

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

Date of meeting: 29 October 2020

Subject: TRO 48/2020: Proposed additional permit eligibility for KD parking zone

Report by: Tristan Samuels, Director of Regeneration

Wards affected: St Jude

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1.** To consider the consultation responses to the proposal under TRO 48/2020 to extend permit eligibility within the KD Castle Road area parking zone, and to decide whether to implement the proposal. When objections are received to proposed traffic regulation orders (TROs), a decision by the Traffic & Transportation Cabinet Member is required to be made at a public meeting.

Within this report, TRO means "traffic regulation order" and RPZ means "residents' parking zone".

Appendix A: The public proposal notice and plans for TRO 48/2020
Appendix B: Public response to the proposals

2. Recommendations

It is recommended that:

- 2.1** The proposal is implemented as advertised, meaning the remaining odd-numbered properties on the west side of Grove Road South are eligible to apply for KD zone permits (Castle Road area). This would maintain a consistent approach to permit eligibility within RPZs across the city.

3. Background

- 3.1** The KD Castle Road area residents' parking zone was introduced in 2006. It is normal practice to include all properties that back onto a parking zone in the permit eligibility. However, only 6 properties and 1 apartment block in Grove Road South currently hold permit entitlement for the KD parking zone. This leaves the remaining 11 odd numbered properties (11-13 and 37-45) with no eligibility for either adjacent parking zone.

- 3.2** In 2019, the MD Kings area residents' parking zone was introduced into the area east of Grove Road South. Residents of 3 properties in Grove Road South then expressed concern about being sandwiched between two parking zones and having permit eligibility for neither.
- 3.3** The properties concerned front onto the northern part of Grove Road South, with double yellow lines and a bus clearway to the front, and with private off-road parking available. The off-road parking cannot accommodate visitors' vehicles, hence the request for permit eligibility for the adjacent parking zone.
- 3.4** On-street parking in Grove Road South remains unrestricted and available for anyone to use without a permit, after residents objected to its inclusion in the MD Kings area residents' parking zone. No concerns have been raised about this arrangement, and the buffer between parking zones appears to work well. However, the demand for these (approximately) 21 spaces means a space may not be available when needed by residents' visitors, who may wish to stay longer than the 2 hours of free parking allowed within the adjacent KD parking zone.

4. Consultation and notification

- 4.1** The statutory 21-day consultation and notification under TRO 48/2020 took place 30 July - 21 August 2020. This followed approval of the recommendation to consult on additional KD zone permit entitlement, given at the decision meeting chaired by the Cabinet Member for Traffic & Transportation on 16 July 2020.
- 4.2** Objections and support are reproduced verbatim at Appendix B. These include:
- 4.2.1** 24 x objections from residents of the KD parking zone.
- 4.2.2** 3 x further objectors did not provide their address.
- 4.2.3** 4 x support from affected residents.
- 4.2.4** 1 x support received from a resident of the KD parking zone, also asking for consideration to be given to some residents of Kent Road having access to KC zone permits.

5. Reasons for the recommendations

- 5.1** It is considered that the proposal would have little impact on the effectiveness of the KD parking zone, as the additional properties have off-road parking. The residents' requests for permit eligibility relate to the occasional parking requirements for visitors and being sandwiched between 2 parking zones without permit entitlement for either.
- 5.2** The nearest MD zone parking bays are some distance from Grove Road South. However, The Retreat and Queen's Crescent (KD zone) are accessed directly from

the west side of Grove Road South, with some properties on Grove Road South having rear access via Queen's Crescent and Woodpath in the KD zone.

