.
- 9.2** The cost of enforcing and administering the zone will also be met from the On Street Parking Budget. Through enforcement the Council will be able to issue Parking Charge Notices (PCNs) this income is remitted to the Parking Reserve, which the spending is

governed by the Road Traffic Regulation Act 1984. The amount of income generated by the 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.

- 9.3** It is difficult to estimate the amount of income that could be generated from this new residents parking zone through permits because the Council does not keep information on the number of vehicles that are registered to addresses in a zone, so this is often not known until the scheme is in operation. Similarly it is difficult to estimate the amount of income that would be generated from the sale of visitor scratch cards.
- 9.4** The census from 2011 stated that car ownership within Portsmouth was 397 cars per 1,000 people. Within MG zone there are 1511 properties. 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 1006. The 2011 census also stated that 66.6% of households owned at least one car or van. Therefore based on the census results there are approximately 1.37 cars per household.
- 9.5** Based on the statistics above the vast majority of permits sold would be the first permit at £30 per vehicle equating to around £30,180 per annum in first permits alone.
- 9.6** Although we cannot accurately estimate the amount it's anticipated that once you take account of visitor permits and other permits that the income generated will be enough to meet the cost of implementing the scheme.
- 9.7** The pricing structure is not designed to cover the cost of Residents parking zones and as described above it is difficult for the Council to actually predict what the cost and income streams will be for each residents parking zone. The £30 cost of the first permit is based around the cost of administering the scheme and issuing the permit. The second and third permit prices are designed to reduce the amount of car ownership within the city and more specifically the zone.

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

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

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

Title of document	Location
336 emails / letters in response to TRO 49/2020 (Proposed MG Festing Grove RPZ)	1. Portsmouth City Council's "Engineers" inbox, Microsoft Outlook 2. Parking team's online storage (content reproduced within the report)
Residents' Parking Programme of Consultation Update Post-Covid-19	PCC website - Traffic and Transportation cabinet meetings - 20 August 2020

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

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



Appendix A: The public proposal notice for TRO 49/2020

THE PORTSMOUTH CITY COUNCIL (MG ZONE: FESTING GROVE AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.49) ORDER 2020

17 August 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 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, 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 proposals

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) MG ZONE BOUNDARY



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number
100019671.



B) MG PERMIT HOLDERS ONLY 12-1PM AND 6-7PM

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

Whole roads

- | | | |
|-------------------|----------------------|----------------------------------|
| 1. Adair Road | 11. Eastney Street | 21. Owen Street |
| 2. Andover Road | 12. Exeter Road | 22. Priory Road |
| 3. Brading Avenue | 13. Festing Grove | 23. Selsey Avenue |
| 4. Bristol Road | 14. Highland Street | 24. St George's Road,
Eastney |
| 5. Burbidge Grove | 15. Kassassin Street | 25. Tokar Street |
| 6. Chitty Road | 16. Kimberley Road | 26. Wainscott Road |
| 7. Collins Road | 17. Lindley Avenue | 27. Ward Road |
| 8. Cousins Grove | 18. Marine Court | 28. Worsley Street |
| 9. Cromwell Road | 19. Morley Road | |
| 10. Culver Road | 20. Nettlestone Road | |

Part roads

29. **Eastern Parade** (north side between Spencer Road and St George's Road, Eastney)
30. **Highland Road** (south side between Exeter Road and Andover Road)

C) MG PERMIT ELIGIBILITY: All properties within the MG zone boundary shown at Part A

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

1. Brading Avenue

- (a) West side, a 7m length southwards from the junction with Festing Grove, on the corner by No.29
(b) East side, a 4m length southwards from the junction with Festing Grove
(c) East side, a 2m length north and south of the junction with Selsey Avenue

2. Culver Road

Both sides, a 4m length outside Nos. 5 and 6 to enable access to the bays at the northern end

3. Nettlestone Road

Both sides, a 2m length northwards from Selsey Avenue junction

4. Selsey Avenue

- (a) Both sides, a 2m length eastwards from Brading Avenue junction
(b) North side, a 1m length west and a 2m length east of Nettlestone Road junction

E) ADMINISTRATIVE AMENDMENTS

This order also updates existing traffic orders relating to parking restrictions to ensure consistency, making no changes on the public highway itself.

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 49/2020'. 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 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 49/2020** 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 (within zone): 1 - 143
Support (outside zone): 144
Support (no address): 145 - 162

Objection (within zone): 163 - 279
Objection (outside zone): 280 - 282
Objection (no address): 283 - 297

Unclear (within zone): 298 - 329
Unclear (no address): 330 - 336

Support for proposed zone (from within the zone)	
1. Resident, Adair Road	I fully support the parking zone being introduced. I personally think we need the zone to cover evenings and weekends as we cant park near our houses on Saturdays and Sundays as everyone parks here to use the beach during the summer. There are some people with 3-4 cars in this area and it means we do really struggle. I look forward to hearing from you with the next steps.
2. Resident, Adair Road	Being a resident with only one vehicle I completely support the proposal.
3. Resident, Adair Road	Being a resident with one vehicle I completely support the proposals.
4. Resident, Adair Road	I would like to register my support for the proposed MG parking zone. The only change I would like to suggest is changing the 6pm-7pm time to 4pm-6pm. This would mean that those of us returning from work, would be more likely to get a space.
5. Resident, Adair Road	I am writing to say that I approve of the forthcoming parking zone to Adair road.
6. Resident, Adair Road	I support the proposed residents parking zone: MG Festing Grove Area
7. Resident, Adair Road	In general, I welcome the permit parking in my local area, and just don't know why it wasn't implemented citywide years ago. I live near Eastney beach and have difficulty parking on sunny beach days. At the moment, where I live is the dustbin parking area for those who don't wish to buy extra permits in adjoining areas which already have the permit parking scheme - especially for vans and RV's. They are parked for long periods of time and just don't move - so the proposed scheme should solve this issue. My one comment I would like to raise is about VISITORS' PERMITS: I notice that they can only be purchased for 12 and 24 hours - I would like 7 day permits. I bought these when I lived in central southsea, and ask why they are discontinued? Please can you explain why these won't be available?
8. Resident, Adair Road	We both DO SUPPORT the above proposed parking scheme but at the same time do feel that we have no choice in the matter. Over the last few weeks due to COVID etc it has been very difficult for us as residents to park in Adair Road or adjacent roads due to the vast volume of beach traffic that have parked up for the day from early morning to late in the evening which has been most

frustrating!! Hopefully, more car parks, park and ride etc will be made available to visitors of Southsea/Eastney to overcome these parking issues.

As mentioned above we feel we have no choice in this matter but to agree with the proposed parking scheme as you cannot partially introduce these resident parking zones as the areas not zoned become dumping grounds for owners of cars that are not prepared to purchase resident permits or have surplus cars.

It has to be all or nothing for these schemes to work - that makes sense.

9. Resident, Adair Road

I confirm that I fully support the parking zone being introduced in Adair road and the surrounding area.

10. Resident, Andover Road

Our household wholeheartedly supports the introduction of the MG Parking Zone. However, what is unfair is that you have allowed only 7 days between the introduction of the adjacent zone on Aug 31st and the closing date for responses to the MG proposal. I do not think this is enough time for the impact of the adjacent zone to be felt, so I do not think people will know the full picture before they have to respond on MG. I believe this will unfairly compromise the vote and therefore request a 3 week extension to the MG response date.

11. Resident, Andover Road

I am writing to support the implementation of this zone. Parking at evenings and weekends has always been difficult in this area with very few empty spaces becoming available. The implementation of RPZs in adjacent areas has made this situation worse a number of large vans/lorries being left in spaces that would usually accommodate 2 normal sized cars overnight and at weekends.

If the programme of further roll out is planned then we need to have continuous joined up RPZs such as this otherwise it simply causes displacement from other areas.

12. Resident, Andover Road

I have received notification of the above proposal and I would like to confirm my approval for such a scheme to be implemented. Parking in my road is already an issue at weekends and holiday times because of its proximity to Canoe Lake & Albert Road amenities. Additionally adjacent resident parking schemes And multi- car households add to The pressure locally.

13. Resident, Andover Road

I am writing in support of the above proposed parking zone MG as set out in your notice August 2020.

I have been significantly affected by the recent parking zone introductions nearby as a result of displacement parking in our road.

Overall, I disagree with the policy and approach that the council is taking to parking zones, which I think is piecemeal and not a long term solution. However I feel I have no choice because of the impact of nearby zones and am therefore supporting this specific proposal.

14. Resident, Andover Road

I wish to inform you that we support the proposals on residents parking zone.

15. Resident, Andover Road

I am in favour of the proposed parking zone

<p>16. Resident, Brading Avenue I fully support the proposal to implement a RPZ in the MG area. Do I need a permit if I park across my drive which has a dropped kerb also when is the Zone going to be implemented ie date</p>
<p>17. Resident, Brading Avenue I support the proposals</p>
<p>18. Resident, Brading Avenue I am writing to acknowledge my full support of a proposed residents parking in Brading Avenue. Over recent weeks parking due to beach goers has become ridiculous and we have been unable to park in our own street.</p> <p>I do find your charges completely unsupported, however, it is a pain I am prepared to swallow to have the ability to park. However, as part of that charge, I would expect to see regular patrol of traffic enforcement officers.</p>
<p>19. Resident, Brading Avenue I am a resident within the proposed MG Zone and hence have been asked to comment as to support for the proposed implementation.</p> <p>I strongly support the implementation of a parking zone, and would emphasise that the implementation should be expedited - traffic management (as a result of the seafront closure largely, but not solely) is the worst I've seen in Southsea and zone implementation would improve the situation significantly.</p> <p>However, I do not think that the proposed timing profiles (12-1 and 6-7pm) are sufficient to deter the 'seafront visitor' traffic and therefore won't achieve the desired aim for. I would encourage review of the timing profile to adopt a more stringent approach - perhaps similar to that adopted in Old Portsmouth (an area which is similar in terms of attracting 'tourist seafront' traffic). Split time profiles work well in residential areas where parking challenges exist at 'coming home' times. In our zone, the parking challenges are throughout the whole or large parts of the day, and are worse at weekends, hence the model doesn't suit us in the same way. With the current proposal, non-residents will be able to park from 1300-1759 for a 'day out' and residents will be detrimented.</p> <p>Also, I would appreciate information as to how parking capacity is calculated to determine whether more than 2 permits could be purchased. Can you confirm whether residents in the road would be given 'first refusal' to purchase additional permits?</p>
<p>20. Resident, Brading Avenue I fully Support the proposed MG RPZ</p>
<p>21. Resident, Brading Avenue I fully support the MG RPZ proposal</p>
<p>22. Resident, Brading Avenue I support these proposals.</p>
<p>23. Resident, Brading Avenue We are writing in support of the proposed resident's parking zone.</p> <p>We would like to suggest a longer no-park period during the day or to bring the two nopark time periods into the day. The evening parking will impact genuine visitors to us and most visitors to the seafront only come during the day.</p>

<p>24. Resident, Bristol Road Wish to log our support as requested for the proposed MG Residents Parking Zone</p>
<p>25. Resident, Bristol Road I support the proposed MG parking zone.</p> <p>Should also consider restricting length and width for vehicles as large camper vans cause issues on the narrow roads.</p> <p>As a resident in a isolated corner of the zone there is a lot less parking within short distance than most other parts of the zone and closer proximity to parking from shoppers. This problem would be better addressed and hence fairer by multi-zone registration (probably on smaller zones).</p> <p>p.s. For future consultations please add more obvious guidance on how to indicate a right to comment and what you do to verify consultation responses are genuinely from residents or not duplicates...</p> <p>p.p.s. I'm not seeing the normal instructions for large print or foreign language support that I expect in council documentation.</p>
<p>26. Resident, Bristol Road I support the proposed residents' parking zone MG Festing Grove area 100%.</p> <p>It's just a shame it has taken so long to implement.</p>
<p>27. Resident, Bristol Road I am writing in response for yet another request for views on parking proposals. Being unable to submit by email - no form being available - may I state once more that my husband and I are totally in favour of residents' parking. In our road we have multiple cars per household, campervans, a car dealership and commercial premises. Controlled parking would help considerably with this ever growing problem.</p>
<p>28. Resident, Bristol Road we are in support of the planned proposals.</p>
<p>29. Resident, Bristol Road We support the proposal for permit parking in the proposed MG Zone as the road has experienced cars being parked from neighbouring zones on the next day the permit area was in force. The 3 hour parking restriction zone opposite the cemetery in Highland Road hasn't helped as well, with part being in the ME zone 4:30 - 6.30 and the other parking restriction being a 3 hour no return in 4 hours between 8am- 6.30pm. With the all the Zones in place, cars will be kept to specified zones which is a very good solution to the parking issues experienced especially when university students are in the city and living in accommodation away from the campus.</p> <p>Just letting you know we never received initial poll letter and would have voted for proposed parking permit.</p>
<p>30. Resident, Bristol Road I am writing in response to the proposed parking permit in the MG Zone and I am in full support of the proposal.</p>

I live in Bristol Road where parking has always been difficult especially around 17:00 - 19:00.

I am especially in support of only issuing two permits per household as there are house holds down Bristol road who own multiple cars (up to four in some circumstances) who take up parking spaces and some vehicles have not moved in years - I would hope that the implementation of the permit scheme would address this problem. I also believe that we should all be trying to reduce our environmental impact and so believe restricting to two permits would help with this.

I appreciate you considering the residents' views and hope that the opinions of individuals who do not own drives are taken into account with a higher weighting.

31. Resident, Bristol Road

We wish to support the above named proposed MG Residents Parking Zone due to the steadily deteriorating problem of parking during the day and impossibility of finding parking space at night. This is due to multi vehicle properties and commercial vehicle /van parking in the area.

32. Resident, Bristol Road

I would like to express my full support for a residents parking permit scheme for the MG zone in Southsea. Being a father to young children means parking outside my house (or at least relatively near) is essential. At the moment I usually have to park on the road outside, put the hazards on and ferry the children inside the house before driving around for another 20 minutes in order to find a space as close by as possible. This is of course, not ideal and potentially quite dangerous.

I believe that permits would deter residents from owning more than two cars as well as make households on the road who have driveways actually use them rather than just park on the street. It would also stop commercial vehicles from being left for days on end such is the problem as it is.

I live on Bristol Road and love my street, local area and the city itself but the one thing that would potentially make me move would be the continued stress caused by trying to park NEAR my own house. So many times when coming back from work (around 5.30pm) we are unable to park anywhere near our home. If a permit scheme was introduced in the area it would certainly mean we would be staying in the city we love.

33. Resident, Bristol Road

I would like to express my full support for a residents parking permit scheme for the MG zone in Southsea. Being a mother to young children means parking outside my house (or at least relatively near) is essential. At the moment I usually have to park in the middle of the road outside my house, put the hazards on and ferry the children inside before driving around for another 20 minutes in order to find a space as close by as possible. This is of course, not ideal and potentially quite dangerous.

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34. Resident, Burbidge Grove

we are supportive of the proposal.

35. Resident, Burbidge Grove

Feedback is I support the proposals

36. Resident, Burbidge Grove

I would like to offer my support for this proposed parking zone, as I believe it will assist with the parking issues in and around the sea front area.

Further to my support for the proposed parking zone, I have a couple of suggestions for consideration which I believe will aid the current parking and access issues.

- Additional Parking

A key issue in the Southsea area is the availability of parking for those who wish to visit the seafront. Has there been any consideration to removing of the beach huts positioned just south of Lump's Fort and the Rose Garden in order to provide additional parking?

- Restrictions on large vehicles

(Such as work's vans, Camper Vans, Pickup trucks)

With the narrow roads round Southsea, inappropriate parking of large vehicles can create significant problems for access by delivery vans and the collection of waste. Prohibiting these larger vehicles from parking on narrow roads, near corners or at pinch points would significantly ease current access.

37. Resident, Burbidge Grove

We support the proposal for Parking Zone MG.

We prefer evening parking period to operate between 5-7 pm.

38. Resident, Burbidge Grove

I wish to object to the proposals to introduce an MG parking zone in my area.

39. Resident, Chitty Road

We both approve of the proposed MG residents parking zone.

40. Resident, Chitty Road

We support the proposed parking zone.

41. Resident, Chitty Road

We are absolutely 'FOR' the parking zones to be introduced into the area

42. Resident, Collins Road

I support the proposed Residents Parking Zone: MG Festing Grove Area

43. Resident, Collins Road

I support the introduction of parking permits in our area, i am hoping it will improve the parking here. but i still think that people will park here outside the hours of the restriction on a daily basis

Just some thoughts on this, why don't you just put signs up saying parking permits only, also will the traffic wardens be coming round to take notice of if people have permits or not

44. Resident, Collins Road

I am writing in support of the Proposed Residents' Parking Zone (MG) in the Festing Grove area.

This will be a great benefit to us and the other residents of the area allowing us to park near our homes, something which is frequently difficult and has been for some time now.

We have regularly seen all-day parking for access to the seafront along with commercial vehicles being left for days in the road.

I wholeheartedly support this proposal.

45. Resident, Collins Road

I very much support the introductions of the MG parking zone. Whilst the closure of the seafront and increased home working has exacerbated demand for parking space in our local streets this year, parking had already become increasingly difficult over the last few years (particularly in the evenings and on sunny days). My biggest concern is that once surrounding areas (e.g. the MF zone) come into use, this will push additional vehicles into any areas that do not have parking zones. I think the only approach is to have no parking zones at all, or larger areas covered by parking zones – piecemeal zones seem to create greater inequity in parking. I completely accept there is no perfect solution in densely populated areas that rely on on-street parking, but my previous experience of living in a zoned parking area is that it did improve the likelihood of being able to park at least within a few streets of your house (which is not currently the case if returning home in the evenings)!

46. Resident, Collins Road

I totally support the introduction of parking permits. Trying to park has been horrendous this summer. With the seafront road closed people are using these roads for free car parking on visits to the sea front. In addition to this as one of the few areas that do not have permits we get vans parking from Friday afternoon till Monday morning.

The fact that parking is not openly being monitored this leads to people thinking it is acceptable to park on double yellow lines, making it difficult for vehicles delivering groceries to access, and would be impossible for an emergency vehicle to get access to our road. Swift introduction of permit parking would be greatly appreciated

47. Resident, Collins Road

I fully support the proposed MG zone and look forward to hearing from you in due course.

48. Resident, Collins Road

In response to the subject Traffic Regulation Order, I fully support the proposal, and urge you to implement forthwith.

However, the measures do not go far enough.

I also urge that you amend the period to which the permits would apply. The reason for limiting the permits to 2 hours a day are unclear. The issues with parking across Southsea exist all evening and through the weekends.

There certainly is no capacity for third permits across the whole area.

I have a garage, and some of my neighbours routinely park across it, despite my requests not to do so. I would like to know how it is to be enforced.

Any objections to this TRO will undoubtedly be from neighbours who have more than vehicle and are the root cause of the issue.

49. Resident, Cousins Grove

We write to support the above

50. Resident, Cousins Grove

Thank you for your information letter sent yesterday. We will reluctantly vote for the parking zone as we feel we have no choice all neighbouring areas having zones. We have witnessed the chaos caused recently by closing the seafront and hate to think what will happen when the other new zones are installed. The hours restricted for residents doesn't seem long enough as seafront traffic and cricket club traffic is always bad

51. Resident, Cousins Grove

I totally support this scheme, and would be pleased to know the expected date for implementation.

I assume that the restricted times apply to both weekdays, bank holidays and weekends.

52. Resident, Cousins Grove

In response to the proposed parking scheme in MG Festing Road area, would like to confirm that we fully support a residents parking zone in this area.

53. Resident, Cousins Grove

We (reluctantly) support the proposed MG Parking zone

54. Resident, Cousins Grove

We moved into our property a few years ago and since doing so the parking situation has become progressively worse. The COVID situation making parking extremely difficult. Although I do not expect to park directly outside my house, to park within my street would be extremely helpful, particularly when transporting elderly relatives and when my daughter is visiting with her young children.

55. Resident, Cromwell Road

I support the proposal

56. Resident, Cromwell Road

I support the proposals for resident permits in the MG zone, with the permit times as stated (12-1pm and 6-7pm).

57. Resident, Cromwell Road

I'd like the parking zone to go ahead as parking in the MG area is a nightmare at most times of the day, I'd prefer it be at all times of the day to be honest but I'll take whatever I can at the moment. There are residents round this area with 3 vehicles including work vans which I find unfair to the rest of us.

I'm hoping the zone goes ahead and the sooner the better.

58. Resident, Cromwell Road

we are very happy about new change

Yes, please proceed. I totally agree with this !!!!

59. Resident, Culver Road

Overall, I am very supportive of this scheme - given the parking congestion that we now suffer in the summer months and all evenings throughout the year. As well as summer traffic, we have also had significant parking issues as it appears that residents of other areas of Southsea already subject to parking restrictions "dump" their cars in our area.

So we would be delighted to see this scheme progress as swiftly as possible, and are SUPPORTIVE subject to the comments below.

1. In the summer it would help if there was also a restriction on how long cars without any form of permit can park on our residential roads. Particularly given the amount of parking along the sea front that has been removed in recent years we have a very significant issue during weekends in the summer. In addition to the restrictions proposed, we would favour a 2 hour only parking ability (for those without permits) at the weekend in the summer months. Otherwise, non residents can still park from 1pm to 6pm during a weekend in the summer - which is actually the "peak" time. As this would still offer free parking all afternoon to non residents, which they seek ahead of using car parks, it would continue to fill up very quickly - and mean that we residents will continue to struggle to park in their own roads.

2. We do not see any need for the double yellow lines that you are proposing in Culver Road. The spaces at the north of the road have never, to my knowledge, been blocked - and your proposal suggests that we lose 2 parking spaces to protect these 2. This will present a significant reduction of parking available in the road for no benefit. If you did feel that yellow lines needed to be introduced, these need only be c 1m long to protect a space in front of the north parking spaces. This would then retain the overall parking capacity on the road. 4m is far far too much - and will create bigger parking problems in the road. In my view, and I know that it is a view shared by many of the residents of the road (all of those who are aware of this proposal), there is no need at all for this part of the proposal.

I would be grateful if you could consider the points above - and especially the second point immediately above (as this will remove highly useful parking from our road, whilst not actually helping us in the peak summer months).

However, to reiterate, we are supportive and welcome these steps to improve our overall residents parking position - which has been significantly negatively impacted in recent years.

60. Resident, Eastern Parade

We are writing to strongly support the proposal for a residents parking MG zone. This is desperately needed following other residents parking zones being brought into existence throughout the city as displaced vehicles are now making it impossible for residents in this area to find any parking at all because of long stay vehicles being left for days/ weeks and sometimes months on end in Eastern Parade. Commercial vehicles and camper vans in particular cause a very real problem.

61. Resident, Eastern Parade

I am in support of the proposal to implement the above resident parking zone, with the following reservation.

I am concerned that Visitor permits are to be produced to cover all parking zones on the same permit. This will result in a resident from elsewhere in Portsmouth (or their 'out of Portsmouth' friends and family) using their 12 hour Visitor permits to park all day in the MG zone for £1.15, so that they can use the beach and seafront. This defeats the point of having individual parking zones and there might as well be one big whole of Portsmouth parking zone!