- 5.3** At the time of this report, there are 920 properties within the KD parking zone, 459 on-street parking spaces and 451 valid permits.
- 5.4** The concerns raised about parking capacity within the KD parking zone in the wider context are noted, but the properties proposed for inclusion have their own off street parking and the impact is expected to be minimal. The proposal will enable them to obtain visitors permits for the zone.
- 5.4.1** A number of representations raise concern about the temporary closure of Castle Road and the potential to lose parking on Kings Road/Elm Grove if there is a temporary cycle lane. Both of these measures are temporary to assist with the Covid-19 pandemic and do not represent a permanent loss of space. They are necessary to provide social distancing space and to encourage cycling.
- 5.5** Some of the representations indicate objection to a block of flats and 5 properties coming out of a parking zone and being reallocated to KD zone. This is not the case: none of the affected properties are currently eligible to apply for permits in any zone.
- 5.6** On the plan below, properties within the black shading have held KD zone permit eligibility since 2006; the 11 individual properties highlighted in green are proposed to hold eligibility under this order (TRO 48/2020):



5.7 Only 2 x KD zone Resident permits have been issued to Friendship House, as the majority of residents use the car park provided. The building has held permit entitlement for many years now. Whilst flat Nos. 51-55 Friendship House are addressed as Grove Road South, and would also have permit eligibility for KD zone, demand for permits is historically very low and unlikely to change due to the car park.

6. Integrated Impact Assessment

6.1 An integrated impact assessment is not required as the recommendations do not have a significant positive or negative impact on communities and safety, regeneration and culture, environment and public space or equality and diversity.

7. Legal Implications

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

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

7.2 Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

7.3 A local authority can by order under section 45 of the Road Traffic Regulation 1984 designate parking places on the highway for vehicles, or vehicles of any specified class, in the order, and may charge for such parking as prescribed under s.46. Such orders may designate a parking place for use only by such person or vehicles or such person or vehicles of a class specified in the order or for a specific period of time by all persons or persons or vehicles of a particular class.

7.4 A proposed TRO must be advertised and the statutory consultees notified and given a 3-week period (21 days) in which to register any support or objections. Members of the public also have a right to object during that period. If objections are received to the proposed order the matter must go before the appropriate executive member for a decision whether or not to make the order, taking into account any comments received from the public and/or the statutory consultees during the consultation period.

8. Director of Finance's comments

8.1 There are no additional costs associated with this Traffic Regulation Order as the signage and line markings are already in situ.

8.2 Any income generated from the additional permits, visitor scratch cards and PCNs would be remitted to the Parking Reserve.

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Signed by:
Tristan Samuels
Director of Regeneration

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

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

Title of document	Location
32 emails	Parking team, PCC (Engineers inbox)
MD Kings area residents' parking zone: results of feedback survey	Portsmouth City Council website (Traffic and Transportation Cabinet Meetings) July 2020

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

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

Appendix A: The public proposal notice for TRO 48/2020, including plan

THE PORTSMOUTH CITY COUNCIL (KD RESIDENTS' PARKING ZONE) (AMENDMENT TO PERMIT ELIGIBILITY) (NO.48) ORDER 2020

30 July 2020: Notice is hereby given that Portsmouth City Council proposes to make the above Order under sections 1, 2, 4, 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.

A) KD RESIDENTS' PARKING ZONE PERMIT ELIGIBILITY

1. All properties coloured black outside of the KD residents' parking zone boundary (west side of Grove Road South):



STATEMENT OF REASONS FOR THE ORDER

- To extend KD permit eligibility to all Grove Road South property addresses on the west side the road, to now include odd nos.11, 13 and 37-45 Grove Road South
- 6 properties and 1 apartment block on the west side of Grove Road South have held KD permit eligibility for the adjacent residents' zone since its introduction in 2006. After the adjacent MD residents' parking zone was introduced in 2019, residents of 3 properties on Grove Road South asked for permit eligibility either for KD zone or MD zone.

To view this public notice on Portsmouth City Council's website, visit www.portsmouth.gov.uk, search 'traffic regulation orders 2020' and select 'TRO 48/2020'. 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 current opening hours. Please note library staff are unable to provide additional information on these proposals.

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 48/2020 by 21 August 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](#)

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

Appendix B: Public views on the proposals

Support
<p>1. Resident, Grove Road South I would like to support the proposal plan for extending the KD permit eligibility for Grove Road South.</p> <p>I live in Grove Road South, along with other houses near the bus stop that would benefit greatly by this amendment.</p>
<p>2. Resident, Grove Road South We are pleased to support the proposal referenced above. It will make our lives easier when we have visitors who ask for help parking. There is a shortage of long term parking facilities in the immediate area, as you are undoubtedly aware.</p>
<p>3. Resident, Grove Road South We believe that our address is being reviewed for eligibility and would very appreciate an update on its progress.</p>
<p>4. Resident, No address given I am writing in support of the proposal to extend the provision of parking permits within the KD zone. As a resident directly impacted, the "levelling up" of permits to all houses within our small block is something we feel is overdue and fair.</p>

5. Resident, Kent Road (KC parking zone)

I read about the proposed changes to the KD parking zone in Grove Rd South. I can see the benefits to this proposal and would be grateful if you would consider extending this idea. In the lower part of Kent Rd (near Castle Rd) there are a few houses that are within the KC zone, but residents are unable to park there as they have permits for KD. It would make sense to the residents of this area to be shown the same consideration as the other areas in question.

Another idea that I heard was being thought about was to have a crossover area for KD/KC Zones to enable those residents in these difficult areas.

I should be most grateful if you would consider this proposal.

Objections

6. Resident, Castle Road

I am writing to express my objection to the proposal TRO 48/2020 to add more properties to the KD parking zone. This parking zone is already at maximum capacity and simply cannot take any more vehicles. When I come home from work in the evening, it can take up to half an hour to find a space in the zone, if indeed there are any free. There have been many times when I have had to pay to use pay and display parking along the seafront as the zone is completely full.

I am in favour of rezoning the parking in general, as KD and KC seem to be heavily subscribed compared to most other zones. In fact, if this were to happen, I would rather be in KB zone as there are always spaces and it's right outside the back door of my flat.

However without a full rezoning plan for Southsea I do not find it acceptable to simply add other properties to our already bursting KD zone.

7. Resident, Castle Road

I strongly oppose the reallocation of a number of properties into the KD parking zone as per TRO 48/2020.

I have a parking permit for KD and it is already extremely difficult to park. With the imminent closure of the lower section of Castle Rd we will be losing another 12 evening spaces.

We are also inundated with visitors driving to the area to use the common and the beach making it very difficult for residents.

The properties in question should not be reallocated to KD

My objection is even stronger given the changes to Kings Rd and Elm Grove where advice has been given to park in the adjacent residential areas

Castle Rd closed - loss of parking spaces for the KD area

Kings Rd & Elm Grove - reduced parking and Council recommendation to current users park in residential areas eg KD



If households want to be part of a parking zone it can't be KD which is already difficult and will now be a nightmare.

8. Resident, Castle Road

I strongly oppose the reallocation of a number of properties into the KD parking zone as per TRO 48/2020.

I have a parking permit for KD and it is already extremely difficult to park. With the imminent closure of the lower section of Castle Rd we will be losing another 12 evening spaces.

We are also inundated with visitors driving to the area to use the common and the beach making it very difficult for residents. The properties in question should not be reallocated to KD.

9. Resident, Castle Road

I am writing to reject the order in regards to allowing extra properties to park in the KD zone.

Parking is already difficult enough due to people parking with no thought to other drivers and selfishly taking up more space than they need to. Not to mention 2 cars dumped since the start of lockdown and taking up a whole bay that is big enough for 3 cars.

10. Resident, Castle Road

I am writing to express my concern at the proposed increase in the amount of residents' parking in KD zone in Southsea. I live in Castle Rd and along with other residents here, I find it increasingly difficult to find a parking space in this zone. There is not the capacity in the zone to further increase the amount of residents' parking for people living outside the zone.

11. Resident, Chapel Street

I have recently been made aware of a request from five houses and a block of flats to be reallocated to the KD parking zone from a different zone. I am writing to object to these additional cars proposed in the KD zone.

As a current KD zone resident it is becoming increasingly difficult to park in this area and it does not have the space to accommodate additional cars. With the closure of some of the parking spaces in the lower end of Castle Road to allow for outdoor restaurant seating and wider pavement, there is already less space to park. I regularly have to park in streets further away when I get back late at night, and walk 5+ minutes to my house.