Please let me know that I am understanding correctly the proposed plans.

62. Resident, Eastern Parade

I am in support of the proposal to implement the above resident parking zone, with the following reservation.

I am concerned that Visitor permits are to be produced to cover all parking zones on the same permit. This will result in a resident from elsewhere in Portsmouth (or their 'out of Portsmouth' friends and family) using their 12 hour Visitor permits to park all day in the MG zone for £1.15, so that they can use the beach and seafront. This defeats the point of having individual parking zones and there might as well be one big whole of Portsmouth parking zone!

Please let me know that I am understanding correctly the proposed plans.

63. Resident, Eastern Parade

I am writing to comment that whilst I support the proposed parking zone in principle, I am disappointed that large commercial vehicles will still be able to park along the south side of Eastern Parade for weeks on end without moving.

As you will be well aware, the traffic along Eastern Parade can be heavy especially on sunny weekends and these commercial vehicles not only reduce the amount of parking available for visitors to the beach, they also reduce the width of the road. To give an example there are often 2 large 'Focussed' removal vans parked back to back, almost touching, for weeks without moving.

There are parts of the road that are reduced to a single lane width by the commercial vehicles and this can result in gridlock at times. Last Saturday, two large, articulated lorries ended up nose to nose at the St George's Rd end of Eastern Parade. One lorry had to reverse in this single lane width whilst the traffic backed up queuing right back well beyond the Coffee Cup on the seafront road and way back down Eastern Parade in the other direction. I realise that this might happen anyway on a busy, sunny day but it was definitely exacerbated by the commercial vehicles reducing the width of what is, after all an A category through route.

Would it be possible for a restriction to be included on the south side of Eastern Parade specifically for commercial vehicles, similar to that already in place for caravans please?

I should be most grateful if you would give this serious consideration.

64. Resident, Eastern Parade

I can advise that we support Residents Parking Zones in principle .

In our location it is not uncommon in the summer months for "visitors " (i.e. people from outside the proposed zone) to park all day and overnight and at weekends all weekend .

Whilst this will go some way to dealing with this it still allows "visitors" to park from 7.00pm until 11.00 am the next day .

I would much prefer it to come into operation at 8.00 am the next day the same as parking meters .

65. Resident, Eastern Parade

I fully support the proposed residents parking zone in the MG area.

Parking is difficult in our area and this is caused by a variety of reasons including, Displaced vehicles from other parking zones, Large commercial vehicles which are parked in our area for long durations, Homes having multiple vehicles at the address, Visitors to the seafront area.

The adoption of the parking zone will help manage the above causes and free up parking spaces for residents.

66. Resident, Eastern Parade

We would like to state that we are in favour of the MG Zone which is proposed for our area.

67. Resident, Eastney Street

I absolutely support this plan. Cannot happen soon enough!

68. Resident, Eastney Street

we fully support the proposed parking zone

69. Resident, Exeter Road

I can confirm that I fully support the proposed MG parking zone and the operation times that have been allocated.

The hours proposed will work well in conjunction with the new MF zone which is due to be implemented. These hours should not have any impact on residents and visitors. Local businesses/shops will not be affected as there will be ample time during the day for parking availability for visitors.

70. Resident, Exeter Road

I strongly support a residents' parking zone for the MG Festing Grove area. I live in Exeter Road and find it very difficult to find a parking place in this road. This is partly because there is high car ownership in the area and partly because my street is used for parking by people working and shopping in Albert Road. Normally I end up parking in Craneswater Park, but when MF zone comes into force I am not sure where I will be able to park.

NB I am concerned that the time restrictions proposed may not prevent people parking there who shop in Albert Road so that I will still find it hard to get a parking place.

71. Resident, Exeter Road

Thank you for taking note of the concerns of local residents for the parking problems in Southsea, and responding to displacement parking, and the difficulties of parking in the summer when trippers park in the roads to the north of the seaside.

I live in Exeter Road, and fully support this proposal. I appreciate the restriction on all-day parking, which will help prevent us being a free carpark for day visitors to the seafront, especially If the Prom is kept closed to traffic.

I wouldn't want to delay implementation of the scheme, with the Craneswater one coming on stream shortly, and sure to lead to displacement of second vehicles and day trippers to our area. However, for those people who work full time outside the city, an earlier restricted period (eg 1630 to 1830), time-aligned with the Haslemere zone to the north, and other similar densely packed terraced areas of Southsea, would make parking easier; so please consider this when you review operation of the schemes across Southsea once they are all implemented.

Further to my email below, with the introduction of the Craneswater RPZ, we have already noticed parking is a lot more difficult and our road now seems to be a carpark for long-wheelbase vehicles which I've never seen in the road before. We therefore need the Festing Grove zone to be introduced as soon as possible.

If there is public support for TR049, when will the MG zone be introduced? Hopefully early this autumn.

72. Resident, Exeter Road

I am in favour of the scheme but have one reservation.

Looking at the map it is clear that Exeter, Andover and Bristol Roads are out on a limb. We are physically separated from the rest of the zone by the cemetery.

It would seem to make more sense for these roads to be part of the MF zone which is much closer.

Is it too late to look at this option?

73. Resident, Exeter Road

I fully support the parking zone being installed into Exeter road. Will stop residents who have driveways using the roads and visitors leaving their cars for days on end.
Good job.

74. Resident, Exeter Road

We support the proposal of residents marking (ref TRO 49/3920) Parking has been terrible due to all other roads having the residents parking on surrounding Roads . The sooner the better .

75. Resident, Exeter Road

In response to your letter to residents about the proposed MG parking zone, I would like to support the proposals.

I do feel that having restrictions in the middle of the day as well as early evening in the MF and MG zones will help residents to the detriment of visitors trying to park for the seafront. To encourage visitors to leave cars at home there must be better public transport, for example an extension to the park & ride during the summer.

76. Resident, Exeter Road

With respect to Parking Zone MG Festing Grove TRO 49/2020, I would like to support the proposal.

This is on the basis that is currently hard to park and is necessary since adjacent parking zones have been created.

77. Resident, Exeter Road

I am very much in favour of us having a parking zone. We are bounded by 2 recent zones (most recently the new Craneswater zone) and are already seeing the Double whammy impact. Please expedite the new zone as soon as possible to minimise the detrimental impact we are now suffering.

Having said that I do feel ambivalent at having the residents parking times split into 2 (one morning, one afternoon). This was introduced in Craneswater and has resulted in loads of unused parking space there during the day (with cars now decanting into our roads)! It doesn't sit comfortably with me in a city where parking is so scarce. BUT if you insist on

<p>Craneswater having split residents only times then we should have the same or we will become the permanent dumping ground for those not able to park in Craneswater.</p>
<p>78. Resident, Exeter Road I am writing to support the proposal for the parking zone in MG.</p>
<p>79. Resident, Festing Grove I support this proposal</p>
<p>80. Resident, Festing Grove I wholeheartedly support the introduction of the MG zone. A number of long term vehicles have been parked here taking up residents space. During the warm weather it has been difficult to park due to visitors going to the beach for the day. Even with a drive it has been difficult to park with people parking over the entrance to the extent that manoeuvring into said drive has been impossible.</p>
<p>81. Resident, Festing Grove Reference your request to know our views, I am 100% behind parking zones in my road Festing Grove. I can't wait for it to happen.</p>
<p>82. Resident, Festing Grove I am writing in support of the proposed residents' parking zone MG Festing Grove area (TRO 49/2020).</p> <p>Residents' parking is currently a problem in the proposed zone which I hope will be mitigated by the implementation of permits.</p> <p>It is hard to park in the roads closest to the seafront during the summer season, particularly during weekends, as visitors use these streets for free parking. The parking is also difficult as some households have multiple cars and hopefully the introduction of a zone will cause people to reconsider how many cars they actually need.</p> <p>I hope the zone is approved and implemented as soon as practicable.</p> <p>Thank you for considering my views.</p>
<p>83. Resident, Festing Grove I am writing to give my full support to this. The survey summary is correct on all counts of why parking has become problematic in the area.</p> <p>The parking has become even more difficult since the closure of the seafront road as visitors to the seafront in July and August have instead used residential roads to park in. It has become extremely difficult to park on weekdays and at the weekend. Please can you confirm that the restrictions would apply on Saturday and Sunday too?</p>
<p>84. Resident, Festing Grove I agree with the MG Proposed Zone. Will the designated space outside my garage still be my parking space ? I have white lines delineating the space.</p> <p>I support the closure of the seafront . It should provide us with an opportunity for some imaginative landscaping . These parking permits should help control the number of people driving down to the seafront and force them to provide alternative modes of transport . Has the city considered a road train running continuously on a loop through the city to the sea front and back to the Park and Ride centres ?</p>

85. Resident, Festing Grove

We recently received a letter to let us know that you are proposing residents parking, which is great news.

The letter details the costs for each of the permits but doesn't make mention of any option to add an additional car to a permit. We have a drive-way at our home and two cars in the family. Therefore, we only ever occupy one space on the road at any one time, but this can be either car. I currently have a business permit with PCC for my business elsewhere in the city and for an additional fee I am able to add an additional number plate to my permit, as I alternate between mine and my wife's car but only ever one at a time. Can you please confirm that the resident permits offer the same option to share a permit between two cars, as it wouldn't be fair for us to have to pay for two permits when we will only ever occupy one PCC parking space at any one time.

86. Resident, Festing Grove

I live in Festing Grove and have done so for many years. There was no problem with parking for most of that time until the introduction of parking zones has pushed the cars ,vans ,lorries and campers to the east of the city and my area is inundated With these vehicles. I have no off-road parking for my only car. The problem has been exacerbated by the introduction of a considerable number oh HMO's in the large houses which has added to the chaos. There are also a number of business vehicles parked in the narrow road and also, with the parking closed in sections of the prom road, many holidaymakers leave their cars in our road from early in the morning to quite late in the evening. Some students residing in our area also have cars which are parked up for long periods.

Although the speed limit in Festing Grove is 20 mph, cars often exceed this limit and they now cut through, avoiding the congestion and chaos of Eastern Parade .

As you can see I am very keen on the introduction of Zone MG .The sooner the better.

87. Resident, Festing Grove

I have just received the extremely welcome news that Festing Grove is, at last, being included in a residents parking zone, in my opinion this is long overdue and VERY GOOD NEWS. We have been experiencing problems since parking zones were introduced adjacent to Festing Grove, and this has been exacerbated, by the closure of the sea front, weekends have been chaos. While we are not expecting too much, I do feel this move will help to improve our situation, and put us on a level playing field with other zones in our area.

88. Resident, Festing Grove

I am writing to confirm my whole hearted positive support for the latest plan to include Festing Grove on the restricted parking zone. To be honest the parking situation has always been difficult but has become progressively worse since all the restricted parking has been enforced in other areas, to the point, Festing Grove has become a dumping ground for commercial vehicles.

Every evening, and particularly on Fridays, numerous vans arrive, park up, and the drivers walk away, leaving them for days on end. They are often parked on ends of the road and take up two parking spaces. It means you have to drive around the streets looking for a space and often I have to park up by Cousins Grove or Brading Avenue. It is not just an eyesore and personally inconvenient to park a mile away, especially if its late at night and dark, but the vans are making it unsafe to cross the road for pedestrians as they are blocking visibility of cars coming down the road. There have been car accidents in the past an as it has got worse, myself and other residents have been concerned that a really bad accident was inevitable.

The problem is also exacerbated by the fact we have several HMOs in our road and so have significant multiple cars per household which is much higher than the average household.

I believe if restricted parking zones are a policy that the local council supports, it needs to be for all areas, otherwise the problem is just being moved from one area to another. This is what is happening here in Festing Grove and it is a nightmare. Therefore I am delighted to learn that we will now have this in our road and we can start to see an improvement in ease of parking, road safety and less congestion. I cannot wait for the restricted parking to be enforced and am happy to pay the permit.

89. Resident, Festing Grove

We support the proposal

90. Resident, Festing Grove

As part of the residents consultation i would like to record my full support to the proposed RPZ for my area and its urgent implementation.

Since we live in close proximity to the seafront, cafes, cricket club and canoe lake attractions we have often suffered on weekends and bank holidays with daytripper parking. This often blocks access to driveways and blinds vision on tight sidestreet junctions such as Kimberly Road.

A separate issue but relevant is the seafront closure - it has seen a huge increase in both daytrippers using the sidestreets to park for the day and Festing Grove, Kimberley Road and I am sure other nearby residential roads have seen a huge increase in through traffic as well.

Recent nearby zones have seen an increase in displaced works vans to our road. A camper van was parked near my home for nearly 2 months!

I would like to also register the following suggestions to the scheme:

1. Increase the hours of enforcement those proposed do not deter people from using the street to visit a cafe or a few hours on the beach.
2. Eastern Parade And St Helens should be meter parking with resident permit exemption as is the case in KC zone. As the only free parking on the seafront it attracts an excessive number of visitors. If it was charged in line with the rest of the seafront it would be less congested.

91. Resident, Festing Grove

I give my full support to the proposed RPZ and its implementation ASAP. Since neighbouring zones and the seafront closure were implemented, parking for residents has become very difficult due to displaced vehicles (commercial and residential) from neighbouring areas and day tripper seafront traffic.

My additional suggestion would be to charge for parking for non residents on Eastern parade and enforce the zone for longer periods.

92. Resident, Festing Grove

I'm emailing to inform you of my full support for the proposed resident parking scheme, being introduced in the area of Festing Grove.

I understand the consultation concludes on the 7th of September.

parking is a constant issue along this road especially over the summer and I do believe the scheme will provide reassurance and less stress for residents.
93. Resident, Festing Grove I support the proposals
94. Resident, Festing Grove 1. Although I did not reply to the informal parking survey in March, I have reviewed the Parking Survey Results document on the PCC website. I generally agree with the summary of points made and the issues raised. 2. I confirm that I agree with the need for parking controls in this area and I support the proposal to create the MG zone.
95. Resident, Festing Grove I am all in favour of this proposal which will put us in line the the rest of Southsea, as we have been suffering significantly from displacement from other areas that have come on stream before us. I hope this proposal goes through.
96. Resident, Festing Grove We & support the MG Parking Zone Proposal
97. Resident, Festing Grove I am broadly supportive of the parking proposals for the MG area as they stand. My only question is regarding the reason for the charges on cars. I understand initial set up costs of signage and line painting but would be interested in knowing how much revenue parking zones have been accumulating in fines. I would guess that these fines would offset the requirement to charge so much for a second vehicle (or anything for the first given that one car is a requirement for most families...)
98. Resident, Festing Grove It came as some surprise to hear that PCC had recently consulted residents in Festing Grove on the subject of a Residents Parking Scheme, as we have received no correspondence on this subject. A few years ago we voted against the scheme as there was no problem with finding a space to park our vehicles. However, since nearby neighbourhoods have adopted parking restrictions, it is clear that residents of those areas are parking 2nd or visitors' vehicles in our street, and they do not move for days on end. Also trade vehicles are now being parked here, sometimes encroaching on our driveways. Therefore, we are now in support of setting up a new scheme in our area. We are surprised that physical permits will no longer be on display as we will not know which vehicles are entitled to park here, and We cannot believe that your enforcement officers will be calling every day during the restricted hours. Is this something that can reconsidered? If we have builders working at our house all day will they have to display a visitor's permit, or would a notice In the window saying where they are working suffice? You do not state when you expect this to start, if agreed.
99. Resident, Festing Grove I write to support the introduction of the MG parking zone, in general, but would like to make the following comments: Section (B) MG PERMIT HOLDERS ONLY 12-1 PM AND 6-7 PM

I think it unfair that the Council expects residents to pay for permit holder parking, but only offers permit holder parking for two 1-hour periods daily.

I would prefer for the permit holder parking period to be extended to at least 2 hours each morning and evening.

The Proposal should include every day Monday - Sunday including bank holidays.

Section (D) of Proposal NO WAITING AT ANY TIME

1. Brading Avenue

Double Yellow lines West and East at junction with Festing Grove should extend round the corner onto Festing Grove (the same as yellow lines at junction with Burbidge Grove and Festing Grove). There should also be yellow lines around the corners where Kimberley Road meets Festing Grove. The reason is to protect sightlines at the entrances to these roads.

100. Resident, Highland Road

The proposed plan to relieve the parking during the hours of 12-1pm and 6-7pm would be an effective way of protecting the residents parking spaces.

Given, most (if not all) of Portsmouth South is now enforcing restricted parking it will also manage the overflow of visitors who cannot park in those restricted areas who are parking in the MG area.

I wholly endorse the proposal. When are we likely to see the restrictions enforced?

101. Resident, Highland Road

I am of course in favour of this as parking my car is a nightmare and the bane of life round here as I'm sure we all agree ! Anything that can be done would be greatly appreciated.

102. Resident, Highland Street

My wife and I SUPPORT the proposed residents parking zone

103. Resident, Kassassin Street

With reference to the letter I received dated August 2020 about the proposed residents parking zone, I would like to tell you that I support it.

104. Resident, Kassassin Street

Myself and the other residents of my building have private off road Parking so I wanted to make sure our entrance would be left as it is and parking not put in-front of it.

I also wanted to check if we need to pay for parking when we already have it off of the road? I would like to pay for a guest permit regardless.

I think if the facts have proven it works then we should go ahead and give it a go.

Happy Days

105. Resident, Kimberley Road

I want to express my support for the new parking permit zones proposed.

I feel this will ensure residents can park in the road and it will prevent the numerous work vans that park in our road from neighbouring permitted streets.

106. Resident, Kimberley Road

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I feel this will ensure residents can park in the road and it will prevent the numerous work vans that park in our road from neighbouring permitted streets.

107. Resident, Kimberley Road

Just wanted to let you know that we all fully support the introduction of parking restrictions.

We live in Kimberley Road and will really appreciate it when vans and cars from other roads are not left in our road!

108. Resident, Kimberley Road

I email you to voice my hearty support for the proposed resident's parking zone (MG Festing Grove).

This initial action should slightly reduce the parking issues in this area but only goes part of the way.

With the weight limit for commercial vehicles (stated at 3501 KG), this allows very large vans to stored in the area.

The significant issue arises at the abundance of commercial vehicles and large personal vehicles consuming a significant amount more of parking area than a normal (national average) car.

The possibility of marked parking spaces would really increase the amount of vehicles able to park in the area.

I apologise at the extra correspondence but due to the beach road closure, we've had a significant amount of beach visitor parking happening in this area now. The Covid-19 issue road closure has merely moved the parking from the beach to the MG area.

109. Resident, Kimberley Road

I support the MG parking zone proposal but reluctantly.

A. Far from "better managing parking congestion", the Council acknowledges there is no guarantee of parking being available - I may therefore be paying for the privilege of driving round the zone looking for somewhere to park which I can currently do for nothing. But, hey, it will doubtless net the Council a tidy sum.

B. How will this be policed? I can't recall ever seeing Parking Wardens in the city, other than in the centre, but unless there is adequate and firm policing the system is open to abuse (in the same way as people cycle on the prom and take dogs on the beach, secure in the knowledge that nothing will happen). Will offending vehicles be removed? How quickly? Without frequent patrols in every zone in the city, how will anyone know if a car is parked without a permit if there is nothing visible?

C. £10 seems a lot of money to make a change to a permit, given how long it would take to amend a computer record. £5 surely is sufficient for what would probably be no more than 2 minutes work.

D. Will builders etc working at a property need a visitors permit if they are not themselves registered in the zone? Or will there be a permit system for businesses to trade across the city - particularly small traders?

You will see I'm not entirely convinced by this proposal and if it weren't for the fact that my local parking is already feeling the burden of other parking zones around plus the lack of seafront parking, I would probably reject it.

110. Resident, Kimberley Road

I'd like to say that I am totally in agreement with having a new parking zone covering our area. However, I would ask for consideration to be given to extending the proposed evening time zones please.

Since other nearby zones have been introduced, we have had considerable difficulties in parking and seen a large increase in Commercial vehicles, in particular, parking in our , and the nearby, streets. I am assuming this is due to them being displaced by their own parking zones which now require a significant cost to park such vehicles.

Myself, family and a number of neighbours work during the day and come home in the evening, often getting back after 7. If the proposed time zones are implemented, this will make little difference to us in terms of being able to park, as all the commercial vehicles will have been moved here by then to avoid the permit payments.

I reiterate that I am wholly in favour of parking permits, however please consider the actual functionality and rationale for them and consider making the time zones longer to allow for local residents to actually make use of it. Why can't the zone be 6pm- 8am, as is the way in a lot of areas in Portsmouth? This would thereby prevent commercial vans from moving to and fro to avoid permit payment requirements, at the time when residents of those streets are coming home.

On another note, but related, if there is to be new road markings for this plan, please could we also request that an extension of double yellow markings are added to the section of road half way up kimberley road, where it crosses Collins road? This would allow some space for people to see up the road and would reduce the speeding and dangerous driving happening , which has increased since the shutting of the seafront which in turn has increased the traffic in the nearby roads. The speeding and damage to vehicles as a result of. It being able to see up and down the road until one has committed to it is an ongoing problem which isn't going to go away.

111. Resident, Lindley Avenue

I live on Lindley Avenue in the proposed MG parking zone area. I wholeheartedly support the proposal to introduce this parking zone - it will help address the great difficulties residents face parking in this area, especially in evenings and summer weekends.

Please introduce the MG zone!

On a related note, can I also suggest the extension of the double yellow line on the west side of Kimberley Road at the junction with Festing Grove to cover the dropped curve (which is often blocked, making it very difficult is pushing prams/pushchairs/wheelchairs).

112. Resident, Lindley Avenue

I fully support the introduction, especially the midday restriction. With the closure of the seafront road this year my road has become a parking hot spot for beach goers, who generally park all day. On busy days it has been very difficult for residents to park. Traffic has increased markedly, as cars crawl around the small roads in the area looking for a parking place. Previously this had only been an issue during Victorious Festival.

Once people find free parking they tend to carry on using it, so even with the re-opening of the seafront road many of these visitors will still come and park here. So I am very happy to support the zone in an effort to deter visitors using my road as a free car park for their leisure activities.