As a concerned resident and paying permit holder, I do not feel that the proposed changes are safe or reasonable.

12. Resident, Great Southsea Street

Of course parking is a huge problem but increasing the cars in KD zone which overnight is already full will only create more problems. Please think again.

13. Resident, Great Southsea Street

I would like to object to the proposal of some local residents coming out of their zone and relocating to the KD parking zone in Southsea.

I live on Great Southsea Street and parking has been busy enough recently. If additional cars are added to our zone I will be unlikely to get a parking spot close enough to my house that I feel safe late at night. I also pay the increased amount for my permit as it's the second one for my household so I don't think it's fair to pay so much and then not be able to get a space.

14. Resident, Great Southsea Street

I am extremely concerned to learn that nearby neighbours are wanting to relocate parking facilities to the KD area in which we live. Recently it has become significantly more challenging to 'find a space' possibly due to more multi-car households and bigger vehicles generally, too many large vans/SUV's means even the most modest car cannot find a place. Regularly delivery drivers have to double park, thereby blocking the road. I dread to think if any of the emergency services needed access at these times.

I ask you to seriously consider all other options before pushing this request through and exasperating an already difficult situation.

15. Resident, Great Southsea Street

I would like to object to a Traffic Regulation Order TRO 48/2020 - THE PORTSMOUTH CITY COUNCIL (KD RESIDENTS' PARKING ZONE) (AMENDMENT TO PERMIT ELIGIBILITY) (NO.48) ORDER 2020.

The inclusion of odd nos.11, 13 and 37-45 Grove Road South to the KD Residents areas is an unacceptable resolution to resolving the limited spaces in the KD area, for the following reasons:

1. There is already difficulty parking in this area, the inclusion of extra permissions would have a detrimental effect on existing KD permit holders.
2. The KD zone will lose circa 12 spaces due to the closure of Castle Road, making spaces more difficult to find.
3. The knock on effect of this would be that more time is spent in vehicles looking for spaces which would lead to increased traffic in the area and decline in air quality.
4. We should also consider the significant increase in guests or temporary permits that maybe issued to new KD permit holders, reducing limited spaces.
5. This will ultimately lead to an undesirable effect on house prices.

I am greatly concerned that this proposal is unworkable and needs an alternate solution to support the whole community in finding parking spaces.

An alternative would be to create a permit allocation to street density map, to determine which areas are over-subscribed and under-subscribed. For those areas under-subscribed, create a 'micro zone' e.g. KHA and reallocate direct and adjacent residents to those zones. This would fairly distribute parking to those areas which need it.



16. Resident, KD Zone (no address given)

I am writing in regards to the proposed changes to the KD Parking Zone changes outlined in TRO 48/2020. While we appreciate the five houses and block of flats have requested to come out of their parking zone, we must object to their zone being merged into KD. It is already difficult enough to park around this zone in the evenings with the existing amount of cars, and adding to this would simply be unacceptable and cause residents within the KD zone more stress and hassle trying to park.

As a resident paying for two permits at the moment, I would be incredibly annoyed to find that after paying nearly £300 for the privilege to park on the roads around my house, that it becomes nearly impossible to park.

17. Resident, Pelham Road

I am writing to object to the extension of eligibility to Residents' Parking for KD Zone to include Grove Road South.

The KD zone is proving increasingly difficult for residents to park in and most evenings this involves driving round the zone to search for a space. Including residents from Grove Road South will only serve to exacerbate this problem.

I would suggest that if the City Council wish to include Grove Road South into the KD Zone, it should look to include the stretch of road on Grove Road South opposite St John's College into part of the KD zone. At present this stretch of road has no parking restrictions on it.

18. Resident, Queens Crescent

I wish to voice a most heartfelt objection to the proposed extension of the eligibility of zone KD as per TRO 48/2020. The availability of parking places in the KD zone is already stretched to the limit. My wife requires use of her car for on call work and finding somewhere to park it is becoming almost impossible. I would strongly urge you not to make this problem worse and to not extend the eligibility.

19. Resident, Queens Crescent

We are writing to object to the plan to reallocate the parking for residents in Grove Road South to the KD zone.

We are a one-car household and already regularly struggle to find a space in the KD zone, particularly when we are returning home after 5pm. An email from a Cllr yesterday informed us that Castle Road is also likely to be partially pedestrianized, which we believe will also put pressure on the KD zone. There is simply not the capacity for further cars and it is an unfair proposal to KD zone residents, for whom parking anywhere near their house is already a challenge.

We would suggest that the council look at other policies to discourage multi-car ownership, such as reducing the number of cars able to be registered to a single property, and by implementing car-sharing schemes such as these: <https://www.co-cars.co.uk/> or <https://www.goget.com.au/>. In addition, increasing the flexibility of planning decisions, to enable the creation of off-street parking would also help relieve the pressure on the parking situation. Many thanks for considering these objections to the TRO 48/2020 proposals.



20. Resident, Queens Crescent

I wish to object to the proposal to allow five houses and a block of flats to come out of their current zone and into KD zone. I live on Queen's Crescent and it is hard enough to park in KD as it stands with people parking here for the Palmerston Road shops, the Girls High School and the restaurants etc on Osborne Road. I believe in KC zone they have access to a carpark on the common which always has space so why are you considering giving them access to KD zone's very limited parking (and no car park).

Sorry - correction I see they are not coming from KC zone so please ignore that but my objection and the implications for parking in KD zone still stand.

21. Resident, St Edwards Road

I'm am contacting you today to object to the permit extension plan for the KD parking zone.

We simply do not have the capacity to allow a further 12+ vehicles within this zone. Parking in this area is difficult as it stands, with visitors parking in the zone to visit he beach or simply the majority of the households in this zone obtaining more than one vehicle per household.

I have had to pay the second or third permit listing in my building, this has more than tripled the cost for me in comparison to the first permit holder, how is it morally okay for you to pursue a permit extension to allow further vehicles in the zone when myself having to pay more than triple the permit cost cannot always find parking within the KD parking zone. Current residents within this zone should be your upmost priority. Because of this I would like to firmly place my objection to this permit extension.

22. Resident, St Edwards Road

I would like to object to the proposal that five houses and a block of flats be reallocated to the KD parking zone. Unfortunately, parking in this zone is already very difficult and has been worsening in recent months. With the closure of the lower section of Castle Road potentially happening in the next five weeks, we will be losing another 12 spaces. There is not the space for more cars to be allocated to this zone. When we first moved to St Edwards Road parking was not too problematic but it has become much busier over time and any additional cars will make the zone even busier.

23. Resident, Sussex Road

Please register my opposition to proposal of the eligibility of the selected MD parking zone residents to KD zone on the basis that KD zone is already seriously congested and working at full capacity.

24. Resident, Sussex Road

I would like to formally object to the expansion of the KD zone to include Kings Road.

We currently have very limited parking as we can only utilise one side of the road. Many visitors to the Seafront, common and Palmerston Road look to avoid charges by parking in the nearby residential roads, not to mention the havoc The High School creates with its many events.



I simply don't see we have the capacity to take on any more vehicles.

25. Resident, Sussex Road

We wish to protest most strongly against your plan to relocate further outside residents into the KD parking zone for the following reasons:

We live at SUSSEX ROAD which has these hardships:

1. Narrow one-track street with only one side parking spaces
2. Multi occupation houses/flats already on both sides
- 3.No front gardens with parking
- 4.Our small road leads out onto Sussex Terrace with no parking at all so those houses too need to share our few spaces..

We cannot as residents compete to park with yet more outside locals.

Please reconsider!

26. Resident, Sussex Road

I am writing to object to the reallocation of the parking zone to include an additional 5 house and block of flats.

It is already extremely difficult to park in this zone and there is simply not the space for further cars to be allocated.

Please take this email as my formal objection.

27. Resident, Sussex Road

I would just like to object to the additional cars proposed in the KD zone of Portsmouth, it's becoming difficult enough to find a space as it is without the lower section of Castle road being closed.