I would support making the lunchtime zone 12pm-2pm too!
113. Resident, Lindley Avenue I AGREE with the intended plans for creating a residents parking zone. If the evening restriction was increased to 2 hours or even half and hour then that would be even better giving a more practical window for residents to get home from work.
114. Resident and Cllr, Lindley Avenue We support the proposal
115. Resident, Lindley Avenue I am writing to let you know that we agree with the proposal to introduce residents parking for our area (MG Festing Grove Area). We agree because we feel it will be easier for us to park in the evenings if the scheme is introduced. We would prefer it to be permit holders only from 5-7pm.
116. Resident, Lindley Avenue I would like to record my full support for the proposed MG parking zone. I very much hope we get it!
117. Resident, Lindley Avenue I wholeheartedly support the proposed Parking Permits for Zone MG.
118. Resident, Lindley Avenue As a resident of this area I fully support this proposed scheme and look forward to its introduction with the anticipated benefit of improving the chance of me be able to park near my house whenever I return from work or shopping. My only wish is that this scheme could be considered as a means to alleviate many of the objections to keeping the saffron roads closed. I understand that it is now proposed to fully reopen the seafront road but I ask you to reconsider this change and keep the saffron adjacent to the pitch and putt and cricket club available to people taking exercise while maintaining a social distance.
119. Resident, Lindley Avenue I am emailing to give my support to the proposal to introduce a parking zone in my area.
120. Resident, Lindley Avenue I fully support the above permit holders' parking proposal.
121. Resident, Lindley Avenue Further to your above parking proposal I would like to affirm that I fully support the proposal. I think it is long overdue and hope for its speedy introduction.
122. Resident, Marine Court To confirm, the proposal has our full support.
123. Resident, Marine Court We confirm we support the proposals. Having said that, we would like to see the overall situation relating to the seafront and Eastern Parade roads, together with the sea front defences resolved.
124. Resident, Marine Court With specific regard to Zone MG and it's applicability within Marine Court, I write in support of the proposal to establish the zone as detailed in your letter dated August 2020.

I am concerned that the level of monitoring of inappropriately parked vehicles is unsatisfactory. I am informed by the traffic wardens that the Council prohibits their stopping at the roadside to issue a penalty notice and that they are forced to continue to an available parking place themselves in order to get out of their own vehicle to perform their function. Parking is so limited in this area of the seafront that they are unable to exit their vehicles to do their job and, consequently, are rarely present at the busiest times, when illegal parking is at its highest. I understand that it is a Council decision as to whether to allow the wardens own vehicles to stop briefly to issue a penalty notice and I ask that the council reconsider this policy.

125. Resident, Nettlestone Road

We in full support re the proposed residents parking zone MG FESTING GROVE AREA. TRO 49/2020 Please enforce this ASAP and OPEN THE SEAFRONT. Eastern parade is now dangerous to cross.

126. Resident, Nettlestone Road

Yes please, fully support the proposals.

127. Resident, Owen Street

I fully support the introduction of residents parking permits for the above area.

However, I feel that the proposed time restrictions do not go far enough to alleviate the parking problems I experience on a daily basis, Being a shift worker, I feel the restrictions should be in place 24/7.

I feel the cost of multiple and business permits are not high enough to deter several vehicles from one household registering. I believe motorcycles should not exempt from purchasing a permit as they take up valuable space too.

It came to my attention that during the initial first weeks of the lockdown, there were virtually no commercial vehicles parked in our street or surrounding area which made a huge difference to parking availability. Can PCC consider alternative arrangements for these vehicles?

Planning for new flats and HMO's should not be granted unless adequate parking is provided in the planning application.

128. Resident, Selsey Avenue

Regarding the MG Festing Grove Area Parking Zone, I'm pleased to confirm we would support parking permits in this area.

129. Resident, Selsey Avenue

I am writing in support of the above proposal to discourage/prevent the overspill of 2nd & 3rd vehicles from neighbouring zones being left in our residential area and also to discourage day trippers from using residential streets for parking rather than the on street parking provided locally

130. Resident, Selsey Avenue

I recent received a letter regarding the proposed MG Parking Zone. I/We fully support the introduction of this zone.

As a resident of this area parking has become a very stressful event, with huge numbers of visitors to the area parking in every centimetre of space. I have regularly being subjected to people parking so close that I cannot move my own vehicle, people frequently blocking the EV bay, and people parking dangerously across street corners.

The introduction of this zone is made more necessary as other parking zones have gone live it has also resulted in the migration of vehicles, in particular this area being used as a parking lot by people who have commercial vehicles (works vans).

I would just like to add that while I fully support the introduction of this zone, a parking zone is only as effective as the enforcement supporting restrictions within that zone. If it is not seen to be overtly enforced then it runs the risk of being highly ineffective street decoration with the only impact being costing residents hundreds of pounds sterling annually.

May I ask what steps are taken to ensure that feed back is from residents in the area as oppose to people who use the area for parking?

I presume more weight is given to the residents. Or is it the case that everyone's opinion is heard regardless of whether they reside in the proposed zone?

My concern is I have personally seen people driving vehicles into our streets, parking them next to their vans and the driving off in their vans, returning later and again switching vehicles. As the council have brought in more and more parking zones these people are most likely doing this to avoid paying additional fees for parking outside their homes.

While what these people are doing is not illegal, to give their comments the same weight as residents, who have been directly affected by these people's avoidance of the permit systems seem grossly unjust.

My concern is these people will oppose this proposal, simply to avoid the permit system, all to the detriment of residents. Additionally if the council fails to implement these zones city wide then it is complicit in supporting avoidance of the parking scheme, along with the stress this causes to residents trying to park in their own streets.

131. Resident, Selsey Avenue

I support the Introductions of a residents parking zone in our area.

132. Resident, Selsey Avenue

With parking zones being implemented in surrounding areas, I am in favour of the proposed MG parking zone covering my road.

133. Resident, Selsey Avenue

both myself and my neighbour wish to support The proposal for zone marking, as we are fed up of beach goers and all and sundry blocking selsey avenue

134. Resident, St George's Road

Speaking as a resident of many years within the designated MG zone, I wholly support the introduction of the order to help mitigate the parking issues which currently affect us. Parking for residents within near vicinity of their property continues to be challenging due to the volume of parked vehicles from either persons visiting the seafront area or the area being used for long term parking. In addition the introduction of the zone will help minimise the number of households having multiple car ownership and also reduce the number of commercial vehicles being parked in the area which are not registered to the local residents which use them.

<p>The issue has been exacerbated by the rolling introduction of neighbouring parking zones which has led to numerous private and commercial vehicles now parking in this area short and long term basis to avoid the purchase of a permit.</p> <p>Whilst the scheme is uncomfortable for some, this is a necessity for the area and will help support the changes needed to improve our environment.</p>
<p>135. Resident, St George's Road</p> <p>I live close enough to the beach that we experience problems parking near our house at weekends and whenever the weather is nice, as well as in the evenings when everyone is home.</p> <p>We also experience a large number of work vehicles and vans parking near us because of the displacement from other zones, and this definitely contributes to the residents' difficulties parking.</p> <p>I am supportive of having residents' parking here, particularly with the forthcoming metre parking for Eastern Parade which will also cause more visitors to park in residential streets. With this in mind, I would be interested to know why having timed restrictions is preferable to a "no return in 2 hours" style of residents' parking?</p>
<p>136. Resident, St George's Road</p> <p>I write to confirm that we at this property are pleased to hear about the proposals regarding the above parking zone plans for this area.</p> <p>We fully support the proposal.</p> <p>I personally think that the evening times of 6-7pm should in fact start from 5pm.</p>
<p>137. Resident, Tokar Street</p> <p>We SUPPORT the proposal of a parking zone</p>
<p>138. Resident, Tokar Street</p> <p>I would very much welcome a parking permit</p> <p>Thank you for considering us in the discussion</p>
<p>139. Resident, Ward Road</p> <p>This area receives an increased rate of vehicles left for days/weeks without being moved, including the regular use of large work vans which take up a large majority of parking spaces.</p> <p>I personally support the zone parking, however, I believe the proposed times of permit parking are too short (11am - 12pm & 6pm - 7pm). Based on a regular working week, most of the streets are bombarded with large unwanted work vans etc. by 5:30pm. I would like to suggest increasing the permit length to the following:</p> <p>10:00am - 12:00pm 5:00pm - 7:00pm</p>
<p>140. Resident, Ward Road</p> <p>I would like to lodge my whole hearted support for the proposed MG parking zone.</p>
<p>141. Resident, Ward Road</p> <p>I support the proposed MG parking zone because I arrive home in the evening I have to park illegally until a space is available.</p>
<p>142. Resident, Worsley Street</p>

<p>We are totally behind having the residents parking in this area and the surrounding areas. We also feel that having the sea front road closed to motor vehicles is amazing. So much space for families to run, cycle and walk.</p>
<p>143. Resident, Worsley Street Myself and my neighbours would like to show support for parking permits . We are in the proposed MG zone Worsley street and very much welcome having permits in this area.</p>
<p>Support for proposed zone (from outside of the zone)</p>
<p>144. Resident, Bembridge Crescent I would like to confirm my approval of this new or proposed zone.</p>
<p>Support for proposed zone (no address given)</p>
<p>145. Resident Hope this finds you well. Just to let you know I am very happy to support the proposal for a residents parking zone in the Festing Grove area.</p>
<p>146. Resident Thank you for the proposed residents parking zone notice which we support, especially due to commercial and large vehicles being left to stand in our road overnight / weekends .</p>
<p>147. Resident Just to confirm we are very much in favour of this proposal. Please can you indicate when you are planning to introduce, approximate date?</p>
<p>148. Resident I fully support the new parking permit zones but do have some concerns. This will definitely support residents, which should be important to the council, especially with the recent closure of the seafront road. That particular decision seems to have initially been good but there has to be an acceptance that there has been misery produced to many local residents. Nothing like winding up people that live here and often means we might up and leave what is a lovely city for a more community feel. Whilst I think its important to encourage use of our beautiful seafront the council and traffic planning department needs to be realistic about us having cars. I do 10 hour shifts and can never park after long and exhausting shifts. It would be impossible to get to work without any own transport adding additional hours and cost. I do cycle as often as I can socially and many residents do but most families do wish to have cars. I have a hard working family and adult children of which one has to live at home and also works. He also needs transport. The fact that we have a house restricts us to 2 permits automatically when similar ones are divided into 3-4 flats and would be allowed 8 permits in total seems unfair. The cost of the third permit is very steep. If there is capacity in the area the cost should be same as others. The councils administration of this permit system doesn't cost more to the third car. Lastly there are too many over sized vehicles on the streets including many campervan and drinkable caravan. These should be enforced to be stored off city roads when not being used often for many months. They can also produce hazards for emergency vehicles getting down our roads alongside badly parked Van's that are slightly bigger. If these issues were also addressed the residents would be alot happier and support the decisions taken by PCC</p>
<p>149. Resident I support the proposal for the proposed residents' parking zone MG.</p>

<p>Parking for residents is currently extremely difficult due to the volume of visitors/non residents mostly visiting the seafront area.</p> <p>I encourage any scheme which will improve the availability of parking for residents. I would like to see the hours of the restrictions extended as the proposal will still allow for visitors/non residents to parking for the entire afternoon from 1pm - 6pm. I would prefer a proposal of 12-2pm and 5-7pm.</p>
<p>150. Resident I fully support the establishment of this parking zone and look forward to receiving further information in due course.</p>
<p>151. Resident I support the proposal</p>
<p>152. Resident I am a resident within the area and approve of the scheme. My reticence would come from your enforcement policy - enforced by the council's civil enforcement officers. There is a lot of illegal parking around me in the first place, this isn't particularly well enforced - I don't want to pay for a scheme that then isn't enforced. Will there be an increase in civil enforcement?</p> <p>Thank you for your response- whilst I now have a greater understanding of how enforcement is carried out, that does not answer my concerns as to how this will parking system will be better enforced than current regulations already are.</p>
<p>153. Resident We would like to pledge our support to the proposed parking zone, something is better than nothing at all in the current state of affairs. Hopefully it will go through.</p>
<p>154. Resident I am writing to express my support for the introduction of this proposed new Residents' Parking Zone.</p> <p>However, I have three concerns:</p> <ol style="list-style-type: none"> 1. Will the proposed new residents' parking zone be enforced rigorously? I've no problem paying an annual fee of £30; but enforcement must be effective otherwise what's the point? 2. If the proposal is to have electronic permits (i.e. presumably no physical permit displayed in the car), how can effective enforcement be undertaken efficiently? 3. I can see the logic in the proposal to restrict the operation of the parking zone to two one-hour periods each day. However, I feel that the duration of the second period is too short, and would suggest increasing the duration of the second daily period, perhaps from 6pm - 8pm, or even 9pm.
<p>155. Resident Great. Can't wait for it to take effect! Parking has been a nightmare.</p> <p>Is it possible to consider having the evening time start a little earlier, to allow those returning from work to park more easily. Perhaps 5:00-6:30?</p>
<p>156. Resident</p>

I am writing to inform you that I wholeheartedly approve of the proposed MG parking zone. Parking in this zone has become much more challenging over the past 18 months, particularly after 6pm.

Please could you advise when the zone would become operational should it be approved?

157. Resident

I am fully in support of the proposed zone however I would like to raise a concern about its limited hours of operation.

The all day parking by beach goes is not a primary concern for parking in this area and whilst it no doubt has an impact I would like to see the parking scheme hours extended so they operate at least from 6pm - 8am as well as 11am - 12 noon.

Ticket inspectors operate on occasion in the area before 8am - I've received a ticket previously, so there would be no additional cost to implement but it would protect the zone from displaced drivers which effectively ripples down from streets on the opposite side of highland road contributing to parking after 6pm being difficult on my road.

158. Resident

I support the residence parking proposal for MG, but have two questions:

-Extending the window to 5-7pm will help free up spaces for residence returning from work, 6pm is too late to start, can this be extended?

-I am fortunate enough to have a driveway, if I park one car in the drive way, can I park the other across the entrance and do I need a permit for this as it is not a "space"?

159. Resident

I would like to comment on the parking zone.

I am in favour of permit parking in this area. However I think the timings could be extended as at weekends it is very difficult to park near our house as so many people park on the free parking streets rather than the paid parking on the sea-front. Improving the paid car parking near the old radar station may help reduce parking in the residential streets.

160. Resident

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

161. Resident

I whole heartedly agree with these proposals for resident permits in this area and would also support higher charges for larger cars, campervans and work vehicles which get left on the roads and cause problems for delivery vans and could also potentially restrict access for emergency vehicles too.

162. Resident

strongly in favour as we can't park at the moment because of the overflow from other zones.

Objection to proposed zone (from within the zone)

163. Resident, Adair Road

Regarding the parking areas on the MG Festing Grove area, I do not agree that there should be parking areas on Adair Road.

It seems abnormal to me that the council charges 30/120/300 pounds a year for parking, the council doing nothing but apply taxes.

this is not the role of the council you can do better.

164. Resident, Adair Road

We do not support the proposal.

This is for a number of reasons, the first of which being that as we both work, returning after a work day between 5pm and 7pm, and these single hour restrictions that you propose will mean we have to purchase two permits for the sake of one hour a day - which is a lot of money to spend over the year for such a short amount per day.

We also believe that considering the large area covered by these restrictions, that they will not in any way help us to find a parking space, as the road is already littered with people residing in surrounding roads, making this difficult anyway - if those people then have permits also, it will still be the same people fighting for a space - just paying for a permit as well.

The other reason we do not support it is that we do not think this will help the volume of cars parking in our street for those visiting the sea front/surrounding areas; we see beach traffic coming into our road all morning and all afternoon; putting restrictions in place from 12pm up to 1pm will not ease this at all.

Finally, we do not feel that there are even enough enforcement officers to cover such a vast area at a single hour of the day (twice a day) and therefore we do not feel this will be effectively enforced.

The reason we believe this is that there are consistently cars parked on yellow lines/over entrances for whole days and evenings, without PCNs issued.

We are a two car household like many others on our street and we know that in itself causes congestion, however, for such a small amount of time of relief from parking congestion caused by commuters we do not think this will aid and that the cost this will add to our yearly living expenses is therefore not justified.

165. Resident, Adair Road

I object to the parking permit.

166. Resident, Adair Road

I am OBJECT to the proposed parking zone.

I have lived here for years and worst case scenario is I park a 4 minute walk from my house in another street - Eastern Parade.

I don't agree that you should ever have to pay to park near/outside your property and if this is the case, the first permit should be free - like it used to be. Admin/other fees could be covered in the additional permit purchases.

It's just another money spinner for the Council!

How 1 hour, 12-1.00 pm and 6-7 pm is going to help with the parking situation, I will never quite understand.

I would like to understand why these times were chosen - 5-11 pm would be more sensible! People generally go for walks along the beach of an evening so 6-7 pm is not a sensible time.

Zones in other areas of Portsmouth have a longer restrictions but these times are just stupid!

A lot of people will now be working from home due to Covid and changes to working environments so I feel that this is totally ridiculous idea.

However, moving forward it will be impossible to park (for people like me) if some streets are zoned and some are not.

So, times should be reflected to suit workers arriving home from 5 pm onwards and the first permit should be free if this ridiculous idea does go ahead.

It's just an additional cost and huge inconvenience to everyone - and you'll also have to pay for visitors to park.

What is Portsmouth becoming!

167. Resident, Adair Road

We wish to inform you that we object to the proposals on the following grounds:-

1) At the start of the proposal document received, you use the term 'positive feedback' and we're not sure how you have arrived at that assumption from a survey, to which 77% of properties did not reply and of those that did 258 were for, 170 against and 10 undecided, which means that for 1887 properties in the proposed zone, only 78 are in favour equating to 4%, hardly a positive response! On the basis of the residents from 4% of the properties surveyed during an informal survey you're now putting some 'positive spin' that this is what people in the area would like and no doubt, will impose come what may. It appears that it is the Council's agenda to introduce parking zones across the City and instead of doing this piecemeal (adjoining areas to existing zones get overspill which makes matters worse when surveyed) why not just do it in one go; it would be more honest! Perhaps at the start of the document you should have stated that you had a poor response which would have been more accurate and this appears to be a case of 'occupier apathy' that will result in the imposition of a parking zone.

2) Having to pay for parking without any perceived benefits. We have always been able to park in Adair Road or adjacent roads and it would appear that the proposals will not necessarily lead to any improvement. The main problem experienced is parking at night, which these proposals do not address as the Zone is not in operation after 7.00pm, so it is dubious that there will be any additional parking after this time.

3) Whilst the 12pm to 1pm might deter visitors to the sea front from all day parking it does nothing to stop people from all afternoon parking for the 5 hours between 1pm and 6pm and does not take into account that the majority of car users in Adair Road and adjacent ones tend to generally park their vehicles before 6pm.

4) Whilst objecting to having to pay for something that we haven't previously, but understanding that the £30 cost of the permit is to cover your costs, it's not clear how you have arrived at the costs for the subsequent permits and there is no information on what this additional revenue stream is for? Also, there are no details of a formula for any future increases in costs. This would appear to be a punitive stealth tax on people with vehicles, living in terraced houses, usually the least well off and generally needing their vehicles for work.

5) Don't understand why motor cycles are exempt as they still restrict space for other vehicles to park.

6) We believe that Portsmouth City Council are contributing to the parking problem by the granting of planning permission for the conversion of non-residential premises into flats with no off-street parking provisions and perhaps the Council need to look at their own actions, although from their perspective, this will obviously generate more income by additional permits!

168. Resident, Adair Road

I'm not sure if I'm the only one, but thanks to a leaflet put through my door yesterday by a local Councillor I ONLY JUST FOUND OUT ABOUT the Council's consultation about introducing parking zones where I live.

WHY have I only just found out about this, thanks to my local Councillor?

It really troubles me that no proper consultation has taken place.

Also, I'm worried that the recent closure of the Seafront Road may skew the vote. I say this because I know first-hand the closure of the Seafront Road has caused an over-spill of cars to nearby streets, including where I live. The Council has said the Seafront Road closure is "temporary" but it's gone on for months, and I fear the fact it has been closed for so long risks skewing the vote in favour of parking zones.

Parking zones might or might not work where I live, (I'm not sure), but they cost money for residents and they do not guarantee a parking space.

From past experience, I also know that after they are introduced the Council (and indeed any Council) tends to increase the cost of permits and add to the restricted hours of parking, seeing it as a relatively easy way of making money.

Although in this case the lack of proper consultation with residents can be forgiven due to problems caused by the COVID-19 pandemic, I ask the Council to extend the deadline for residents to have their say, before making any decision.

If the Council does not do this, I think it will be very unfair and unreasonable.

As things stand today, (7 September 2020), until a proper consultation with residents has taken place, and a proper democratic debate can then take place, I don't think I have any choice other than to vote NO to introducing any more parking zones.

As I see it, as things stand, voting NO is vote for democracy.

I hope many others feel the same way.

169. Resident, Adair Road

I feel the idea is ridiculous because:-

1 I am elderly, I do not drive but my children and grandchildren visit regularly to check on me and support me. They usually can only do this in the week at exactly the time of the proposed restrictions.

2 Any weekend visitors bring in my shopping which will usually clash with the proposed restriction times.

3 My children take out my bins- when? At exactly the time of the proposed restrictions.

4 I believe people need to park somewhere so by introducing restrictions you are just making bigger problems elsewhere. Is this deliberate, to force the whole city to bring these restrictions In everywhere and so make more money for the council at the expense of elderly pensioners?

5 At my age, it is a very difficult task now to get out, but I'll now need to somehow get to a post office with identification, household bills etc to prove who I am, then to hand over my hard earned pension money to get permits for essential visitors.

170. Resident, Andover Road

I wish to advise of my opposition to the imposition of above parking zone that will adversely effect my ability to park in my road without having to pay PCC even more money than I already have to pay. Please drop these proposals.

171. Resident, Andover Road

With regard to your consultation of August 2020 on the proposed residents' parking zone "MG Festing Grove Area", as residents of Andover Road we wish to register our *objection* to the proposal.

While roads further south within the proposed MG area adjoining Eastern Parade undoubtedly suffer parking problems due to visitors parking to access the seafront, this is not a noticeable problem on Andover Road. The evening and overnight parking problems that do occur appear to be largely due to local residents' own vehicles which will not be alleviated by the proposed scheme.

On the contrary, Andover Road has a high density of properties with driveways, resulting in large stretches of dropped pavement kerbs for access. The amount of road space suitable for marked parking bays is therefore limited and the proposed scheme is likely, if anything, to reduce the total amount of parking space available exacerbating parking difficulties.

From observation of existing residents' parking zones we would also question the degree of enforcement that actually takes place. For instance, bicycle lanes on Albert Road and the contraflow bicycle access lane at the junction of Haslemere Road with Goldsmith Avenue within the ME scheme area are often blocked by parked vehicles suggesting there is little meaningful deterrence. Hence an important potential benefit of residents paying for additional parking enforcement – improved safety for cyclists – is not actually being realised.

With regard to the present consultation exercise, we would thus be grateful if you would take account of our concerns and objection to the proposed MG scheme.

172. Resident, Brading Avenue

I object to the proposal to implement Parking Zone MG.

In the interests of brevity I will not give my reasons here.

173. Resident, Brading Avenue

Old Portsmouth parking restriction only allows one hour parking at any time. Why do they have special arrangements that no-one else can have?

Yes This area desperately needs a parking zone for many reasons. The nearby zones have a knock on effect and our proximity to the seafront and Tenth Hole Cafe means we have free all day parking for visitors. This is especially relevant from Easter to September and worsened by the temporary pedestrian crossing at the corner of Brading Avenue and Eastern Parade and the closure of the seafront. Doesn't Portsmouth CC require any income from visitor parking? Every other town does.

However the proposed hours are simply unacceptable. Free parking to still be allowed between 12 noon and 6pm means in term time women coming home from school will still have nowhere to park and people home from work before 6pm the same. We need a one hour zone (like the whole of Old Portsmouth) or at least two hours.

174. Resident, Brading Avenue

I am not in favour of the proposed resident's parking zone MG area because of the 18.00-19.00 slot, I agree with the 12.00-13.00 slot but the evening one is pointless, why not make it 12.00-14.00 as it's beach parking on the weekend which is problematic.

175. Resident, Brading Avenue

I am just writing to let you know that I do not support the proposed parking zone MG. The main reason is that I live in Brading Avenue and most of the time have no problem parking on the road in front of my house, so would rather not have to pay £30 to do so.

176. Resident, Brading Avenue

I have just been notified of this proposal. I wondered if you could confirm that i do not need a permit to park across my own driveway. I have paid for white lines to painted across this.

Thanks for clarifying that.

My concern about the proposal as it stands, with restrictions between 12-1pm and 6-7 pm, is that parking problems for local residents manifest themselves between 8-6 pm each day of the week, less so at 6-7pm as may be the case in other parts of Southsea.

I do have other questions before I can indicate my support or objection to the proposal.

I understand from your previous reply that I am able to park across my driveway without requiring a permit however I do need to understand if permits are car specific or for the household.

We have 2 cars which often alternate in their use of our driveway, as do other residents. We should therefore only need one permit. Please can you confirm proposals to account for this.

Can I also confirm that the proposed parking restrictions are 7 days per week as the weekend is the most problematical for local residents.

Finally 6-7pm is not a particular problem in this area, 12-1pm and 4-5pm would make more sense.

I am not sure that the restrictions will have an impact regarding commuting as there is little to commute to in Brading Avenue and there is no local bus route in Eastern Parade.

In theory then we would not require a permit however how will our parked across our driveway be recognised as one not requiring a permit.

Also I would just say that the problem with car specific is that there is a frequent problem with non- residents encroaching or parking across driveways, making it impossible to park across our own driveway.

It would not be fair to penalise a resident when this happens.

As a resident of Brading Avenue i would like to register my objection to the proposals as they stand.

If a household has a driveway which is shared by 2 cars in an alternate basis then only one parking permit should be required. However as the permits are not related to the address and only to the car then we are penalised by requiring 2 permits whilst only having one car parked on the road.

I also disagree with the proposed times of 12-1 and 6-7.

Parking is most problematical during the day and at weekends and so any restriction needs to be longer across those times e.g. 12-2 and 4-6pm.

I trust these comments will be taken account of by the relevant cabinet member.

177. Resident, Burbidge Grove

objects to the proposal

178. Resident, Burbidge Grove

I OBJECT TO THE PROPOSED PARKING ZONE

179. Resident, Burbidge Grove

I OBJECT TO THIS PROPOSAL !

Your results are minimal.

Survey Return Rate: 438 out of 1887 (23%) of which only 3/4 (328 people) said yes there was a parking problem. Of which 59% (193 people) said a parking permit would be helpful to them.

Therefore only 10% of people surveyed think that a parking permit would benefit them.

Looking at the results per road, it really only indicates Festing Grove with 31 for and 15 against, and some roads North of here.

My road is Burbidge Grove and we do not want parking permits. 5 for 9 against.

I pay my road tax, I have an entrance to my driveway, I do not need another expense, I do not want more parking restrictions.

You have closed the Seafront causing mayhem to all residents in this area, road rag, accidents , congestion and then send out this survey!

Please be mindful of the eastney and craneswater area and remove this proposal.

180. Resident, Burbidge Grove

I am AGAINST the proposed parking scheme.

I can not believe the council has the audacity to raise this issue yet again especially when you have caused so much of a problem by closing the seafront road.

181. Resident, Burbidge Grove

I object to the imposition of any residents parking restrictions in Burbidge Grove. Partial time limits will not deter non residents and all you will get is people coming back looking to move their vehicles to another location giving rise to further air pollution which is already at excessive limits because of the partial closure of the seafront

We have lived here for some time now and parking has been managed ok, so having to pay additional fees for this is unacceptable.

182. Resident, Burbidge Grove

I object to the proposed parking zone of MG Festing Grove area

183. Resident, Burbidge Grove

I currently object to the proposed parking zone, due to the hours that the scheme will operate. During the summer months residents returning from work around 5pm will still have difficulty parking if the scheme doesn't operate until 6pm. Infact, it will be virtually impossible to park at all for the 5 hours between 1pm-6pm. I understand the scheme in Old Portsmouth allows for parking up to one hour, is it not possible to adopt the same scheme here? If that is not possible, then if the hours that the proposed scheme operates were increased to 5pm-7pm, then I would consider supporting the scheme.

184. Resident, Chitty Road

Whilst I support the concept of parking zones for residents, I am utterly baffled by the times applied for residents only parking.

Currently the proposal is for residents only parking between 12-1pm and 6-7pm, what is the thinking behind this as clearly it makes no sense to anyone that actually lives in this area.

The cause of the lack of parking is generally because of people visiting the beach at Eastney and the proposed hours will simply mean people parking in the roads from 1, enjoying a full afternoon at the beach and leaving at 6. How does this help the residents returning from work in the evening, are we expected to park 3 streets away as we currently do and then at 6pm when people leave the beach then go and move our vehicles closer to home? In essence we have no discernible benefit but now have to pay an additional fee for this new privilege of a parking zone.

Do the council actually understand the local area and the reasons behind the parking issues, it appears to most actual residents that they clearly do not, I would suggest a parking restriction time of 4-6pm much like the zone near Fratton Station would be far more beneficial to the residents of this area, I know I personally do not get home from work after 6pm as I am certain no-one within the council does either!

185. Resident, Chitty Road

Please accept this email as my formal OBJECTION to the proposed MG parking zone, for the following reasons:

1. The proposed parking zone will adversely increase the movement of vehicles twice a day within the zone.

2. There will be an associated adverse safety hazard with increased risk to life from the increased vehicular movement into, out of and around the zone.
3. There will be a resultant increase to the levels of pollution in the air within the zone.
4. The local enforcement of existing traffic regulations is woeful with a blatant disregard for the existing "Double Yellow lines" and "20 MPH zones", made worse by the enforcement teams increased workload.

186. Resident, Chitty Road

Please accept this e-mail, as my formal OBJECTION to the proposed MG parking zone, for the following reasons:

- (1) The proposed parking zone will adversely increase the movement of vehicles twice a day within the zone. Effectively ensuring a two shift beach visiting system. Morning /afternoon.
- (2) There will be an associated adverse safety hazard with increased risk to life from the increased vehicular movement into, out of and around the zone.
- (3) There will be a resultant increase to the levels of pollution in the air within the zone.
- (4) The local enforcement of existing traffic regulations is woefully inadequate, (non existent) with a blatant disregard for the existing "Double Yellow lines" and "20 MPH speed limit zones". This will obviously be made worse by an increased workload.
- (5) I completed the survey for this area and found its questions to be biased. With the exception of one question, any response would give a positive in favour of a Residential Zone.
- (6) Only 1887 residents in the area were surveyed, from which less than 24% made a return. I feel this is insufficient on which to base a residential parking zone.
- (7) The first question "Do you have parking problems in the road/area where you live?" The whole of Portsmouth has a parking problem, so naturally people are going to be positive to this question.
- (8) The second question "Do you think a residents' parking scheme would be helpful to you and/or your visitors?" only got a 59% positive. That 258 positives from an initial survey looking at 1887 responses. So your proposing a parking zone on 14% of the total residents surveyed. This I feel is totally unjust.
- (9) The remaining questions, actually relevant to parking survey were views on the type of issues and were irrelevant to whether you wanted a zone or not.
- (10) The council has an agenda to bring in Parking Zones across the whole of the city that were rejected. I feel this is the council's way of bringing in Zones by stealth. Parking Zones have proven not to work in the many areas that they have been introduced into. The council needs to rethink this proposal with a survey that is inclusive to the area and questions that are not biased to give a positive outcome.

(11) Why should a visitors permit be valued/costed for 12/24hrs period when restrictions are only 2 hr periods?

(12) Why is provision for yearly increases deemed necessary?

187. Resident, Chitty Road

I'm writing to OPPOSE and OBJECT to the proposed and intended residents parking scheme in our area.

I don't believe there to be a regular or massive parking issue in our vicinity, rare problems have only been amplified by your ridiculous decision to close the seafront to parking, and your stubbornness and unwillingness to re-open again. This scheme is nothing more than a deliberate plan to generate more income for the local council and PM's who are already creaming expenses at the taxpayers cost. If you perceive there to be a problem locally why close off the additional seafront parking to visiting traffic exaggerating any issues?

In response I'd like you to answer the below questions –

- Why would I wish to pay for something that is currently free to residents? I already pay road tax.
- Why would we wish to pay for full prices permits that only actually cover 2 hours of the day?
- The price of permits will not increase during the next 5 years – And when they do, any rise will not be above the rate of inflation?
- If permits are put in place you can guarantee the seafront will be closed to traffic permanently?
- Can you produce a case study into the impacts, positive and negative to a resident parking scheme? (not some localised survey to suit your agenda)

If you really want to improve city parking issues why not reduce the multiple occupancies, HMO's and new builds authorised within the area.

Could you please provide receipt of this email. I also anticipate an efficient and acceptable response to the above question, not some generic return email

188. Resident, Chitty Road

please note my objection to the proposed parking zone as we do not need this, it is a stealth tax on the normal residents whole have no choice but have cars on the road and the rich in the area who can afford driveways yet again get off scott free, we do not want this at all

189. Resident, Chitty Road

I would like to express my opposition to the implementation of the MG parking zone as described in TRO 49/2020.

At present I feel such a scheme is not needed. I feel the continued closure of the seafront is a cynical strategy by the council to create a parking problem in this area to encourage local residents to support the scheme. When the seafront is open there are little or no parking issues in this area. Many houses have small drives where cars are parked or that owners can park across entrances leaving plenty of space for other residents. The proposed

scheme will not aid parking but rather creates an income stream for the council as we the residents will have to pay for permits to park as we have always done.

190. Resident, Collins Road

I would like to register my objection to the proposal of a parking zone which includes my road.

I am thoroughly disgusted at this suggestion on many levels. Firstly it is clearly a stealth tax for the council, I understand that money is tight but don't encourage people to move out of the city in order to line the councils coffers.

Secondly after so many people have been furloughed/suffered financially as a result as Covid-19, it seems prosperous to penalise families further. Financially it is hard enough to run two cars if work/family life needs this (and public transport is inadequate to get people to work). Do you actually think lots of families have a spare £150 kicking around?

Thirdly, whilst I can see how this would benefit those on streets protesting about the closure of the seafront, give them the stealth tax and spaces and leave the rest of us alone. I rarely struggle to park on my street and can see no benefit to this scheme at all. Are you going to protect my car more for this cost? I doubt it! I can park and will consider moving if this silly proposal continues to be suggested.

Thank you for your responses to my concerns, although if we didn't have a parking scheme we wouldn't have to pay to park for the maintenance of it (therefore it is a waste of money in my opinion).

I still feel the council are blind to the severe hardship many families are suffering due to the current circumstances and a parking permit would only make Southsea less attractive to visit/spend money in or live in.

I am not sure how you expect local people to support the local economy when you will effectively be removing money from each household. At this present time I feel the council has lost sight of what it's priorities should be.

191. Resident, Collins Road

I would like to lodge my objection to the proposed MG residents' parking zone.

Firstly I would like to query the timing and results of the survey undertaken in March. I did not receive any information about an independent Council survey being undertaken and if one was issued via political material then this should not be valid especially if it was issued just as the COVID 19 crisis was coming to a head in the form of the lockdown. The results of this apparent survey also indicate that less than 15% of residents in this area were in favour of a parking zone.

Secondly the annual cost of £150 For a two car household penalises those residents who are of working age and are already paying their income tax to support the Local Authority to provide the services that they do and so this will be a double tax on the hard working people of Southsea to support those older residents who only have one car. This proposal also follows nearly 6 months where households have been under extreme financial difficulties due to the lockdown and is now asking people who may have lost their job to pay an additional tax when they may be struggling to feed their family. It will also remove the opportunity of households spending over £100,000 in the local economy which we are being encouraged to do in order to save jobs in Southssa.

Parking is never really a problem at any time of the day in and around Collins Road and the disadvantages of this additional tax such as further job losses far outweigh any inconvenience of not being able to park outside my house.

I trust that these points will be considered when this proposal is put before the planning committee and that the sensible decision to put a halt to these parking zones is recognised during these unprecedented times and that everyone's focus can be put into far more important things rather than where people can park their car.

192. Resident, Collins Road

I OBJECT to the new zone being put in place, i dont believe it will make much difference unless it was restricted to weekends only. Also owning one car i feel its disgusting to have to pay for a permit to park in my own area.

193. Resident, Collins Road

I write to object to the proposed parking scheme.

In a recent letter I received, you call the feedback from the informal survey of the area, "Positive" and aim to introduce this scheme on the back of it.

However only a 23% survey response was achieved during this exercise. Out of 1887 possible responses, 23% is, 434 responses.

Of these, 75% thought there was a parking problem, mainly during the evening and overnight. Citing commercial vehicles, some households having too many cars and other reasons not made clear. That is only 326 respondents from a possible 1887; just over 17% of the possible respondents.

My response was not one of them.

Households who have too many cars probably do so due to their own needs and requirements. In my opinion they should not be further penalised financially for parking where they live when they can, as they already pay their council tax for the privilege of living in Portsmouth.

Charging residents or business's for their visitors during the hours of 12pm to 1pm is unnecessary as there is not a parking problem during those hours in most of the roads the scheme is attempting to serve.

Overnight and evening parking of commercial vehicles seems to be the main manageable problem but should be dealt with in a different way. These vehicles often park from 3.30pm onwards vacating before 8am the following morning. The vehicles are often not owned by the resident but used by the resident in relation to their employment. Many of these residents will also own a private vehicle registered to their home address. Banning parking of commercial vehicles in residential streets during the evening and overnight should be implemented in the first instance. Forcing business's to find alternative arrangements for the overnight parking of their vehicles instead. This could possibly free up enough parking for residents and address the problem without imposing any additional financial burden upon them.

<p>This scheme does not seem well researched and it is difficult to see how it serves anyone who lives or works in this zone well.</p> <p>I think as things stand this scheme can only be considered to be nothing but a revenue gathering exercise on the part of Portsmouth City council, sadly missing its mark completely.</p>
<p>194. Resident, Collins Road DO NOT SUPPORT</p> <p>Our household in Collins road oppose the parking restrictions. I think it's a massive hassle and financial inconvenience. I hope this does not go ahead.</p>
<p>195. Resident, Collins Road I am emailing to express my concerns regarding the proposed changes to resident parking zone in MG Festing Grove area. I object to these changes taking place and feel that they will cause many issues in the near future.</p> <p>I am happy with the current situation, we enjoy our extended family visiting at weekends as there are no parking restrictions here.</p>
<p>196. Resident, Collins Road I object to the proposed parking zone (Ref. TRO 49/2020), as I am happy with the existing situation in my road, and in the immediate area, and am not inconvenienced by it.</p>
<p>197. Resident, Collins Road I vote NO to proposal of MG Parking Zone.</p>
<p>198. Resident, Collins Road As a resident within the proposed MG Zone. I am opposed to the parking zone. The time zone restrictions will have very little impact on the vehicles that chose to park in my area. The 7pm limit is of no use whatsoever. If it were up to 7.30pm/8pm that would be more effective. The zone should be out of bounds for at least 2 hours (6-8pm). Many people work longer days and the 6pm-7pm slot is not of any use for someone like myself who commutes for work. The zones in the city have led to displacement parking. I previously paid for a business parking permit for another zone (5-7pm) and it was appalling to observe that there was hardly anyone on patrol to monitor the parking. Also this zone was exempt for 2 hours in the evening? why the difference with our zone? I oppose to the current proposal.</p>
<p>199. Resident, Cousins Grove I object most strongly to the introduction of residents parking in my street. The Council has effectively tried to force us into this by declaring parking zones in the whole of Portsmouth thus meaning everyone else comes down to this area to park. Having spoken to many people in this area, who do not favour this move and its associated expense (as if we didn't pay enough Council Tax anyway) the council then close the seafront and cause even more congestion and seeking car parking spaces than we ever had before. Perhaps if this was re-opened the weight of traffic would be lessened and the number of parking slots available on the sea front (charged to the visitor) would increase. The amount of traffic on Eastern Parade is currently horrific and causes huge amounts of traffic jams, all emitting Carbon monoxide in ever increasing amounts as vehicle numbers increase all looking for car parking spaces....they are available on the seafront. This seems to me like a scare tactic to extract ever more money from residents in this area. There are no commuters taking up the parking slots in this area, just visitors to the seafront, for which there are already existing and suitable numbers of parking places on the seafront. This has always worked in the past and has only got worse owing to this council's ludicrous parking/roads policy. I suppose they</p>

have achieved what they wanted in the end....what's the chances of once they have secured this income stream, the seafront is opened and they reinvigorate that income stream too....very clever, but very obvious.

I do not support the residents parking scheme in the MG area.

200. Resident, Cromwell Road

I object to the parking zones in the MG Festing grove area.

We are on Cromwell Road and parking is already bad in the area, it's only local residents that park near our roads and it's already a problem.

I strongly feel that bringing in parking zones in this area will not improve parking. Nearer to the seafront this will obviously help, but not as far back on the map as the area coming off of Highland road.

201. Resident, Cromwell Road

Parking permits in this area will have no benefit to residents or the local community in the short or long term.

OBJECT

202. Resident, Cromwell Road

I am strongly against the proposed parking zones for MG zone. These zones are purely a cash cow for the council. When the whole city is zoned there will still be the same or more vehicles wanting to park and nothing will have been resolved. No zones.

203. Resident, Cromwell Road

While in general I think a parking zone is needed in our area, I don't think this proposed implementation is going to help.

I do not see why the restriction windows are so narrow. It just appears pointless. I do not think it will be much of deterrent considering the small likelihood of an illegally parked car being found within such a large zone in just an hour. Then I doubt your wardens will be patrolling very often further reducing the deterrent. People will just leave them like they often do on yellows anyway. These windows should be wider if not just 24hr.

There are a few new developments in our area and it would help if you can add more parking space as well as a properly thought out Zone. Yellow line could be reviewed. Many are too restrictive and could be loosened without causing accidents. The Tokar street junction with Cromwell road for instance has lines left in place from use of the now closed pubs etc. Please free up some space.

Lastly, could you please clarify whether the south side of Eastney parade can still be used by zone MG holders even if not included in the MG zone? We often have to park there even from Cromwell road so losing half of that street would make things worse for us.

204. Business, Cromwell Road

I am writing to object to the proposed parking zone. As a small business the extra parking permit fees/costs will have a negative impact especially during the current and past climate of covid19.

i am writing to OBJECT to the proposed parking zone MG ZONE. I object on grounds that Cromwell Rd does not have any parking at all & neither does the eastney end of Highland Rd.

205. Resident, Culver Road

We would prefer not to have the parking zone.
More importantly the bonkers idea of double yellow lines outside No.6 & No.5 Culver Road because of "access to the bays" . We all park happily into the corners (bays) We would have 2 less parking spaces....
Why would we pay £30 a year to have double yellows near our house.
Closing the seafront has led to visitors using our road to park in. Air quality will not improve because visitors will be driving round & round looking for a space.

206. Resident, Culver Road

I most strongly object to the proposal for double yellow 'No Parking At Any Time' lines to be placed near my property. This will reduce the already limited parking capacity of the cul-de-sac by two . The proposal states that the lines are necessary to allow access to the two 'northern bays'. I have lived in Culver Road for many years, and there has never been a problem over accessing those properties. Indeed, there are three parking spaces in front of those properties. So, in effect, the proposal means that both No5 and No6 vehicles will now be forced to park outside a neighbour's house thereby displacing their vehicle to another parking area.

The proposal is a retrograde step to take, is completely without gain and results in a net loss to what is evident at the current time.

207. Resident, Culver Road

I am in favour of the MG parking zone proposal overall, however I am NOT in favour of the additional proposal (section D,2) to add two sets of double yellow lines within Culver road to "enable access to the bays at the northern end" - which seems to be a case of trying to solve a problem which simply does not exist. In the years I have lived on the street there have been no issues with parking in the northern end bay, furthermore no one is aware of any individuals on the street ever raising issues/concerns with parking within that area.

Currently, there are 8 spaces for 9 houses outside of our properties (discounting the disabled space) - which does not factor in Selsey Avenue cars which often need to park within the street. The proposal would therefore leave just 6 spaces for 9 houses. On the assumption that the council are trying to improve parking issues within the city streets, I really don't understand the logic of how removing 20% of the parking spaces overnight (to solve a problem which no one was aware of) will improve the situation - and will almost certainly instead cause more problems with less spaces for which we now need to pay. I would strongly urge you to reconsider this specific proposal or at least speak directly with the residents of Culver Road before making a final decision.

208. Resident, Culver Road

I am generally in support of the proposals.

However, in D) NO WAITING AT ANY TIMES, it is proposed to introduce two 4m lengths outside houses 5 and 6 of Culver Road. This is not required. There are 10 houses in Culver Road with currently only 9 available spaces. This proposal would reduce this number to 7. I have lived here for many years and not once in that time has there been a problem with the parking spaces at the Northern end of the road

209. Resident, Culver Road

I object strongly to the proposed scheme, for the following reasons:

1. We rarely have difficulty parking in our road. This is because it is a cul-de-sac with just ten houses, which also has shared driveways the residents occasionally use (mutually agreed) for short periods if ever we are unable to park in the road or close by. This was one of the main reasons we bought the house; the purchase price obviously reflected this

parking factor. It is therefore unpalatable for us that we would need to pay £150 each year to park our two cars in the road (plus visitor permits on top) when we can almost always do so anyway. This would simply be money paid out with no value in return.

2. In our road and surrounding streets, the only time we have difficulty parking is on summer weekends when visitors use the area to park at no charge, rather than using the seafront parking zones. I do not anticipate the proposed hours for the scheme to apply, 11am-12pm and 6-7pm, would make much difference in this respect, as the majority of visitors park in our streets from early to late afternoons when visiting the beach.

210. Resident, Eastern Parade

I do not support the proposed resident's parking zone, and strongly object to the proposed parking zone.

I completed the survey and found its questions to be biased. With the exception of one question, any response would give a positive in favour of a Residential Zone.

Only 1887 residents in the area were surveyed, from which less than 24% made a return. I feel this is insufficient on which to base a residential parking zone.

The first question "Do you have parking problems in the road/area where you live?" The whole of Portsmouth has a parking problem, so naturally people are going to be positive to this question.

The second question "Do you think a residents' parking scheme would be helpful to you and/or your visitors?" only got a 59% positive. That 258 positives from an initial survey looking at 1887 responses. So your proposing a parking zone on 14% of the total residents surveyed. This I feel is unjust.

The remaining questions, actually relevant to parking survey were views on the type of issues and were irrelevant to whether you wanted a zone or not.

The council has an agenda to bring in Parking Zones across the whole of the city that were rejected.