28. Resident, Sussex Terrace

I wish to strongly object to the reallocation proposed in the above order.

Already is it extremely difficult, often impossible, to find a parking space close to my house within zone KD on Queens Crescent, Queens Place, Queens Grove and Sussex Road after 4pm, 7 days a week. Often I have the inconvenience of parking beyond the junction of Yarborough Road and St Edward's Road.

With the proposed addition of a further five houses and a block of flats to the zone, this problem without doubt will become much worse.

Again, I object in the strongest possible terms.

29. Resident, Woodpath

I would like to formally object to the proposal to include the flats and properties into the KD zone. My reasons are that we only have 7 spaces in our road and the inclusion of the



properties would impact on us and our visitors parking in our road, also the flats already have a car park.

30. Resident, No address given

I object to the additional cars proposed in the KD zone.

31. Resident, No address given

I would like to register my objection to this proposal to increase the number of vehicles entitled to park in our KD zone.

The zone is already overpopulated with vehicle users as evidenced by the great difficulty in finding a place particularly overnight and at weekends.

32. Resident, No address given

I would like to place an objection to the above proposed Traffic Order on the following grounds:

1. The public notice is incorrect when showing the boundaries of the KD zone. I.e.: The map shows the inclusion of the North Side of Kent Road, whereas the roads listed on the PCC web site are as follows:

Bush Street West, Castle Close, Castle Road, Chapel Street, Elm Street, Great Southsea Street, Little Southsea Street, Pelham Road, Queen's Crescent, Queen's Grove, Queen's Place, The Retreat, St Edward's Road, Sussex Place, Sussex Road, Wilberforce Road, Woodpath, Worsley Road, Yarborough Road.

Kent Road North is not included.

Additionally, the public notice map bears no comparison to the map of the KD zone map published on the PCC website. Therefore, this is a confusion to the residents of the KD zone making the order invalid. Likewise there may be other errors.

2. The alternative allocation choice: the MD Zone appears to have many more roads than the KC zone; therefore, this is the logical allocation for additional parking.

3. The order gives no indication of the ratio between the parking meterage (spaces) and the resident's permits issued for each zone. Therefore, it is logical that the inclusion of additional residents parking should be the zone with the smaller ratio.

4. The original maps of the KD and MD zones do not show the west side of Grove Road being included in either zone's boundary. This begs question why? A simple survey of the properties suggest that the answer is that they have adequate private parking. Therefore, what is the demand to place more parked vehicles in an already over-subscribed zone.

5. The KD zone is over subscribed. It is bounded on all sides by commercial premises hence that is why it is limited to 2 hours parking. A restriction that is frequently abused. Moreover, the KD zone to the south is bounded by the KC zone. The latter is a residential area of 'multi-occupancy let flats' where most of the occupants are transient they have no need to pay for a resident's parking permit and will take the opportunity to park in the KD

zones. Many of the vehicles parked are vans taking up more than the average car space, often parked badly. Enforcement is in the hands of residents reporting the parking violations to Traffic Control. As very few residents own such vehicles this works well for vans which are easily identified, but it is an impossible task for domestic vehicles to be identified as infringing the parking time limits now paperless permits have been introduced. Otherwise enforcement is ad hoc warden visits. Additionally, the KD zone is close to the common and seafront on fine days and events the area is inundated with visitors cars, not adhering to the 2 hour limit.

6. A measure that also should be used is the number of penalty notices issued against the number of residents permits issued for each zone – clearly this would demonstrate, the higher ratio between the two zones shows the higher the demand for parking.

Officer's comments: The maps on Portsmouth City Council's website show where parking bays are, which permit holders can use, and not permit eligibility. There are no parking bays on the north side of Kent Road, which is fully restricted with double yellow lines to facilitate traffic flows. Enforcement undertaken by the Council's Civil Enforcement Officers is not adhoc but on a rota basis, and does not rely on reports of parking contraventions from members of the public. In the last 12 months, xx Penalty Charge Notices were issued within the KD parking zone.

(End of report)