I feel this is the council's way of bringing in Zones by stealth. Parking Zones have proven not to work in the many areas that they have been introduced into.

The council needs to rethink this proposal with a survey that is inclusive to the area and questions that are not biased to give a positive outcome.

211. Resident, Eastern Parade

I am a resident of Eastern Parade and am against any parking zones being which are currently being proposed under the MG or extension of MF zone.

Our road is currently a nightmare as the seafront road has been closed during Covid-19 which has meant a huge increase in volume of traffic on Eastern Parade and introducing this parking zone is not going resolve any parking issues as such.

212. Resident, Exeter Road

I object to the imposition of paid-for residents parking permits for this for the following reasons:

- 1) The main cause of parking issues in my area is the Council's policy of restricting parking in adjacent areas. You are just attempting to solve a problem of your own making.
- 2) Imposition of parking restrictions adds costs to vehicle owners and that with the associated administration detracts from the quality of life.

- 3) Imposition of parking restrictions makes it difficult for essential workers such as care workers, health visitors, nurses etc. as well as tradesmen, to carry out their duties and business without risk of penalty.
- 4) My friends and family can no longer visit without it being an expensive parking experience.
- 5) Parking restrictions adds to pollution in the city by the continual shuffling of vehicles from one zone to the next.
- 6) If you want a vibrant and prosperous town centre, shopping areas, and economy, you need to make it easy and cheap for people and trades-people to park and move around the city otherwise you just choke off business and commerce and will then wonder why your shops are empty and you aren't collecting any rates. This applies to other areas where parking restrictions have been introduced; you are killing the economy.

213. Resident, Festing Grove

We object to this scheme.

214. Resident, Festing Grove

I OBJECT to the proposed Residents Parking Zone covering the MG area. I live in Festing Grove and agree there are times when it is difficult to park close to my home. However I consider this a cynical attempt by Portsmouth CC to squeeze further revenue from Council Tax payers for a two hour parking spot. Particularly worrying is the statement "Permit prices can increase annually".

On checking Portsmouth CC website I note there was only a 23% response to the survey and just over half of these said a parking zone maybe of help. This is hardly an overwhelming positive response to your informal survey.

215. Resident, Festing Grove

We are completely opposed to this. We already pay a high amount of council tax and should not be expected to also pay an added £120 a year to park our car and to not even be guaranteed a parking space. I understand there are people on this road that can afford this as they have lived here a long time and do not have mortgages to pay or children to pay for however this will make life more difficult for us financially. There is no real issue with parking on this road if people park sensibly.

216. Resident, Festing Grove

I write to OBJECT to a parking zone in this area.

217. Resident, Festing Grove

We object to permit parking in Festing Grove for the following reasons:

1. Me and my family have lived here for many years. Not once have we had an issue with parking down our road until the Portsmouth City Council have decided to close the beach road and not reopen it. Meaning everybody had to park down our roads.
2. I'm sure you are aware that each house down this road owns more than one car making it very expensive for the householders.
3. It is actually a hindrance for all rather than a service that we will all be paying each year for.
4. The timings you have chosen for the permit parking zones don't make any sense at all. I can't see how this is going to be a "service" to us.

5. Now winter will be on it's way...all summer we have had people constantly taking our spaces because you wouldn't open the seafront. However, we dealt with it fine..honestly no need for this at all.

6. There is more than enough room for people to park if you would just open the seafront again.

It is an erroneous decision to place permits in this area. I can assure you, we and many others are very distressed about this. Hope to hear from you soon.

218. Resident, Festing Grove

I'd like to object the proposed parking zone.

Personally, I never had an issue finding a spot to park our car in and I don't mind visitors using on street parking.

I feel the proposed parking zone will be more hassle than it's worth. Firstly, more expense on the resident's behalf (even if it's not a lot per year). We think that one car per household should be free of charge. Secondly when we have visitors, we would have to get permits in advance.

I have no problem with the current situation and don't feel anything needs changing.

I expect I'm part of a minority though and that your proposed parking zone will go ahead. What is the estimated time frame on the project? When is the zone expected to be operating?

219. Resident, Festing Grove

We already voted against this proposal so I assume the council is going to go ahead and introduce permit parking irrespective of my views. If this is the case I consider this action to be undemocratic. My main objection is that not only will I be charged for parking when the government already imposes a road tax but also I will be charged extra if my family visits me. Also when the scheme was originally introduced the first car was free and this is no longer the case. It is clear that this is a council money raising scheme and for most of the year is not in the interest of residents. I also think that more cars will spend there time driving around Portsmouth's narrow streets looking for a place to park and cause increased air pollution.

220. Resident, Festing Grove

I wish to register my objections to the introduction of this scheme for Festing Grove. I live at the eastern end of the road and have never had a problem with parking in the years I have lived here. Like many houses in this part of the road we are a two car household, and this has not caused us any problems. If the scheme goes ahead, it will mean I will have to pay £150 per year for something that I currently get for free, with no guarantees that I will be able to park. Unless I am missing something, if the scheme is introduced, I am handing over this money to the council without getting any service in return. Usually if you fork out money you can expect to get something in return, but I cannot see what I am getting in return for the fees I will be charged.

As you will have gathered I am very strongly against any introduction of residents parking in this area.

221. Resident, Festing Grove

I was concerned to receive the letter and read the rules outlining the Residents Parking permits should the proposal go forward.

To explain my circumstances; I do not have a car myself but my children are frequent visitors to my house from outside the city. Their visits have increased considerably this year. One child stays with me for 2 weeks each month and my other child visits every weekend and on his holidays. I rely on them greatly for my care and indeed their cars for hospital and doctors appointments as well as general shopping requirements. I have several medical conditions but needless to say contribute and illustrate the level of care I need from them and am dependent on during their visits.

I do hope that should the parking zone go forward that my situation is considered so that my children may both be allowed to have an annual residents permit each even though their cars are not registered at this address. It is still within the quota of cars for the household. The cost of daily visitors permits as outlined in your letter would have a marked effect on the frequency and duration that they would be able to visit and take care of me. We have worked out that daily visitor permit costs for them would amount to approximately £700 per annum which is just not feasible for us and very concerning.

222. Resident, Festing Grove

As a recent resident of Festing Grove, I would not like my road to become an MG permit parking road. I realise that the roads in the local area are becoming busier, with more parked cars and I understand that this may lead to a lot of the roads becoming more congested with parked cars.

However, while I appreciate that you are trying to fix a problem, I know that this would not be a good solution; 95% of the cars on these roads are there because they are owned by residents rather than being visitors (I know this, having come back home in the late evening and having struggled to find a space even though the visitors had all left). As parking permits for visitors are only £1.15 for a day, this is considerably cheaper than paying for a carpark- so may actually prove ineffective to visitors parking on these roads during the sunny weekends. Furthermore, I live in a house of multiple occupancy for professional workers where multiple people live (due to increase). As most of us use and need cars to travel to work, I am uncertain how we would be able to deal with, not only the staggered costings of additional permits, but also the limit of three cars. I acknowledge the fact that this problem is very specific to me and the people I live with- so not everyone on the street would experience this- but it is still very pertinent to me and would affect our living situation quite dramatically.

In conclusion, I very much oppose to Festing Grove and the roads surrounding it becoming permit parking areas. You have probably already thought of this- but have you tried investing in pavement maintenance to encourage walking or introducing more cycle lanes?

223. Resident, Festing Grove

I object to the proposed TRO 49/2020 (MG ZONE: FESTING GROVE AREA).

The grounds for my objection is that I believe the TRO is unnecessary as I have never had any problem parking in Festing Grove or the surrounding area in the past years since I have owned the property. In fact 9 times out of ten, regardless of time of day, I am able to park within a five car length distance from my front gate.

I hope this objection can be taken into consideration and would be happy to provide any further information if required.

224. Resident, Festing Grove

Regarding the proposed MG Festing Grove Area residents' parking zone, my view is that I am opposed in principle to resident parking zones.

I regard the scheme as a self-perpetuating revenue-raising opportunity for the city council which does nothing to address the core problem: Too many cars on Portsmouth's roads. I would prefer the current free-for-all to having to pay for myself and visitors to park in my own street.

A better solution would be a national campaign to deter multi-car ownership.

Private car parks - for example at retail sites or tourist destinations - could also be opened up to residents free of charge after hours.

If I am forced to pay for permits it would be under the strongest possible protest.

225. Resident, Festing Grove

There are diverse neighbourhoods within MG, and by Portsmouth standards a substantial amount of off-road parking which is actually used as such by most residents who have it. Sure, the Kimberley Road to Kassassin Street area has narrow frontages and high vehicle ownership, but the overspill southwards is negligible, so even in this tightest section the benefits of a zone are not at all obvious. This is one of the better areas in Portsmouth for parking availability; having lived in this road for many years and the Eastney area for a further many years, we accept the summer inconvenience of day visitors, with the reassurance that at all other times there is not really a problem. If there is, it is finding a space late in the evening, and well outside the proposed operating times for MG. These times will not improve the lot of residents in summer one iota, so it is difficult to see how we will actually benefit for the cash we are being asked to part with, and reinforces the probable truth that we are just the next domino to fall.

The Eastern Parade area has comfortably handled overspill parking requirements within living memory, at least until the COVID summer, but that has been exceptional. The northern side of Eastern Parade will form part of the proposed zone; the southern side is subject to persistent rumours that parking metres will be installed, operation times unknown. This would have considerable impact on whether a zone was needed at all, and until the full picture is revealed, the public cannot make an informed decision. It should also be pointed out that the Craneswater zone only came into effect on 29 August - which means residents in Zone MG have had no opportunity to see whether 'displacement' is a reality, or merely scare-mongering. Both issues suggest a decision on this zone should at least be delayed, and residents re-surveyed once they have the information they need. Whilst we have all suffered from increased traffic and pollution this summer, the residents of Eastern Parade itself surely deserve honest discourse on long-term plans for the area, including the options related to sea-defence upgrades.

Confidence that the stated times of operation will be enforced is very low. A freedom of information request to reveal the number of vehicle scans completed by officers in each zone during embargo periods will soon be made, and is expected to reveal underwhelming totals, if they are even available.

Some general points about your consultation methods. I did not actually complete the informal survey due to a lengthy illness at that time, but I remember it as a most leading course of questioning, almost impossible to say 'no' to - who doesn't think there are too

many cars? As was raised at PCC Transport & Traffic Committee meeting in August, we don't even know if the alleged 59% of supporters amounted to a worthwhile and representative total of residents. So we have a situation where an easy-to-complete but biased informal survey usually leads to numerical support, totals unknown, but for the formal survey residents are asked to compose written reasons in writing why they object. No wonder so few bother.

As I write August has turned to September, the temperatures have dipped, and the visitors have gone. Normality has returned, and even in the 'tighter' areas spaces can be found. This zone is really not needed, at least in this form.

226. Resident, Festing Grove

I object to the parking permit system you have proposed.

I object to the extra double yellow lines you also propose.

I have lived in Festing Grove for many years and why all of a sudden we now need extra yellow lines at the same time as you are trying to enforce parking permits is disgusting. How many parking positions are you actually taking away?. Your ambition is to turn the whole of Portsmouth into a paid carperk. It is just something else we now need to be concerned about. The only time parking has been a problem is since you closed the sea front.

227. Business, Festing Grove

I write this email to you in regards to the proposed parking permits that you wish to impose around Festing Grove and surrounding areas.

I feel this would have a negative impact to all that use our business- including residents, staff, family, and other professionals.

Staff, relatives, and other professionals visiting our business would not have sufficient or effective or even available parking near the home causing problems, and unnecessary stress.

Previously there has never been any problems with parking near or around the home, and it has never proven to be a problem,

Since the COVID-19 pandemic began, and with the UK national lockdown more people have been residing at our business, and working from home- this causing increased usage in parking- but prior to this there has never been any issue.

I feel that at this time, we can not agree to the proposed, and feel the opposite.

228. Resident, Highland Road

I object to the parking proposal as it is a money making scheme for the authority.

If visitors come to me it means a 'run around' for myself to different outlets to get them a 'pass' to enable them to park, and internet is not easy to access for myself.

I do not want this scheme to take control over my parking; at a cost to me. I want to continue to find my own parking place at any time of the day, and my visitors to do the same without interference and control from authority.

229. Resident, Highland Road

I would like to raise my objections to the proposed changes to the park in this zone. The issues regarding this zone and parking are in the evenings only and applying these restrictions effect the parking all day.

230. Resident, Highland Road

We have received a notice of a proposed parking zone for our area (MG Permit - southside Highland Road).

Firstly, we do not agree with this, I do not see how this will improve parking in our area, plus why should we have pay even more money just to be able to park in radius of our house.

The times proposed make absolutely no sense also (12-1pm + 6-7pm). These are not hard times to park in our area so why have these been selected? If you are going to go ahead with the scheme at least make it benefit the residents in the area and make it apply to times when parking can be a struggle i.e. finishing work times 4:30 to 7pm or for longer periods at weekends when everyone parks in our area to walk down to the beach.

If we are now going to be forced to pay to park outside of our own homes at least make it worthwhile.

Why only the southside of highland road, if we are going to be permitted, shouldn't this apply to both sides of the road?

I note Salisbury road are being included in the MF zone - are any considerations being taken for the doctors surgery down this road?

Lastly, it mentions that further permits (over 2) are allowed if the zone permits - how is this determined? On our street only 3 of the houses are owned/rented as one home/flat. The rest of the houses are either shared houses or student houses meaning 3 bedroom houses have been turned into mostly 5 bedroom houses, or 6 bedrooms in our next-door neighbours' case. Say everyone residing in these houses applies for a permit how would it be determined how many are received?

231. Resident, Highland Road

Personally I am not in favour of the scheme, whilst parking is an issue in the city I am currently able to find a parking space a reasonable distance from my home. The scheme does not create any further parking so I feel I will be paying a lot of money for no guaranteed gain.

I run a charity and also visit an elderly relative out of the city so I am not convinced I will be better off with the proposed scheme with the hours I keep. Also I have a van I use for the charity, and with all the current restrictions we are not able to do any fundraising events so I am understandably having to insure, tax and MOT the vehicle but then having to pay to park it will now and in the future be an added burden.

232. Resident, Highland Road

I wish to let you know that I am against the proposed parking zone in the MG zone

233. Resident, Highland Road

I have received the letter about the new proposed parking times and permit. I firmly believe this will have an adverse affect on the local businesses especially the timings chosen.

This seems to be a money making scheme and doesn't benefit me as a resident on highland road. We are still no guaranteed a space on the road because of how many people live in each house. I am 1 flat in 4. It is not a necessary, everyone gets spaces and have been coping before and do not need this.

Please do not go ahead with this plan. I do not feel it will benefit those of us living in southsea. I also firmly believe the closing of the seafront has had no affect on this area either. I completely agree with the council decision to shut the area.

234. Resident, Highland Road

I am writing to you with regards to the objection of the proposed residents parking zone: MG Festing Grove Area. We are a family with three adults living on Highland Road and have three vehicles in the household, all of which are used for work commutes. Under the proposed introduction of a parking zone in our area we will be paying £450 per year as a household.

Frankly the fees for three vehicle permits is disproportionate to the fees of that of a household with one vehicle, and feels unjust considering in our case each vehicle is used to commute to work that is otherwise unreachable. Having a vehicle per adult is out of necessity rather than luxury and as a direct consequence of the proposals work and livelihood becomes a bigger strain. With a lack of local off road parking and an abundance of terrace houses, parking on the road is also a necessity, especially when finishing work and arriving home between 18:00 and 19:00, the suggested permit parking times. We understand that should proposals go ahead, some fee for a permit is necessary, however the cost should be reviewed for households with working adults.

The proposed changes that have gone ahead in the nearby areas of Winter Road have already had negative affects and caused further congestion and 'battles for parking' in non-permit areas. This shows that the proposals do not deal with the problem of residential parking but push the problem along, road by road. Introducing permit parking seems inevitable however this does not offer a satisfactory solution for parking. To introduce permit parking with such high fees for working households seems purely regressive.

Ultimately there is no solution to parking however other measures should be introduced or explored prior to the introduction of hefty and unjust fees that are to the detriment of working class families. We ask you to reconsider the proposals, specifically the impact that high fees will have on working class household, with multiple vehicles used for work.

235. Resident, Highland Street

I strongly oppose the restrictions and having looked at the survey it's not fit for purpose. The survey is deliberately swinging towards a way of the council justifying robbing their own citizens. It doesn't even have a question about the cost or the price just horrendously leading questions about parking problems, it's shameful really but also a really bad attempt at trying to pull the wool over the eyes of the resident.

There is a parking problem in every area of Portsmouth, however this area is no where near as bad as all the other areas so the parking problem question on the survey is obsolete. Having looked at the charges, it would appear that we would need to pay full price for something that is only valid for 3 hours, this can't be correct? Or is it scaled down because of this? How can someone who lives in another area pay the same for a permit where the restrictions are for 24 hrs per day? This does not make sense to me at all and I feel like you're just trying to get money out of me for essentially nothing in return. I finish work at 9pm on 3 shifts a week too so I will be paying for a permit and not being able to find a space, there has been no consideration of this situation at all and I'm not hopeful anyone will do anything about it or even listen to this concern but I felt the need to make you aware that I

think your survey is utterly terrible and very misleading and I oppose to the new parking restrictions in my area.

236. Resident, Highland Street

Am in proposed parking zone MG and am not in favour of this proposal.
Parking will just be harder for people in areas that have no parking zones.
The council should either make all areas permit holders only or none at all.

237. Resident, Highland Street

As a resident in MG zone, I do not support the parking zone strategy.
It is deeply flawed, piecemeal parking does not work on the ground, it only causes confusion and displacement.
What is required is an all encompassing city wide strategy that meets all the complex transport issues for Portsmouth.

Thankyou for your comprehensive reply.

I now understand the problem of implementing a city wide parking zone.

238. Resident, Highland Street

I would like to raise my concern about the proposed permitting of streets in Eastney. I live in Highland Street and I am strongly against it for the following reasons.

1. I have never had an issue parking within a few minutes walk of my house and the only time it ever is remotely difficult is in the evenings after about 5pm suggesting that the vast majority of the cars are from residents rather than anyone visiting the beach. The proposed times make very little sense based on what the parking situation is like. Firstly there is no need for one in the middle of the day, there is always substantial parking during that time even in school holidays. If the permit areas are to go ahead having 5-7pm on weekdays would be most important and possibly the majority of weekends to put off beachgoers.

2. The scheme is deeply biased in favour of wealthier households. People who live in smaller houses without driveways will have to pay £30 for a car and £120 for a second car whereas those lucky enough to be able to afford large houses with driveways will not have to pay a penny. Some houses within the proposed area can fit 2 or 3 cars on their driveway and could park another across the front without paying. It doesn't seem particularly fair that one household may have to fork out £150 for 2 cars while a much wealthier household could have 4 cars and not pay anything at all.

3. It is claimed that the money goes towards putting up signs, painting lines and paying for parking attendants... Surely lines and signs are one initial cost which will not be needed to be repeated so where does the money go in subsequent years? I realised lines need repainting sometimes but not very regularly and signs don't need replacing for years. I can't see how the same money would be needed year on year.

Also it's not clear where the parking fine money goes. If residents are paying for the attendants and the fines are going to pay for other things that does not seem right.

4. As it is proposed there seems no clear reason why a second car would have to cost 4 times the first car. It seems unlikely that this will put people off having more cars as people usually have two cars for a reason (eg both beyond a reasonable cycle). I believe if it goes ahead it should be based on car emissions rather than number of cars. Everywhere I have

lived previously has worked on this basis and with Portsmouth's campaign for cleaner air (cough cough engine off etc) it would make a lot of sense.

5. To be perfectly honest if we end up with 2 cars (likely if we ever go back to working at offices as we both need cars for work) we will probably pay for one and park the other over the other side of Highland Road and I'm sure other will do the same. I would say this will just move the parking issue north but I don't really believe there is a parking issue in the first place.

6. From talking to neighbours I don't get the feeling anyone is for this plan so I am curious who, if anyone, has asked for it. If it has been requested by people living on roads closest to the seafront, as they would be most affected by beachgoers parking on their roads, that seems fairly moot as most parking issues down those roads would be hugely eased if those with driveways used them.

If it has been requested by roads just off Highland Road, like ours, then it seems like that would be purely down to laziness as I have never had to park more than a 3 minute walk from our house even at the busiest times.

If it has not been requested then I see no reason to bring in permits except a way to make money from the residents. If permits are introduced due to proximity to other permit areas then eventually you end up permitting the entire island. I used to live another city which is vastly permitted and the parking situation for visitors puts me off going to visit friends.

239. Resident, Kimberley Road

I would like to register my objection to the proposals for the residents' parking zone MG. This based on the disproportionate cost for permits for residents vehicles.

Whilst I acknowledge that parking can at times be frustrating, I am fairly confident that the majority of cars parked in our road belong to residents and that introducing a charge to those residents to park in their own road is unfair.

I am fully supportive of Portsmouth City Council in most actions; for example: the management of the seafront during lock-down has been extremely effective. However, I cannot support this proposal and would urge you to reconsider alternative solutions to residents' parking grumbles.

The element of the proposal I do support is the restriction on goods vehicles and would like to see this enforced throughout Portsmouth.

240. Resident, Kimberley Road

I am writing to object to the proposed TRO49. We live in Kimberley Road and don't have any issues with parking. Can you please advise what is the logic for the proposed order? If to ease parking, we don't have an issues as stated, so the only other reason we can assume is that this is another way of raising revenue, so in effect a stealth tax. I look forward to your response and please lodge my objection on the ledger.

241. Resident, Kimberley Road

I would like to vote AGAINST the proposal on the grounds that it discriminates against residents who have no car.

I would have been prepared to support it if either:

Those residents who have no car could nominate one, specified, visiting vehicle to be treated as if registered at their address, or

Visitors parking permits could be purchased, for one specific vehicle, for a period of a month (or 3, 6 or 12 months) instead of daily

I have a friend who visits me frequently. But, under the proposed system, he will not, now be able to visit me during the restricted times, unless I purchase a one day ticket each time. If I had a car of my own, this could be resolved by me going and fetching him, as other, car-owning residents can.

I therefore submit, that the proposal is discriminatory against non drivers, who will not be able to have visitors round in the same way as their car-owning neighbours can.

242. Resident, Kimberley Road

we object to the resident parking permit proposals as we do not think they are necessary. What would be far more helpful to parking and traffic in this area is the introduction of a one way system.

243. Resident, Kimberley Road

I am just writing to register my opinion about the proposed parking zones in the MG Festing Rd area.

As a resident of Kimberley Rd in a household with one car we definitely oppose the plans as we do not feel it will benefit us and strongly resent paying for it.

I can understand the intention of reducing non residents and commercial vehicles occupying the spaces during busy times but don't understand why each house doesn't get one free space. What is this £30 paying for? We still won't be guaranteed a parking space and it doesn't cover the hours we actually struggle to park. It just feels like a tax.

Additionally, I am very unhappy about the idea of my visitors having to pay to park to visit us. We manage just fine as we are.

Please register our objection to the proposals

244. Resident, Lindley Avenue

I strongly OBJECT to the proposed implementation of the parking zone

245. Resident, Lindley Avenue

Having read your printed literature, online material and viewed the comments of other residents online I feel I have to oppose the introduction of the MG parking zone.

The initial survey was conducted prior to the full lockdown and general understanding of the Covid-19 pandemic. Since then the working patterns of the majority of UK citizens has changed in a manner none of us could ever have anticipated. More people than ever are working from home therefore not moving cars on such a regular basis as they once did. With more people now at home, this has provided them the opportunity to engage contractors to work on their properties (especially as the ability to spend any free income has been curtailed by retail and travel restrictions). These key changes have simply added to the whole parking issue but I feel to use a survey before the impact of Covid-19 is fundamentally wrong.

At worst there should be another survey of residents to understand their change in lifestyle and how the requirements have changed since March of this year. To simply force this change through looks like a poor excuse to raise city funds without really providing a sustainable solution.

246. Resident, Lindley Avenue

I wanted to oppose the adding the parking restrictions to my area, we do not need it.

The restrictions TRO 2020 is the number I've read on your website. There doesn't seem to be a link on the webpage so hence the email.

247. Resident, Lindley Avenue

I object to the proposal I received on the basis that the proposed restricted hours (12:00-13:00 and 18:00-19:00) will not address the parking issues faced where I live on Lindley Avenue.

Typically parking becomes more of an issue after 19:00, when residents return home. There is ample space to park during the day in this street and rarely do we face issues of non-residents parking all day. I previously lived on another road within this proposed zone, and it was the same.

However, if parking restrictions were proposed that helped address the issue of lack of parking in the evening, I would support it.

248. Resident, Lindley Avenue

I write concerning the proposed MG parking zone and state I do not want one introduced as it will hit those with low incomes more than anyone else.

there is also no logical need for them as our area coped traffic wise even when the beaches were packed so there does not appear to be a need for any scheme and the only pressure for one may come from the Council itself planning parking metres in the area.

Covid 19 will bring its own long term problems to our community over un-employment and I feel it is simply disgraceful to consider adding an extra financial burden onto people at this moment in time and with no train station nearby there is no day to day issue over getting a parking space.

Of course there is an over spill from roads with narrow houses in our area but we are here to help each other and as stated we cope and are tolerant to those needing somewhere to park.

Many have dropped their mileage due to working from home and that will not change in the near future and with the ever increasing impact of electric vehicles the air should be getting cleaner.

The council should be ashamed of itself for trying to bleed more money from people facing unemployment on a scale unknown of for many decades and should only charge for services to the public and this is simply a money grabbing exercise that flies in the face of claims that no profit will be made from these fees.

I think a long hard look in the mirror is required from many councillors proposing this scheme in our area at this moment in time.

249. Resident, Lindley Avenue

I would like to submit my disapproval of the scheme.

I would prefer:

1. that an electronic scheme were in place much like the London Congestion Charging whereby vehicles not registered in Portsmouth are charged per day upon entry to the city - I understand there are 4 entrances / exits including the ferry port?

2. Portsmouth residents should be allowed to park anywhere in the Portsmouth CC administered area

3. City visitors - including non-resident Students as per point 1 above, should have to pay for the scheme - if it has to exist at all.

4. why does a resident have to upload vehicle ownership/registration details when this information can be looked accessed automatically using DVLA's systems?

250. Resident, Marine Court

We are residents of Marine Court, Southsea and one of the few respondents to the initial parking survey. We object to having a residents parking zone in Marine Court because it is a cul de sac and as such we would have a problem with cars coming into the close looking for parking and constantly having to turn around in a restricted space. This puts the residents in danger particularly children when cars start backing and filling in what we as residents have always considered a safe place for families. This would cause increased traffic pollution in the close as well as noise and disruption. As Marine Court is close to the seafront, beach huts and Coffee Cup Cafe we would be inundated with a constant stream of cars looking to park here.

As it is we have just enough parking spaces for the residents who live in Marine Court without any additional cars from elsewhere in the zone. The residents look after and maintain the common areas of Marine Court with plantings, shrubs and trees. We collectively keep the area tidy and litter pick in our community and having a parking Zone here would not be beneficial to the residents. We are a close community and look out for each other.

We already pay high council tax rates to live here and we don't see why we are expected to pay more to park our cars in the nine allotted parking bays that we look after.

251. Resident, Marine Court

Please note that I do NOT want resident parking permits for Marine Court

252. Resident, Marine Court

We are writing to express our objection to the proposed parking zone particularly relating to Marine Court.

It is our understanding that the upper section of this development (numbers 10-35) is a private road and as such is for the use of those who live within this area.

Any parking restrictions will make Marine Court a legitimate parking zone for all other areas included in this permit zone.

We are therefore vehemently opposed to this and as a community will seek to look at how we can adopt and maintain our privacy in this area.

253. Resident, Marine Court

I am writing to object to the above proposed residents parking scheme, particularly in Marine Court.

My understanding is that this area is a private road and is for the use of the residents only, particularly the parking bays between houses 10 and 35. Under the original plans, the parking bays were for the sole use of the houses and their visitors. Can you confirm this?

We, as a development will be looking into this further now this has been raised and may well seek to officially adopt the road. Please can you advise who at the council we would need to speak to regarding this?

254. Resident, Morley Road

I would like to register my objections to proposed parking zones in my area Morley Road Southsea.

The 12:00-13:00 would be irrelevant as there are no problems parking at this time of day, I am not convinced that the 18:00-19:00 would have any significant impact.

I do not think that this idea has worked very well in other areas.

It seems to me that it is more of a fund raising scheme for the council than being of any benefit to residents

255. Resident, Owen Street

I am against this as it is simply an additional tax and a way of raising funds.

If the charges were less i.e. first car free 2nd car £30 then fair but an additional £200 for most residents is daylight robbery.

I expect this will eventually spread to every area in Portsmouth. Its a stealth tax full stop and will not improve parking enough to make a difference.

256. Resident, Owen Street

I am writing to object to the proposed introduction of the parking restrictions being imposed for this area. I park regularly daily in Owen Street as I'm a local resident and there is no need to introduce this restriction as there is already plenty of local resident parking and I think is just another money making scheme for the Council.

This will just move parking further out of East Southsea to the next area that doesn't have these silly restrictions.

Please register my objection to this proposal

257. Resident, Owen Street

Please take this feedback as confirmation that I do not support the proposed resident parking scheme which will affect me as a resident.

I am happy to be contacted to discuss my views however I want it to be recorded that I feel this is unnecessary and offers no benefit but purely inconvenience.

For visitors permits how would i purchase these as I work long hours and do not want to have attend somewhere to collect these - could these be bought online and delivered?

258. Resident, Owen Street

My relative is upset at the fact he is now going to be forced to pay to park his car in the street. He is elderly and feels it's just another way of ripping of the elderly?

He is upset that this has all been done on line or letter and there has been no opportunity to express his concerns. He does not own a computer or a smart phone so he feels excluded from these decisions. The elderly people living on pensions can afford these Payments and he feels that he is being punished for owning a car.

259. Resident, Owen Street

I am writing to register my opposition to the proposed introduction of the MG residents parking zone.

The parking situation in this area functions reasonably well and I do not see that the associated cost to residents will deliver any particular benefit.

As a use case for your consultation exercise, I work outside the Portsmouth area and commute each way to and from work, leaving early in the morning and usually returning after 7:00 pm the evening.

There are other residents in the same situation for whom the proposed scheme will provide no clear benefit while they will have to meet the cost during a challenging economic period for many people due to the COVID-19 pandemic.

260. Resident, Priory Road

Why will the charges so high?

£30 a year to cover the cost I understand, but £120 for 2 and £300 for the 3rd? how can you justify that?

I have teenage children, so we could be looking at £450 a year to park in OUR AREA....

Why cant you just make it £50 a year per car???

Why introduce it in the first place?? I have lived in southsea for years and the problem hasn't been any better or worse at any stage... its just something you get on with. And the fact that people can still park in my street and live 5 roads away doesn't solve the problem. That just means I need to park elsewhere and the problem continues.

Why aren't you looking at a park and ride system for the seafront /beach goers you talk about that runs during the summer and during the winter can be used to keep vans of the streets freeing up space?

And having lived on priory road , with the health centre and the pharmacy at the top of the road, this wont stop people parking in the surrounding area daily at all hours.... So actually this isn't solving anything for these streets Why are people driving to pick up a prescription or going to the doctor, can they not walk or is it because they aren't local??? Maybe introduce charges around such areas that is between 8am and 8pm and this will stop these people just nipping to the chemist etc and they may switch to the choice of walking, public transport which can only be better for the area

261. Resident, Priory Road

I object to the parking zone for the following reasons

- 1) the time zones will not stop parking and will make no difference to me parking after I Finnish work.
- 2) the council should increase council tax if it wish's to increase revenue.

In order to have a fare system any parking restrictions should be 24 hours.

262. Resident, Selsey Avenue

We WOULD NOT want the council to introduce a Residents Parking Zone in our areq.

<p>263. Resident, Selsey Avenue I would like to record the fact that I am opposed to the introduction of the above zone.</p>
<p>264. Resident, Selsey Avenue I object to this parking zone because</p> <p>1 It is not needed and nobody has asked for it.</p> <p>2 We were asked previously if we wanted this zone - keep asking the same question until you get the answer you want?</p> <p>3 Cost to residents is more than necessary and is punitive and revenue raising.</p> <p>4 I am happy to share the parking with visitors.</p>
<p>265. Resident, Selsey Avenue I object to this parking zone because:-</p> <p>1 It is not needed and nobody has asked for it.</p> <p>2 We were asked previously if we wanted this zone and we replied in the negative. Is it your intention to keep asking the same question until you get the answer you want?</p> <p>3 The cost to residents is more than necessary and it is punitive. I feel it revenue raising exercise designed to benefit the local council and not the community.</p> <p>4 I am happy to share the parking with visitors. I have lived here for years and it has never been an insurmountable problem at any time of the year.</p>
<p>266. Resident, Selsey Avenue I object to the Proposed MG Zone – Festing Grove Area – Residents Parking Places and Waiting Restrictions.</p> <p>This to me is a money making exercise as it is for the whole of the city – the proposal will not benefit myself or my household – 4 Vehicles in this house hold – just not viable! With the current pandemic in the world, we should be making it easier for every household to survive without added and unnecessary expenses and stress. If you claim it not to be a money making exercise how do you explain the differences in first, second and third vehicle? Why is it not just £30 per car? I understand pollution etc however, people have to work and do not all work within walking distance or have the funds to use public transport! Again, with the current pandemic, who would want to use public transport!</p> <p>Unnecessary stress: Not all self-employed will be able to park their works vehicle as it will be registered to their place of work! 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.</p> <p>How is this going to be policed?</p>

AGAIN with the current Pandemic the seafront being closed – put stress on parking in the area – Car's parked on pavements, as well as unauthorised areas.
Permits would not alleviate this issue, not once did I see a parking warden or the area being policed – An extremely Dangerous situation!

Temporary Road Crossings – Espanade Road – DANGEROUSE

MG PERMIT HOLDERS ONLY 12-1PM AND 6-7PM – WILL NOT BENEFIT THE AREA AT ALL!

This would mean I would need to wait till 6pm to be able to get a parking space in the summer months!

The only way to benefit this area is for permit holders 24/7!

267. Resident, Selsey Avenue

Although the parking zones have been a long term plan of the council, It's something I'm not a fan of, especially when it's enforceable for only two (1 hour) periods a day. Who and how are you planning to police this?

Secondly the proposed double yellow lines outside of numbers 5 & 6 Culver Road are totally unnecessary. I've lived here for many years and there has never been a parking issue in the road as the residents respect each other's parking so is self managed quite successfully. Obviously in the height of summer it does become busy but it is still manageable in the evenings.

The old adage "if it ain't broke don't mend it" would work in this instance.

Always willing to discuss other options and we look forward to receiving your comments and any updates on your future plans.

268. Resident, Selsey Avenue

I am totally against the proposal.

Having lived in Selsey Avenue for many years I can see no benefit for this scheme.

Portsmouth City Council are using this as a money-making scheme, how can they justify charging more than £30 -£60-£300for multiple permits!

Visitor permits again nothing more than gaining revenue.

Parking generally in this road causes no immediate issues.

The summer months of course are more busier, this is to be expected though, living so close to the seafront.

This was always going to cause parking issues, we have learnt to not use our vehicles when the traffic is going to be heavier. Therefore another reason we don't need permit parking.

I require to be able to park my work vehicle, I lease the vehicle from the company I work for which is registered to them.

Why am I being targeted and penalised as apparently I would be unable to obtain a permit for this vehicle. Where would I be able to park within these hours?

This current and subsequent vehicles has been parked for many years with no issues. The vehicle does not exceed any weight restrictions.

This will have an adverse effect on my business.

With the proposed time limits being suggested how will this be effectively policed?

My request is that this proposed parking permit scheme should not be implemented .

269. Resident, Selsey Avenue

I feel the decision to impose parking restrictions on our area has already been made so any comment will have little effect.

One area of particular concern is the proposed double yellow lines outside no.5 and 6 Culver road. The parking in this little road works quite adequately throughout the year, it does not require a further reduction in parking spaces. It would be detrimental to the householders in the area. Further Consultation with the residents may be required.

270. Resident, St George's Road

The implementation of two 1 hour slots daily is ludicrous. If there is going to be a RPZ in my neighbourhood I want it to be the same as Fratton for instance, where 2 hours limited parking all day is in place. The rapid build up of RPZs are unenforceable unless you are doubling the number of CEOs.

271. Resident, St George's Road

As a resident that will be effected by the forthcoming parking zone proposals, I would like to state that I am - not - in favour of the proposal.

As a household with two vehicles necessary for work we will be hit by the 300% increase in cost from the single permit cost of £30. A flat rate of £30 per vehicle would be a fairer charge and one that I would more likely support.

272. Resident, St George's Road

I have lived in the area for the few years and have been happy to find a parking place usually within 50 to 100 metres from where I live, if not directly opposite the house.

Admittedly during the holiday season, at times, it can take a bit more walking to get to the car but I do not find that to be a major inconvenience.

I therefore would like to express my opposition to the introduction of an all year round restriction to parking in our area, as proposed.

273. Resident, St George's Road

Please be advised that I am a resident of St George's Road, Southea and am against the current proposed parking permit plan in my local area. MG TRO/49/2020.

Whilst I appreciate that by having a permit in place to ensure local residents can park near their homes could possibly work, I feel the timings proposed are not correct.

As a worker who has been working through the whole of lockdown/Covid 19, I use the main seafront roads daily to get to and from work in my car. I am usually back home between 3.30 and 4.00 pm and throughout the last months have struggled to park anywhere near my home. Closing the main seafront road caused much more traffic to pass and park down my road and the amount of cars/bikes crawling through the roads near the tenth hole and canoe lake at that time of day was ridiculous. Everyone made the most of the beautiful weather of course but it meant us locals had no chance to park after a long day at work. A parking permit should have been bought in months ago to ease the strain on local residents.

Although many children are back to school, many adults with the cars are not back to work and on sunny days the roads are still hectic. The evening time of 6-7pm is too late to make a difference to the locals. By this time, the majority of beach goers have left for the day so parking in the evening is not an issue, its coming home late afternoon/early evening that is

the issue. It needs to be something like 4-5pm/5-6pm. This will encourage beach users to leave earlier by 4 or 5, freeing up spaces for residents who just want to park by their homes.

274. Resident, Tokar Street

I am writing to object and oppose this planned parking proposal (although I feel it is already a done deal, where these objections will not be considered and taken into account)

I have a number of issues with the introduction of the MG permanent parking zone.

Firstly, why? Is there really a need or a call for this zone? You stated in your mail out that that there was positive feedback from the informal survey. Will these be published? From many neighbour conversations I have had about the proposal, I wouldn't say it was positive. Where is the evidence for this.....is it published.....can it be accessed? I feel it is the council's desire to zone the whole island specifically to raise funds is probably its defining factor in parking zone inception. We are to become cash cows for the council coffers yet again! (Tax the Rich!!)

We are not located near the busy city centre (as is the case and need for some zones) or close to a public transport terminus/station (where day parking is absolutely issue) or a particularly busy area of the city. Yes, we are close to the seafront which can present parking challenges, but only in the summer (Particularly this year perhaps because of the Covid closure of the seafront esplanade - which I remain in favour of)

It is without doubt that at times, it can be difficult to park in and around Tokar Street when returning from home from work in the evening. But this is a factor of some households having more than one car and many with large (therefore taking up space)) commercial vehicles parked in in my and our surrounding streets.

As a single vehicle owner who uses their car to drive to work out of town, I object to paying for a first vehicle permit. I know many neighbours feel this too. To the south of the zone, there are wealthy property owners/renters who if they do not have driveways, may be able to afford the zones tariffs. But for families and individuals in the north eastern sector of the proposed zone, many are working families, many single parents who would find the £30 first permit financially prohibitive and worrying in light of the enormous financial worries and potential difficulties that the coronavirus that brought. . I feel the council should reconsider and issue free one car first permits for residents introducing a charge for secondary and above vehicles per household. Free one car first permits could be offset and levied, in my view against households with (multiple) vans, commercial vehicles and in some cases, very large suv's (Chelsea tractors) that take up inordinate space in our tiny streets.

I would also welcome and suggest the introduction of safe and secure on-road cycle stations that could be used to safely store our bikes overnight instead of through our tiny houses.

It seems unfair to me that those richer households as stated before, many with driveways/garages to park their large vehicles wont baulk at these charges or proposals which for many like me oppose because of the cost levied against a first one car permit.

We have to stop penalising less well-off community residents and start to tax the wealthy residents amongst us, those who so often have larger vehicles, and in many cases more than one care per household.

I look forward to your reply and perhaps a reconsideration of first permit charges. Tax the Rich!

275. Resident, Tokar Street

I object to the proposal in the current form, which has been set out under reference TRO 49/2020.

Although parking restrictions are very much needed in the area, the current proposal is not sufficient to rectify the ongoing parking situation. Only two hours of restricted parking throughout the day will still enable non-residents to freely park their vehicles whilst visiting the seafront.

From personal experience, working from home for the last few months, with my desk facing the front window, I have witnessed a constant stream of seafront visitors, parking on my street (Tokar Street) and staying anything from one hour to five hours. Much to my disgust, and on more than one occasion, I have had to resort to paid parking on the seafront, whilst non-residents enjoyed free parking outside my house. As I am due to return to my place of work soon, upon my finish time I will be arriving back home around 17:00 and I still will not be able to find a parking space near my home - even though I will then be expected to pay an annual residential parking fee.

If the resident parking scheme is to be effective in this area, the hours of restricted parking need to be extended to match the hours of paid parking on the seafront.

276. Resident, Tokar Street

Please note, I am a resident of Tokar Street and very much against the proposed zones.

Financial pressures are my biggest concern (constantly) and anything that adds to this is increasing stress levels, not reducing them. My relative was able to buy his first car. He saved hard for this and needed it for work. With these proposals, he would have to pay £120 in order to park near our home. Ridiculous and unfair.

I am used to not being able to park near my home. Able bodied people shouldn't be so afraid to walk for a few minutes to get to their house. You are meant to be improving people's health, not finding even more ways to reduce their reasons to walk!

277. Resident and business, Tokar Street

I work from home, and feel that having parking restrictions on this road would have a detrimental effect on my small business and could deter potential clients. My husband's business also requires him to have his own van and by placing these restrictions would also add to the expense of being self-employed.

I feel that this proposal is not for the benefit of the current residence but for the financial benefit of Portsmouth City Council. I feel that if there is an issue regarding traffic, then there are plenty of other means to control current through traffic such as; perhaps adding speed bumps along St George's road as people drive increasingly fast around both corners towards the seafront (many accidents have occurred on the bend by the Eastney Tavern). Opening the seafront back up would also help the flow of traffic. Placing parking restrictions is not the answer, and I know that these proposals have been rejected by residents before. If the proposal was really for the benefit of the residents, then the current building of flats with

their own personal parking spaces would not have been accepted, blocking out several FREE spaces for current residents on Tokar Street.

I believe that this proposal is a bad idea and do not support it at all.

278. Resident, Wainscott Road

I would like to register my strong objections to Residents Parking in my area.

I am a senior citizen, and have resided in Portsmouth all my life, paying rates and Council Tax.

I am in receipt of a State Pension and no way can I afford the sum of £30 to park my car OUTSIDE of my own house! It's absolutely ludicrous in my opinion.

Am I supposed, now, to get rid of my car?

You asked for views, and these are mine.

279. Resident, Worsley Street

Please be advised that I object to the parking permit proposal.

I would be in favour of a scheme similar to our neighboring Eastney district. Whereupon the first resident's car is free, followed by 60GBP for a second car and 90 free parking passes for visitors.

Objection to proposed zone (from outside of the zone)

280. Resident, Highland Road (north side)

The closest available parking for us is Kassassin Street and the adjoining roads. We have always been able to park in one of these roads regardless of the time we return home - we return home at various times and have no difficulty parking. In addition, I walk around these roads at all times of the day, especially during the school holidays and there are always parking spaces available down one of these side roads (Kassassin, Eastney, Adair, Tokar...).

The lack of policing on these roads and traffic wardens means that some people do park illegally, going over double yellow lines and parking on the corners of junctions, but this is not due to lack of space, but due to laziness on the part of the drivers unwilling to walk a few yards to their houses.

As we live on the North side of Highland Road, we will be excluded from the opportunity to buy permits for this extended zone, as will our immediate neighbours. We will be forced to find parking either in Methuen Road which is far more densely packed in the evenings than any of the roads around here, or to the south side of Eastern Parade which is bizarrely not included in your extension of this zone. Either way, it will have a negative impact on the wellbeing and stress levels of my partner and myself who can see very little logic in your choice to extend these parking restrictions.

I can only presume that the choice to introduce these parking restrictions is an opportunity to raise cash for the local council. The parking charges will raise tens of thousands of pounds for the council, but how much of that will be put back into improving the local area?

Ultimately, I do have a question: if you introduce this parking zone, which precludes us from parking in our local area, where would you suggest that we park? Methuen Road is vastly over-subscribed and the other roads in the area are already under parking permit. You seem to have ignored the houses on the North side of Highland Road? I would appreciate a

response to this email as soon as possible, as I would like to take this appeal further if necessary, to challenge it and request the opportunity to extend the MG zone to include us so that we are able to park within a mile of our house. This matter is causing considerable worry and concern to us and we would appreciate a response.

The fact is that if this parking zone goes ahead, the closest likely parking is at least half a mile away from my house on Eastern Parade. By the time I return from teaching each day, roads such as Methuen Road and Landguard Road are completely packed and should more vehicles be restricted from parking in the roads in question, these roads will be even busier.

I would like to ask if it is possible to simply include the North side of Highland Road within the parking zone as it does appear arbitrary that the South side is included when they have no parking either. My question remains from my earlier email: where would you suggest we park should these new restrictions come into effect?

If our houses were included in the MG scheme, that would be a huge relief and avoid the excessive distance to walk to park.

281. Resident, Highland Road (north side)

Having looked at the proposals, I'm not minded to support a new residents parking zone....I don't feel that it's needed as there are nearly always spaces, even on busy days at the beach. I feel there is no magic wand and this will just create new problems. It's Portsmouth and there's the expectation that parking spaces will be limited...you just have to find a space and most drivers have the willpower and creativity to do this!

However, IF it is to be introduced then the council must consider the impact on those homes along Highland Road that this will seriously negatively impact. Eastney Street, Kassassin Street and Adair Road are literally within yards of my front door. It seems bizarre that I would not be able to park in these roads purely because of a fabricated administrative boundary. To have no option of parking within a reasonable distance of my home is going to have a really negative impact on my life on a day-to-day basis. Both myself and my partner are workers and often commute every day each way and I don't think it's at all fair we won't be able to park within a reasonable distance of our home. Not meaning to sound like an entitled nimby, but these kind of decisions can have a real impact on everyday quality of life and the council must be mindful of this.

The council must consider a common-sense approach to this scheme if it is to be implemented and include those houses north of Highland Road around the Sir Loin of Beef pub that have been parking near their homes for decades, without complaint from anyone.

Please, please do the research. Ultimately I don't feel this scheme is needed... especially as car use is generally going down across the population and streets will need many more electric charging points in future. I feel residents' parking schemes have to be very carefully targeted...and have particular use around busy areas where people work, attractions or retail areas. However, having lived across the city, this fairly quiet area of Eastney is the wrong place to be introducing a residential parking scheme and will simply cause an unnecessary headache for most residents.

282. Resident, St Andrew's Road

I wish to register an objection to the proposals contained within the following TRO :-

THE PORTSMOUTH CITY COUNCIL (MG ZONE: FESTING GROVE AREA) (RESIDENTS' PARKING PLACES AND WAITING RESTRICTIONS) (NO.49) ORDER 2020

The bases of my objection are :-

- 1) The lack of necessity for the scheme,
- 2) the means by which surveys are conducted
- 3) ... the way in which the results therefrom are compiled and interpreted
- 4) The council's agenda in progressing these schemes without proper regard to (1-3).
- 5) The inevitable installation of Pay & Display Parking Charges in both Albert Road and Highland Road, once all streets north and south thereof are incorporated within the various Residents' Parking Zones.

Objection to proposed zone (no address given)

283. Resident

I strongly object to this proposed parking zone, it is not needed. I never have a problem with parking unless there's an event on or I come home in the middle of the the day and the weather is amazing.

It would be a waste of time and resources for the council. Our council tax is already high enough as it is without this extra cost.

284. Resident

I objected when I had the informal survey and still object now. In particular; 1. How does an informal survey result in an order under the Road Traffic Act. Surely informal surveys should inform a decision as to whether to go to a formal survey on which to base a decision.

By calling it an informal survey you are inviting apathy from those surveyed.

2. On what grounds have you based a decision on an informal survey being the basis for an order to be made?

3. Have you ever been challenged by a resident in another area on using an informal survey as a basis of making an order. What was the result?

4. 76% of the people surveyed either voted against or did not I reply. Given the fundamental change to people's habits brought about by your proposal what is your democratic justification for proceeding.

5. Have you ever been challenged on the clarity of the informal survey and the likely implications on people's habits. What was the result of these challenges, if any?

6. If you are legally able to proceed then:

A. Can the restrictions be seasonal.

B. Why is the evening time period the same as other nearby Zones? Can it be for longer or even later, say 8-10pm?

C. If I am away when the zone is introduced and my car is parked on the street will I be fined?

Please reply before you proceed to enable me to consider your position and take it further if I see fit.

I have a white line across my drive. If I or my visitors park on this will a permit still be required.

In this response you specifically mention a formal public consultation. The documents despatched by post make no mention of a formal public proposal. Indeed they read as a declaration of intent.

Please justify the positioning of your documents and the words used.

You appear to be creating an ambiguous situation open to misinterpretation.

285. Resident

Thanks for the opportunity to provide feedback on proposed resident's parking zone - MG Festing Grove area (TRO 49 / 2020)

- overall I am not sure I see the point, besides a way to collect more taxes on top of a council tax which increases every year and has done so for the years we have lived at this address
- what is the purpose of the scheme ? It has never been an issue to park on our streets. And that comment is based on the fact that we come and go, at all hours of the day
- we are not guaranteed a parking space, like before, but now we need to pay for this - adds no benefit to us as residents
- you mention a charge for the services provided - what services ? There is no need for this, so seems a self generate service, which again adds no value to those who live here
- how does it work when one need to have service companies around, like a plumber, carpenter etc - do we need to register that ? Assuming there is no cost ?
- the second permit payment - £ 120.....really ?? Why isn't there at least one permit free??? When we bought the house, it was sold to us with on the street parking..at no cost.
-

I cannot find a single positive thing to say about this initiative, or find a single reason besides another scheme for the council to get tax money.

286. Resident

I would like to advise that I would be AGAINST Residential Parking Permits For the MG Area (Festing Grove Area TRO 49/2020).

The reason for this is that generally parking is not too bad it has been exacerbated due to the Seafront being closed due to Covid-19. All it will do is move any unpermitted vehicles to the surrounding roads, which will actually be less able to cope with extra vehicles.

The council should be looking at ways to reduce vehicles in portsmouth. Such as work vans for instance being parked in certain places and park and ride buses used to help people get to their vehicles.

287. Resident

please do not implement a parking zone for zone MG my personal opinion is it will make little difference & I see it as another tax that once introduced we have no control of increasing prices.

288. Resident

Please count this email as a vote against the proposed MG parking zone in Portsmouth. I don't believe this will help and it'll just cost too much for residents

289. Resident

I would like to register my strong objection to the proposed residents parking scheme. The proposed time zones will make no difference to parking as the key times of usage are 6pm to 9pm and weekends and bank holidays when it is sunny. The council needs to open up the seafront and keep the area along eastern parade as a free parking area to stop people coming to seafront from parking in neighbouring roads

290. Resident

I wish to register a very strong objection to the planned introduction of parking fees for the Southsea area on the following grounds:

- (a) This is the third occasion you have tried to introduce such a scheme and having failed to get agreements on the two previous occasions, you are not taking no for an answer and like an Irish referendum, you appear to be persisting until you get the answer you want. Which bit of NO do you not get?
- (b) We have managed perfectly well without such a scheme for decades.
- (c) Closing the seafront Road has served to compound any parking issues. That is a self inflicted problem by the council or the planners. You are trying to solve a problem that didn't need solving.
- (c) Just because you have managed to get a similar scheme adopted in other parts of the city does not mean you have to inflict it on all other residents.
- (d) Being a university city and students, none of whom used to be able to afford a car, appear to be bringing their vehicles with them during term times. Why not simply ban all students from bringing another car into the city ; or would that impose on their rights and give them mental health issues if they could not have their car or might they suffer feelings of victimisation (while doing exactly the same on the city's permanent residents by inflicting a punitive scheme for living in this great city).
- (e) This is simply another job creation scheme. It will take a number of staff to administer such a scheme.
- (f) This is equivalent to a tax on having a car. This is a long-standing socialist agenda under the guise of climate change or some environmental issue. The congestion charge in London did not stop any traffic entering the city and only served to move the problem elsewhere. The same will be the case with this scheme.
- (g) This will prevent visits by relatives to those who live in the zone; many of whom are vulnerable and elderly. This would have social as well as inequality implications.
- (h) The elderly rely on their vehicles to get around, do their shopping, visiting their friends etc., all part of maintaining their mental health well-being. Introducing such a scheme may well make them feel they have to sell their vehicles, thereby creating more social isolation. This is definitely not an objective of the council or its members.
- (I) Such a scheme does not guarantee residents a parking space at or near their home.
- (j) Southsea is a holiday destination for many visitors, particularly in the summer months. We understand that and have coped with this for decades. What is new? Trying to introduce a scheme to preserve some parking when at the same time the council has introduced parking meters on the seafront (they used to be free), redesigning the seafront parking, so there were less parking spaces; closing the seafront in the area in question; you shove hundreds of cars an hour down Eastern Parade, which makes parking down there more difficult and increasingly dangerous, then you wonder why people as a rational act start parking in what are primarily resident areas. If you restrict one area, then you invariably get a consequential impact elsewhere. This is basic. Why is it that councils try to solve what they believe is a problem; often highlighted by a vociferous minority or because someone has made the effort to get together a petition, driven by their own personal experience or a beliefs, that everyone else has to suffer a restriction or be micro managed? Every perceived problem does not always have to have a solution imposed, particularly one which is costly on the residents, many who may not be able to afford the financial or social consequences (maybe you don't care about them).

(k) I think your notices for the proposed scheme should say just that. This is a consultation only and the wording used on the notices posted suggest that it is all very official - with all the necessary traffic regulations etc mentioned - serving to suggest this is an inevitability. Read it again as if you were a resident reading this for the first time. There should be more emphasis (in the interest of balance and democracy) that this is a PROPOSAL not a certainty. Why is there no statement as to why this is being proposed. There is no context, no evidence base put forward to suggest why the proposal is being made, simply that if you don't object in sufficient numbers, you will get this idea imposed.

In summary, this is an unwanted scheme - for the third time; this is socially and financially an impact on the vulnerable and elderly, not just them in isolation but because it would serve to create more isolation as families, friends and visitors would visit them less to maintain familial links and ensure they were OK; thirdly because the changes the council has implemented on the seafront has compounded the problem the council is now seeking to resolve this by introducing another restrictive scheme. Ridiculous!

With all best wishes and the hope that you will see sense in not imposing the unwanted scheme on residents in the proposed area.

291. Resident

I have read the information previously provided and although I did in the past think it might be a good idea, I have subsequently reversed my thoughts based on what I have read and the recent continued seafront debacle.

I do not see how you will effectively police this scheme and the charge you are expecting residents to pay, for what is basically managing a database of vehicles and addresses is not good and it's only for two one hour periods.

If I thought this might be good value and it would actually deter non zone residents parking then I might change my view.

Portsmouth's problem as is the UK's is that the car/van has been for many generations been publicised by vehicle manufacturers as everyone's 'right' to use and own. Therefore there are too many divers on the roads, subsequent governments have decimated public transport such as buses and train, so these alternatives are not the first choice. What is more worrying to me is that all the talk of electric or hybrid cars is still being promoted by vehicle manufacturers and supported by government will still increase the numbers of vehicles. The opposite should be happening - Portsmouth has too many vehicles and people already.

292. Resident

There seems to be a problem accessing this page from the link in the original letter, or is it me?

Anyway, I am NOT in favour of this parking zone, as I do not think it solves the "parking problem" in the area. Also a piece meal approach to parking in Portsmouth only leads to the "problem" being moved to the next free area. Or is that part of the plan?

If we are to have the zone would it perhaps be better to have the evening time run from 5 - 6 or 5.30 - 6.30 as this is when most people appear to be returning from work.

How many extra wardens are you employing to police this additional parking zone?

293. Resident

I am writing to express my opposition to the proposed Controlled Parking Zone scheme in my area. The reasons for my opposition are:

1. Controlled Parking Zones do not address the issue of the number of vehicles in the city, many of which are commercial vehicles which take up more space.
2. The Planning Dept in PCC are adding greater pressure to the city parking by not insisting and enforcing that new building developments provide adequate off road parking.
3. The Engineers or Planners; don't know which, are extending the 'double yellow lines' on many roads reducing the number of available parking spaces. All of the above points are evidence that PCC doesn't have a single 'traffic management' strategy or policy for the city being followed by all departments. The only benefit for these schemes is to raise revenue for the council from the residence to help other underfunded services. These funding gaps should be raised through council taxes, which of course is not politically desirable for the councillors. So deceptive schemes such as 'Controlled Zones' are an underhanded way of raising revenue. This is nothing short of legalised theft.
4. From the survey only 23% of residence polled responded and not all of those were in favour of a zone being introduced, therefore there is not a consensus to support the introduction of any scheme making it undemocratic to do so.
5. Vehicles are already permitted through vehicle taxation to use the Queens highways so why would I pay more for no additional benefit, unless you are going to guarantee that the space immediately outside my property is for my sole use.

Clearly there is no real effort to resolve the parking issues as it requires some tough and unpopular decisions to be made and proposing to introduce 'Controlled Parking Schemes' is not fooling many residence who have not engaged with the survey as local government like national government has no credibility and there is certainly no faith in government to act in favour of the people. It is interesting to see there is no evidence from other cities showing the successes achieved by the introduction of such schemes.

294. Resident

I am writing to object to the proposed parking zone MG.
 I do not believe there is a problem getting parked in this area.
 As a household we depend on having two cars for our work and this scheme is proposing that we will need to pay £150 each year. I note this charge has increased compared to previous charges for parking schemes introduced locally.
 A previously estimate of cost for setting up such a scheme is £60,000. There will clearly be ongoing administrative costs and I suspect those costs will filter down to the people paying for permits. It can't be predicted how many people will need to buy permits and there is no transparency as to whether this will end up being a profit making business.
 I feel upset that businesses, particularly with covid 19, need all the help they can get to attract customers. Why would you extend parking schemes to make it even more difficult for people to park that are visiting. I don't actually feel that I have any particular right to park outside my house, I think everyone should have options to park where they want to.
 I also feel that the areas just outside the proposed scheme, in particular Eastern parade are going to become more congested and this provides more difficulties pulling out of roads safely whilst driving and crossing roads safely.

295. Resident

I am writing to formally lodge my objection to the planned Introduction of permit parking zones.

Firstly having lived in this area for many years I do not feel there is any specific parking problem even in the height of summer. Indeed the only thing that has caused a parking problem in this region is the recent ridiculous decision to close the seafront road which caused extreme congestion and dangerous levels of traffic, particularly worrying for those of us with young children.

Secondly I do not feel that the proposed scheme with controlled parking for two hours a day in separate slots (12-1 and 6-7) could have any possible benefit to the residents paying for it. This will do nothing to deter people from parking for a morning or afternoon at the beach and will cause considerable inconvenience for residents with friends and family visiting not to mention that they will have to purchase a 12 hour parking permit for a one hour restriction. There is simply no evidence that schemes with these sort of timings have any benefits to local residents. I could understand and possibly support a scheme that provided genuine protection for residents parking particularly in a high traffic area en route to the beach, such as our street, however these hours seem to be merely a cost saving device to allow fewer traffic enforcement wardens to patrol a larger area and the scheme itself one designed purely to generate income.

296. Resident

My views on the proposed parking zone are not very positive because we do not think that the benefits suggested will be really evident and the result come with an additional price tag. This is because we think the number of cars already in the zone and who would be eligible under the new parking arrangements is already too many. So even at quiet times it is very difficult to find a parking space. Then when we have visitors when the permits apply we will have additional costs.

Also we notice that disabled car badge holders are exempt from the restrictions at all times if the badge is displayed. It is evident that there are still many badge holders who are misusing their badge, using them when they are not transporting a disabled person or even when that person has died. The scheme seems to be very lightly enforced (understandably in view of staff costs and on-going budget limitations) and the ability to park anywhere without checking will mean the value of the badges to drivers will increase steadily as the parking zones come into force. Can you please, please refer this issue to the political committee or responsible executive member for consideration. It seems to me that arrangements for enforcement could be self-funding and reduce the impact of cars being parked in popular areas near the seafront like the MG one. In any case there is a great deal of double yellow line parking around the city which could be alleviated, much improving safety. Funding would be via fines.

297. Resident

I strongly disagree with price we have to pay for the " 2 hours" a day parking in the area in which we live. We do not want parking zones in this area. Also, I disagree with having to pay for a second car, we already pay Road tax which is fine but to pay to park is ridiculous.

If we could have permits for 24 hours that would be better, as we always have problems parking after 8 pm, often parking which in future could be out of our Zone !!

Unclear if support or objection (from within the zone)

298. Resident, Adair Road

With regards to the above proposed residents parking zone.

Could you please let us know how this will be policed, as during the latest influx of persons to the seafront, there was a substantial shortage of traffic wardens, at a time when they would have been appreciated by the locals.

Also introducing the zone will only move the poor parking situation into another area and not actually resolve it. Can I ask what will happen when the whole of Portsmouth is put into zones, where will the excess residents then be able to park!!!!!!.

299. Visitor, Adair Road

Every week on my way home from work I park and visit to put my relative's rubbish out for collection. I'm happy to pay for a parking that evening but I will not be able to do so according to the rules .my relative can buy a ticket if she can get to the post office , they have mobility issues so is unable to do this. My relative is elderly. Is there a solution to this problem?

I currently visit my relative's at six o clock pm to put out her rubbish for collection. She is disabled and elderly .the proposal prohibits me from parking between 6+7 pm .I cannot visit later in the day as my son who lives with me and is also disabled relies on me to cook his dinner .If the proposal s are implemented I Will have to get a taxi to my relative's and back .I estimate this will cost 8 pounds each visit I shall keep the receipt s and send them to you for reimbursement

I have just read the parking proposal s that has just been delivered to my relative's house .much easier to understand as I understand it I can park in Adair road between 6+7 pm provided I have a visitor's permit my understanding up to this point was that only residents with permits could park at this time . This is the issue I was trying to resolve

300. Resident, Brading Avenue

I fully support the idea of a parking zone in the MG area. By the time it is brought in all the extra cars, camper vans and work vans surplus in Southsea will be squeezed in here, so it can't come soon enough.

However I question the research that has gone into the chosen hours. 12-1 and 6-7pm will do nothing to help the residents and our parking issues. We are in Brading Avenue. It's the widest side road off Eastern Parade and the go to zone for anyone wanting the seafront, the beach the coffee cup and the 10th hole. The majority are not locals they are visitors. Old Portsmouth has a one hour zone because locals complained that the already present 2 hour zone caused them issues as " people parked free for gunwharf". You can't even visit the cathedral now to worship without paying to park. The system thee has had a very negative impact on local businesses at Hotwalls Studios.

Here it's regular that beach goers park at 8 am and stay all day. Ok in principle they won't do it now and will leave at 12. Others can come at 1 pm and have 5 hours free at the beach. I've hardly ever seen an actual warden so I would expect most will just risk the ticket to avoid normal charges.

I am fortunate I don't have small children but it's impossible here for families. They take the kids to school and wham someone parks. On sunny days my neighbour has had to park as far as Festing grove and walk with tired children... I nip out for 15 minutes and then can't park for the rest of the day. We can't use the drive on many occasions as we need access to the door for my family member. Cars park across drives or partially over them. Exiting the drive is very dangerous due to the cars cutting down here.

I've taken part in some of the surveys monitoring the impact off sea front closure. On a sunny day Brading Avenue is a jam of irate drivers searching for free parking. I've watched spaces become free and invariably another driver is waiting to replace them. Something along the lines of what's in place in Old Portsmouth would be more realistic and fair. What power do Old Portsmouth residents or those in central Southsea with a 3 hour zone weald. I would appreciate an actual answer to this last question rather than the standard reply.

Do you plan to employ more wardens? During this whole period of sea front closure, cars parked on corners, over accessible pavements general mayhem, bin lorries doing 10 point turns.....we've not seen one.

301. Resident, Chitty Road

The plans for residents parking is a good idea, and should have been implemented long ago.

The issue I have with it is the time restriction, they are absolutely pointless and it is as good as a chocolate coffee mug, this will not stop people parking in the summer, who spend all day at the beach, or for people who work shifts who sometimes gets home at 2am or 10pm

It should have been made too 2 hour zones.

302. Resident, Collins Road

Basically I have no major objections to the introduction of a residents' parking zone here, particularly if it will deter the commercial vans and trucks belonging to non-residents which make parking for genuine residents so difficult overnight and especially at weekends.

However I do find the proposed operation times (12 to 1pm and 6 to 7pm) rather puzzling:

1) I don't understand the point of the 12-1pm restriction, which I would have thought would be more of an inconvenience to residents than a deterrent to long-term parking by outsiders, particularly on weekdays. During the day many residents will be at work. Those who are not may be receiving visitors or carers, or perhaps having work done on their property, or receiving deliveries of shopping. The 12 to 1pm restriction would mean residents having to timetable such activities outside that hour or go to the expense of providing Visitor permits, the cost of which would mount up over a year. For people who are visited regularly by carers during the day that could be really problematic, as the carer may not be able to schedule their visit outside the 12 to 1pm slot.

2) You say that the 12-1pm restriction in the MG area (and, presumably, the 11am to 12 noon restriction in the MF area?) aims to deter non-residents visiting the seafront from parking all day. However I suspect once people realise the situation they will adjust their visits and avoid the restriction hour. They will arrive after 1pm and stay until 6pm.

3) That means the 6 to 7pm restriction starts too late and is too short, and should cover at least 5 to 7pm. I have noticed that during the week many residents round here return home from work from 4pm onwards, so might find they have to park a long way from their house or wait till 6pm to find a space. Similarly at weekends residents who've been out somewhere in their car are likely to want to return home before 6pm. I know that in the Norman Road area

of Southsea there is no parking restriction during the day but the evening restriction is 5 to 7pm, so why should it be different in the Festing Grove area?

4) Also, how much time is allowed for non-residents to park in the MG area outside the restricted periods without having to have a Visitor permit? Will it be 2 or 3 hours or something different?

303. Resident, Eastern Parade

Under the Freedom of Information Act I request you provide answers to the queries below. I cannot see how answers to your request can be provided in the timescale you offer unless all the criteria below are met.

I cannot support or object to anything until;

The issue regarding the re-opening of the seafront (Eastney Esplanade , St George's Road west to the Canoe Lake Car Park) is properly resolved once all true debate regarding its continued closure is made public. This has a severe disproportionate effect on any scheme and its timing.

The safety issues regarding Eastern Parade and environs, pathways and pavements are properly resolved under full consultation (not " under emergency legislation") and with full documentation of all Council debate made public.

All Proposals are made public for the south side of Eastern Parade parking are provided and democratically considered.

It appears legitimate visitors to residents, sport facilities and businesses are being completely overlooked.

Planning approvals which must have been provided prior to COVID Emergency legislation for car parking (not just access for service vehicles or deliveries) on all Eastern Road sports facilities are provided.

Full disclosure of the rationale and the operating statistics of the " alleged temporary" traffic controls installed on Eastern Parade under emergency legislation and the precise costs to ratepayers is provided.

The full legal terminology used for A , B and C roads and other paths and pavements in this area, subject to the Highway Code or local existing law is supplied

The legal, insurance and moral position of the Council toward all other sanctioned road users on Electric scooters and other non- Highway Code authorised modes on public roads, and also on public footpaths, cycle ways and the Promenade in the local area is provided

A full comparison survey for noise and noxious pollutants is completed in Eastern Parade against what levels were prior to the Eastney Esplanade section above closure. Also, What effect this pollution is having on residents? How does this support reducing pollution in our city now and later?

I would also like to know why a political party sent out email advisement of this scheme to selected addressees two weeks before rate paying residents were formally informed?

304. Resident, Eastern Parade

Further to your letter re the proposed Parking Zone (MG Zone: Festing Grove Area) i'm writing to say I broadly AGREE with the proposal HOWEVER feel very strongly that the south side of Eastern Parade needs to be included.

As has been seen across the city, as new parking zones are enacted, the overflow of vans, commercial vehicles, taxi's etc move to the adjacent non-parking zone areas. The south side of Eastern Parade already suffers from vehicle 'dumping' and this proposal will make it much worse.

In your proposal letter (Section: Why is the parking zone proposed only to operate for short periods during the day?) you state 'The restriction of 'MG Permit Holders Only' between 12pm-1pm and 6pm-7pm' aims to deter visitors from using residential streets from all day parking , particularly when visiting the seafront area'. Excluding the south side of Eastern Parade will create this exact problem, with dumped vehicles severely restricting the parking available to seafront visitors, but also removing parking for people using the services such as pitch'n'putt, cricket, tennis etc. It will also restrict trade visitors for the Tenth Hole, Fresco's, Model Village etc.

I STRONGLY advise that the south side of Eastern Parade be included in the proposal, hence giving residents and visitors a fair access to parking for the seafront and it's facilities. Again, leaving a seafront road open to parking abuse, when at this time more local people than ever need access to the seafront and it's facilities, does to not seem to have the cities peoples welfare in mind.

As a side note, maybe the council have a different proposal for the south side of Eastern Parade, which may include limited waiting parking (60/120 minutes) as per other seafront areas, or maybe even paid parking. If so i'm sure the local residents would like to also see those proposals.

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306. Resident, Exeter Road

I do have a few more questions regarding the impact of this scheme on my street parking availability:

- 1) What is the specified length of the parking space available in each zone? Are these figures roughly the same?
- 2) Are zones sized to approximately the same area? [e.g. in m²]
- 3) Do the above metrics take account of any access into off-road residents parking? i.e. We can't park there, but off-road residents can!

307. Resident, Exeter Road

We are already subject to vans and the like being left over weekends and potentially the problems will exacerbate.

The other option is to have one larger MF zone incorporating MF and MG as a possibility? That also solves the Salisbury road disjoint. The proposal as you lay it out is poor for anyone at the western end of MG.

Further to that, could you or someone else provide the background correspondence relating to why Salisbury Road was allowed to move zones. This effectively caused a bottleneck across three of the busier roads in MG above it, namely Andover, Exeter Road(my Road) and Bristol Road. I think you would agree, looking at the map, that this is fairly clear.

The change probably works quite well for Salisbury Road as it allows that area an outlet onto Festing Road, being part of MF. However, it increases the potential of a problem to the north of it. It would be useful to understand what drove this change and caused it to be allowed because of the effect it may have here.

I asked that we would be able to use Festing Road as the parking density there is slightly less. It is a solution that has, in effect, been given to Salisbury Road.

You may also recall that I floated the idea that MF and MG be launched at the same time or merged. There wasn't really a response on this and I really only want to communicate that the impact of the introduction of MF this week has already started to cause issues in this area. For the first time I have been unable to park in my street for the weekend or the next street. Ironically, I was asked by drivers if we are part of the parking zone ahead of them parking and leaving their vehicles for the rest of the weekend – they are still there. Students are now parking up and then wheeling their belongings north as clearly they are unable to

park in their own zones. Similarly, several vans that haven't been seen before have been left all weekend. As the students return this will possibly worsen quickly.

I note that the consultation period is in process which is welcomed. There is a feeling among a few residents that the council will do what they want to do and never listen and that the agenda is set in stone for political reasons. Additionally, there is a view that the piecemeal roll-out is designed to cause short-term pain so that when the zone is launched the residents are more grateful!

I'd rather take a little more of a pro-active approach and hope that MG is rolled out very quickly and/or merged with MF, which I still think is a more appropriate solution. Secondly, the use of Festing Road for MG would be beneficial, especially since the car density is higher this side. I appreciate that reducing overall car density is a parallel aim in relation to that last point.

I'd be grateful for your representation and asking for them move quickly on the implementation and to consider the other points. I'm sure you understand the issues but happy to walk you round if that helps.

308. Resident, Exeter Road

Whilst we broadly agree with the proposed residents MG parking area being introduced we will have more difficulty parking than we do at presently do. At most hours of the day Exeter Rd is all most impossible to park in, we suffer from people working in Albert & Highland roads parking during the day, overspill from adjacent parking zones also during the evenings. In fact 95% of the times if we have been out the only place we can find a parking place is in the Craneswater area or on the rare occasion Festing road, once you bring in permit zone there it is going to be impossible for us to find anywhere. I look forward to your reply as to what we do or where we should park in the mean time!

Thank for your reply, whilst the information is useful it does not address my question. You have brought in permit parking in Craneswater area but that stops us parking there, we live in Exeter Rd which was before very difficult to park in but is now almost impossible. My question is what are we supposed to do in the mean time until you bring in permits in our area !!! Having walked through Craneswater the last few days I see it almost empty of cars, great for them, seeing a lot of houses have drives any way! Maybe you should have done our area first as many houses do not have drives !!

309. Resident, Festing Grove

We are interested in this scheme but would like to know how it fits with the current arrangements for the closure of the sea front road. Would this continue once the parking restrictions came into force? I hope this is to be the case. Please let us know about any alternative plans such as to restrict access to Eastern Parade for cyclists and pedestrians and residents only if the sea front was reopened.

How will you enforce the restrictions with the current level of staffing? There are no wardens working in this area as you can see from the terrible state of the parking every time the weather is good. It seems likely we would pay for permits but others who are now used to parking here would continue to do so without permits and no sanctions.

310. Resident, Festing Grove

I broadly support the introduction of the MG parking zone. I have lived in several zones in Southsea over the years & displacement parking has been a huge issue when new

restrictions are introduced. The whole area should have been made residents' parking simultaneously to avoid this.

I feel however that the proposed time restrictions will not be sufficient to relieve the residents' parking issues in the MG area.

The issue with a lack of available parking for residents here is chiefly due to visitors to the seafront area.

The current proposal for time restrictions allows anybody to park before 12 pm and between 1 to 6 pm. Again, no restrictions after 7 pm.

The rationale "to deter visitors from using residential streets for all day parking" isn't really applicable here - it is not near a station for instance, it is not near significant places of work, neither is it a shopping area.

Visitors to the seafront will either arrive at 1 to park for 5 hours free or move the car in & out of paid parking or other zones to avoid this. This doesn't seem particularly onerous for them & won't really impede their day.

This practice of moving the car between zones/ paid parking is commonplace in the City.

I feel the only real way of residents having an improved parking situation - for which they will be paying - is to have 'MG permit holders only' for the whole day - or certainly with only very short periods of "free" parking for non-residents to deter visitors moving their cars about (though I don't really follow the justification for having certain times free for all)

Visitors to the seafront can be persuaded to use the Park & Ride more. Perhaps there could be the electronic car park space availability signage for the seafront/ Gunwharf etc car parks, further up the top of the entrance roads to the city - M275, A2030 etc. If these are showing "Full" or with few spaces, visitors can make the choice to use the Park & Ride then rather than just arriving in Southsea with full car parks & trying to find somewhere to park in residential streets.

Perhaps this live car park space availability data could be accessed online or via an app?

Obviously I wouldn't want to deter visitors from coming to Southsea but their parking needs to be considered & the assumption that they can just drive here & park anywhere for free needs to be challenged.

Contractors, delivery/removals, residents' guests etc can be given visitors permits by residents as required (or buy their own).

Two permits per household is plenty here. There are a fair few households with driveways.

Work vehicles shouldn't be parked in residential streets anyway. If you work for a firm, leave the van there. If you are self-employed with a work van as well as another vehicle (or vehicles) - then the idea previously proposed to utilise - i.e. B&Q - car parks for vans overnight could be revisited.

I hope my perspective might be useful.

311. Resident, Festing Grove

I am absolutely 100% in favour of a Residents Parking Zone in Festing Grove. However, I do not agree with the time frame you are proposing. I think the time limits proposed do not go far enough to support us local residents.

We suffer terribly from the beach day parkers, who either cannot find a parking spot or quite often want to avoid paying for the luxury of such a beautiful coastline.

I work from home so I think I am very knowledgeable when it come to the parking problems in our road, as I witness this day in day out.

The problems we currently have are people arrive in the morning and heading off to the beach ALL DAY, this stops us having workmen, deliveries, visitors and parking our OWN cars!

We also have people arriving early evening and going to the beach for the whole evening, we then have large groups of people returning to their cars, they can be very loud, intoxicated and then row with locals over getting out or parking etc. They can prevent people parking in their OWN road or anywhere near after working all day.

The constant stream of cars looking for spaces causes gridlock and the pollution must be awful and very high!

Yes please to the zone but I think the restrictions must be longer hours !!!!

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Yes please to the zone but I think the restrictions must be longer hours !!!!

313. Resident, Festing Grove

Good morning many thanks for sending through the information on proposed residents parking zone in our area. This household in Festing Grove has the following comments:

1. We would wish the zone to operate for a slightly longer period of time from 12 noon until 2 pm and from 5 pm to 7 pm. in particular the evening slot would allow people to be able to park up once when returning from work rather than hovering and waiting until 6 o'clock tea

time to have a mad shuffle of cars. I basically don't want to wait until 6 o'clock to be able to park my car when returning from work which I think is fair enough

2. We have parking for one car on the drive and always keep one car on the drive. However which car that is varies depending on who is at work and the other car saves a place on the road. We would seek to keep this arrangement where only car is on the road at any one time but as this car varies we would expect one permit to cover both registrations

314. Resident, Festing Grove

Regarding the proposed Residents' Parking Zone MG Festing Grove Area, I have the following question not covered in your FAQs:

I have off-road parking on my own driveway. If I purchase a resident permit can it be used in a visitor's car or would I need to purchase visitor permits in addition to a resident permit?

315. Resident, Festing Grove

I'm all for a parking zone to Festing Grove, however I'm slightly confused why the proposed times are different to other areas! I work long hours and struggle to park anywhere near my house and now under your proposals not only will I have to pay for the privilege of parking but I won't be assured to park near my house! I quite often work past 7pm however under your current plans anyone can park within the MG zone at this time!!
Why haven't you been consistent with other parking zone times?

316. Resident, Festing Grove

As the Council's approach to the zoning has proven to work in other nearby areas, may we request that its implementation is expedited for MG and not delayed unnecessarily.

We are concerned that the time limit of only one hour between 11am and 12 noon and 6pm and 7pm is not sufficient to deter people from parking. This is in particular reference to the numerous beach goers who use Festing Grove on sunny days, or when there are activities going on in Southsea. A two hour restriction at two times during the day, similar to other zones would be more effective.

Therefore we support having the MG parking zone, but - could it be with longer restriction times, and implemented without delay.

317. Resident, Festing Grove

I support the introduction of parking permits, however the proposed timings appear insufficient. Both myself and my partner work full time and only having a permitted interval between 6-7pm will mean that we still cannot park if we get home earlier or later than this particular time interval. Unfortunately, I am usually home around 5pm, whilst my partner is home around 7.30/8pm, so this permitted hour is almost useless for our circumstances. If we are being expected to buy expensive permits for both cars (which we will have to do with the introduction of the permits) then the timings must be appropriate for residents' usage.

There is a reason that the typical timings for permits around Portsmouth is either 5pm-7am or 6pm-8am. This schedule would be far more effective for the residents to park.

318. Resident, Highland Road

In principle I agree with doing this but I believe the zone is too large, needs to be split done into smaller zones

How will these restrictions be monitored as other parking infringement are not being dealt with.

Will colas and other vehicles with working partners of Pcc be exempt.

What if you require a skip in road will these be charged for.

As large number of electric vehicle charging points are going to be installed how does this affect the parking zone rules
In regards to exemption and charging.

Motorbikes/Moped take up a car parking space on the road and maybe more so why will they be exempt

In regards to the times could there be additional one added especially on festival days and great south run days and other occasion. Could additional time slots for redtriction be added.

If someone has two vehicles whats stopping them declaring one vehicle and parking the other outside the zone

My main concern is the residence is paying for a service what guarantee will there made.

319. Resident, Highland Street

We have reluctantly accepted the parking zone as all the traffic has been pushed our way and we can rarely park near our home in Highland Street . We frequently have to park in Eastern Parade . However we are very unhappy about the split time as it means my partner who lives in the ME zone and has already bought a permit there cannot easily visit me here and do work on my house . It also makes it difficult for my relatives (who are both in our social bubble) to visit here . I realise this is just one scenario but what is this doing to extended families and to the need to make Southsea a welcoming place to visitors . If we are not careful they will go elsewhere. We realise the financial benefits of this system will help the underfunded pension liabilities of the council but would prefer an honest and direct method of addressing the problem . We wish the whole thing had never been started . Please please please only go for permits needed 4.30 to 6.30 when many people are returning to their homes . I would rather people relaxing on the beach were not put under stress . For all this money collected we have not seen any additional parking spaces created and have had to pay the council a lot of money for parking permits at property we own in the ME zone. We are doing our best to make Portsmouth a welcoming place . Will you please do the same?

320. Resident, Kimberley Road

I welcome the parking zone as mentioned in the letter received today dated Aug 20.

What frustrates me is that you are charging me the same cost for a permit that restricts access to my road for only 2 hours (12- 1 & 6 -7), as you would where someone has permanent restrictions (usually, 2 hours no return). How can this be fair?

Most of us will be at work between 12-1 meaning this holds little value and those of us with children will be home before 6. These timing surely need to be reviewed before or make it a standard all restriction?

321. Resident, Kimberley Road

I'm wholly supportive of the introduction of parking restrictions in this area and equally have no issue with associated costs.

I work varied shifts and find the fact I sometimes need to park almost 1/2 mile away from my home after returning home at 11pm somewhat irritating. Since the introduction of neighbouring zones we have in our area found a significant increase in parking of commercial vehicles from vans to 7.5t lorries and in one case a vehicle transporter which takes up 2.5 spaces for cars.

I'm sure that as you can appreciate in an area which is already a 20 mph zone and with narrow streets this is an issue, and sometimes a dangerous one. Additionally I would also like to suggest that along with other proposed extensions to double yellow lines in the area there is consideration given to the placement of sections of double yellows at some interval on the west side of Kimberley Road. The reason for this is that due to the slight curve in the road after Collins Road there are frequent blockages with numerous cars approaching from either direction, which then in turn see residents cars being damaged or motorcycles knocked over as people attempt to reverse up the road (badly). This curve also saw a car crash and turn on its side in recent months.

My greatest concern is that the limited enforcement of the zonal parking will have little effect for the residents themselves, as it is likely that the displaced parking we experience will just enter the zone after, 19:00hrs with the main reason for this being to avoid the additional charge and those voiding the charge will happily wait until that hour period is over to avoid a £500 per annum charge, I certainly would.

I feel that if I, and almost all people in my street, are about to pay £150 per annum to park in our area that the enforcement window proposed in the evening should extend overnight, or as a minimum to 23:00.

322. Resident, Lindley Avenue

I feel sadly, that we have no choice to agree as if we don't everyone will be parking here in Lindley Avenue!

My concerns are that the Council will not police this satisfactorily just like the dogs on the beach and people cycling on the promenade after it was decided to put a cycling lane in along the seafront which many do not use!

Unfortunately I also feel that just after 19.00 hrs when residents would like to go out that (anybody) can come and park and stay until 12 noon the following day! It is impossible to park anywhere in this road and surrounding streets if you as a resident would like to go out (not all of us go out only locally) with this in mind I cannot see many advantages but as mentioned earlier, if we as resident do not agree then it could and no doubt will become worse!

Therefore, I have to concede to this decision which I believe the Council have handled very badly, especially the closure of the seafront.....

Nobody in the Council really wants to hear our thoughts but only to introduce plans that cost us all money and do not follow up with checking, as mentioned earlier.

323. Resident, Marine Court

They have quoted from the schedule that the proposal covers "the south side from a point 20 metres east of its junction with St George's Red in an easterly direction for a distance of 63 metres". I interpret that as the straight length of 'Marine Court' road next to the green/park area behind the beach huts. Can I therefore ask:

- Whether this scheme covers the Marine Court cul-de-sac area with our driveways and the 3 parking bays?

- What is the Council's understanding of parking in this area before and after this proposal's implementation?

I support the premise of the scheme as Marine Court appears to fill up with cars in the busy periods, impacting residents parking; however, if it appears the cul-de-sac area is a sanctuary from the scheme, I believe there is a greater risk that the parking in this small area will be flooded by vehicles without permits. Can you please clarify the scope and impact to Marine Court.

324. Resident, Marine Court

We rely heavily on the use of the visitor parking bays which are located to the eastern end of Marine Court. These were designated as for the exclusive use of the residents of numbers 10 to 35 Marine Court.

It would be helpful if you could clarify whether or not those parking bays are intended to be included in the MG zone please.

We understand the western stretch of Marine Court (opposite numbers 1 to 9) is public highway and therefore the roadside parking here would be included in the zone, but the off-street parking bays to the eastern end are designated for the sole use of Marine Court residents, specially for the houses numbered 10 to 35 and should therefore be excluded.

325. Resident, Morley Road

I own one of the garages there if i am going to have to buy a permit to park through the day could we at least have signage placed in the garage area as we all ready have people parking illegally in there before parking zones come in. Also what happens if you change vehicle half way through the period.

326. Resident, St George's Road

I wholeheartedly agree with the introduction of zoned parking restrictions in my area (MG St George's Road). The situation is dire now and people I know who have lived in Portsmouth all their lives have moved out because of parking problems.

However, I'm not sure how much of the problem will be solved with 2x1 hour restrictions per day. For instance, two weeks ago on a Monday I left home for petrol at 9:00 am and returned at 9:20 and spent half an hour trying to find a parking space. Eventually found one 2 streets away. A restriction of noon to 1:00 pm would not have eased that situation.

My second concern is regarding the purchasing and use of visitor's permits. Maybe I have misunderstood this aspect but page2, para7 of your letter states that a permit will cover all parking zones and hence not zone specific. I think that visitors permits should only be available to residents for their visitors parking in their zone (or adjacent).

327. Resident, Tokar Street

Thank you for the details pertaining to the proposed residents only parking zone for my area. I have a question if you wouldn't mind helping me out.

I have access to company cars, so my registration can change frequently. Am I still able to take advantage of the parking zone where I live? The proposal says that if I have a company car, I should supply a letter on an official letterhead. Is this what I would need to do even

though my registration can change frequently? How would this fit in with the electronic system and assist the civil enforcement officers policing the area?

328. Resident, Tokar Street

our household has 2 vehicles

I did return the survey with my comments some months ago, with my household being overall in favour of the proposed zone mainly due to the fact that the zones sweeping over Portsmouth are causing displaced parking of cars and many more commercial vehicles and making those areas without a parking zone much more difficult to park in. So inevitably one has to agree to the zones.

However, I would like to put forward that I would like to see the residents parking times extended in the evening.

You are proposing 18.00 - 19 00. I feel that it should operate from 1700 - 19.00.

The reason for this is that we find it extremely difficult to park in the evenings during week days when coming home from a day's work from about 4pm and nigh on impossible to find a parking space on weekends any later than that.

MG parking zone includes the north side of Eastern Parade, so that just leaves the south side of Eastern Parade and the actual seafront if we can't find parking spaces within our zone.

A big concern is that if we cannot find spaces in our parking zone which we would be paying for via permit, we will have to pay again (exorbitant rates for overnight parking) to possibly have to park on the seafront!!

We are not averse to walking a bit from where we are able to park our vehicles to our home and to pay for a permit but do not feel we should have to pay parking charges on top of that.

329. Resident, Wainscott Road

We have just received a letter regarding the proposed parking zones. My husband has a disabled box but we are still a little confused, sorry about this. Can you tell us if we still have to pay for a permit. We understand that we have to display our blue badge when in the box and anywhere else in the city. Your help in this matter is appreciated.

Unclear if support or objection (no address given)

330. Resident

Thank you for the letter re the proposed residents' parking zone MG. I have read through the detail and would like to ask a couple if questions.

1. Will the permit apply to the private parking bays in Marine Court, or will they be outside of the permit area (it isn't clear from the map)?

2. While I appreciate a charge wont apply for cars parked on driveways, what about those which park across driveways (which quite a few do where homes have two cars - one in the drive and one on the road across the drive/parked car). Clearly that isn't a parking space which anyone other than the resident could use, so am I correct to presume that is outside of the permit area?

331. Resident

The return date of 7 September 2020 for the survey is totally unacceptable as I am unable to vote for or against due to several issues that remain unanswered.

Under the freedom of information act I request that full information is provided with regard to.

The issue regarding the re-opening of the seafront (Eastney Esplanade , St George's Road west to the Canoe Lake Car Park) is properly resolved once all true debate regarding its continued closure is made public. This has a severe disproportionate effect on any scheme and it's timing.

The safety issues regarding Eastern Parade and environs, pathways and pavements are properly resolved under full consultation (not " under emergency legislation") and with full documentation of all Council debate made public.

The Map showing the designated area appears to imply that the private car park and access to personal garages of Cresta Court could be monitored by wardens.

332. Resident

Having received your letter about proposed parking zone MG which I am happy to be part of

Reading further on about the restrictions I do not think they are long enough .

As a resident and a painter that works in the city and pays for scratch cards to go to work, I can't see how me paying £30 plus for a permit will change parking that much which I would be opposed too.

My thoughts are the earlier time of 11am to 12pm is too short this restriction still gives people that don't pay when using the beach 5 hours on the beach whilst still parking in a residential area which happens regularly around Worsley st and kassassin st I would make the restrictions 10am till 1pm.

As regards to the later time 6pm to 7pm the biggest problem for residents is parking after work so these times people are still parked in residential areas whilst residents struggle to find a space I would suggest the restriction be 4pm till 7pm giving residents a chance to park after a days work.

Of course these are my observations as a resident these should be taken into consideration whilst if this zone parking is introduced and people are paying for permits it should work in there favour.

Also like other zone areas in Portsmouth what are the no return time limits in this MG zone they don't seem to have been mentioned .

I hope this email has helped to how residents feel and thought about before this MG zone is implemented.

333. Resident

Firstly may I take the opportunity to thank you for starting the process to implement the above parking zone, it is much overdue and will be much welcomed. I applaud the proposal but would like to propose the following please:

Extend the time for which the permits will operate from 11:00-12:00 & 18:00-19:00 to either 11:00 – 13:00 or 12:00 – 14:00.

The reason for this is that as we are free parking for the seafront it would be very easy for the visitor to arrive just gone midday after having a leisurely get up and drive to the beach. They would then have six hours or so on the beach before having to leave. After observing this for the last four summers I know this would still create a parking problem and not allow the resident to park in their own street, but by making a simple adjustment would solve the issue. I can see how the proposed timings would work for more inland zones.

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335. Resident

I live in this zone. I have a driveway with a dropped kerb and a white line on the road. Will I or my visitors be able to park on the white line without a permit?

336. Resident

With regards to proposed parking zones MG and MF although I do agree that they are necessary I would suggest that operating times in the evening start at 17.00 as for those who work usually return home between 17.00 and 18.00 when parking would be most wanted

Appendix C: Confirmation of communications undertaken

(End of report)